RESOLUTION 2020-03

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

FINDINGS

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

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

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

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

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

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

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

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

WHEREAS, a jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement; and

WHEREAS, when ratified by the necessary number of cities and towns, Section 19D.240 of the Pierce County Code (PCC), "Pierce County Countywide Planning Policies," shall be amended, without a subsequent Ordinance of the County Council, to incorporate the recommended proposal; and

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

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

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

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

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

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

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

CITY OF LAKEWOOD

Don Anderson

Don Anderson, Mayor

Attest:

Briana Schumacher

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter

Heidi Ann Wachter, City Attorney

Sponsored by: Councilmember Derek Young
Requested by: County Executive/Planning and Public Works Dept.

ORDINANCE NO. 2019-70s

An Ordinance of the Pierce County Council Acknowledging its Approval of Proposed Policies and Fourteen New Countywide Centers in the Pierce County Countywide Planning Policies as Recommended by the Pierce County Regional Council; Authorizing the Pierce County Executive to Execute Interlocal Agreements with the Cities and Towns of Pierce County to Ratify the Proposed Amendments; Amending Chapter 19D.240 of the Pierce County Code, "Pierce County Countywide Planning Policies," Upon Ratification; and Adopting Findings of Fact.

Whereas, the Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County, and charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (GMA) and the Regional Transportation Planning Organization (Chapter 47.80 Revised Code of Washington [RCW]), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies; and

Whereas, on January 31, 1995, the PCRC passed Resolution No. R95-17 affirming the commitment of the County to continue discussions with other local jurisdictions to resolve implementation of the Growth Management Act; and

Whereas, the Pierce County Countywide Planning Policies (CPPs) are written policy statements which are to be used solely for establishing a countywide framework from which the County and municipal comprehensive plans are developed and adopted; and

Whereas, the CPPs were originally adopted on June 30, 1992, and amended on April 9, 1996, December 17, 1996, November 18, 2004, November 17, 2008, June 26, 2012, August 27, 2012, July 11, 2014, July 27, 2014, and November 13, 2018; and

Whereas, the GMA requires the adoption of multi-county planning policies for the Puget Sound Region; and

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Whereas, the Puget Sound Regional Council (PSRC) membership is comprised of central Puget Sound counties (King, Pierce, Snohomish, and Kitsap), cities and towns, ports, tribes, and transit agencies; and

Whereas, the PSRC is the regional authority to adopt multi-county planning policies; and

Whereas, the PSRC adopted Vision 2040 at its May 2008 General Assembly meeting; and

Whereas, Vision 2040 is the central Puget Sound region's multi-county planning policies; and

Whereas, Vision 2040 directs the PSRC to provide a regional framework for designating and evaluating Regional Growth Centers and Manufacturing Industrial Centers; and

Whereas, the first set of designation procedures for Regional Growth Centers and Manufacturing Industrial Centers were adopted in 2003; and

Whereas, the PSRC updated the designation procedures in 2008 to reflect Vision 2008 through the adoption of the Regional Centers Framework; and

Whereas, the PSRC updated the Regional Centers Framework on March 22, 2018; and

Whereas, the Regional Centers Framework updated in 2018 represents a revised structure and criteria for regional and countywide centers; and

Whereas, the Pierce County Countywide Planning Policies are required to be consistent with Vision 2040; and

Whereas, the Pierce County Growth Management Coordinating Committee (GMCC) is a technical subcommittee to the PCRC, and the GMCC includes staff representatives from the County and the cities and towns within Pierce County; and

Whereas, the GMCC reviewed the update Regional Centers Framework and forwarded its proposed recommendation to amend the CPPs for consistency to the PCRC for consideration at its November 8, 2018 meeting; and

Whereas, the PCRC, based upon the recommendation from the GMCC and its own discussions, recommended approval of the proposed amendments to the designation criteria at its January 17, 2019, meeting; and

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

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Whereas, the GMCC received 14 applications for the designation of new Countywide Centers; and

Whereas, the GMCC reviewed the submitted applications for completeness and consistency with the proposed Countywide Center designation criteria; and

Whereas, the GMCC recommended approval of the submitted applications to the PCRC at its April 10, 2019, meeting; and

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

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

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

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

Whereas, a jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement; and

Whereas, when ratified by the necessary number of cities and towns, Section 19D.240 of the Pierce County Code (PCC), "Pierce County Countywide Planning Policies," shall be amended, without a subsequent Ordinance of the County Council, to incorporate the recommended proposal; and

Whereas, the Pierce County Planning Commission, at its August 27, 2019, regular public hearing, reviewed the proposed amendments to the Countywide Planning Policies; and

Whereas, the Pierce County Environmental official has determined the proposal is exempt from SEPA per WAC 197-11-800(19) procedural actions; and

Whereas, the Community Development Committee of the Pierce County Council held a public hearing on September 16, 2019, where it considered oral and written testimony and forwarded its recommendation to the full County Council; and

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Whereas, the County Council held a public hearing on October 8, 2019 and November 12, 2019, where oral and written testimony was considered; and

Whereas, the County Council finds that it is in the public interest to authorize the Pierce County Executive to execute the interlocal agreement; **Now Therefore,**

BE IT ORDAINED by the Council of Pierce County:

Section 1. The Pierce County Council acknowledges its approval of the amendments to the CPPs, including the designation of 14 new Countywide Centers, as recommended by the Pierce County Regional Council as set forth in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 2. The Pierce County Council authorizes the Pierce County Executive to execute Interlocal Agreements as set forth in Exhibits B and C, which are attached hereto and incorporated herein by reference, thereby ratifying the attached amendments to the CPPs and amending Chapter 19D.240 of the Pierce County Code as recommended by the Pierce County Regional Council.

Section 3. Findings of Fact are hereby adopted as shown in Exhibit D, which is attached hereto and incorporated herein by reference.

PASSED this 12th **day of** November**, 2019.**

ATTEST:

Denise D. Johnson
Clerk of the Council

PIERCE COUNTY COUNCIL
Pierce County, Washington

Douglas G. Richardson
Council Chair

Bruce F. Dammeier
Pierce County Executive
Approved X Vetoed _____, this
20th day of November,
2019.

Date of Publication of
Notice of Public Hearing: September 18, 2019

Effective Date of Ordinance: November 30, 2019

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Only those portions of the Countywide Planning Policies that are proposed to be amended are shown. Remainder of text, maps, tables, and/or figures is unchanged.

COUNTYWIDE PLANNING POLICY ON RURAL AREAS

Background - Growth Management Act

The Washington State Growth Management Act requires that county comprehensive plans include a rural element that includes lands that are not designated for urban growth, agriculture, forest, or mineral resources. This element is guided by multiple sections in the GMA related to rural areas, including RCW 36.70A.030 (Definitions), RCW 36.70A.011 (Findings - Rural lands), RCW 36.70A.070 (5) (Comprehensive plans - Mandatory elements - Rural Element); and others.

Rural elements are intended to recognize the importance of rural lands and rural character to Washington's economy, its people, and its environment, while respecting regional differences. In the rural element, counties are to foster land use patterns and develop a local vision of rural character that will: help preserve rural-based economies and traditional rural lifestyles; encourage the economic prosperity of rural residents; foster opportunities for small-scale, rural-based employment and self-employment; permit the operation of rural-based agricultural, commercial, recreational, and tourist businesses that are consistent with existing and planned land use patterns; be compatible with the use of the land by wildlife and for fish and wildlife habitat; foster the private stewardship of the land and preservation of open space; and enhance the rural sense of community and quality of life.

While the GMA assigns responsibility for adopting a rural element to counties, all jurisdictions in a county, particularly those surrounded by or adjacent to rural lands, have an interest in what occurs on rural lands. Hence, rural lands are included in the Countywide Planning Policies in order to achieve consistency between and among the plans of cities and the county.

VISION 2040 Multicounty Planning Policies (MPPs)

VISION 2040 identifies rural lands as permanent and vital parts of the region. It recognizes that rural lands accommodate many activities associated with natural resources, as well as small-scale farming and cottage industries. VISION 2040 emphasizes the preservation of these lands and acknowledges that managing rural growth by directing urban-type development into designated urban lands helps to preserve vital ecosystems and economically productive lands.

VISION 2040 also acknowledges recent successes in directing growth away from rural lands. However, it acknowledges that conversion pressures from urban development continue today, particularly through vesting, and calls for continued use of rural lands for farming, forestry, recreation, and low-density development supported by rural services. The Multicounty Planning Policies reinforce this and call for minimizing environmental impacts to rural lands, while

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providing long-term solutions for the environmental and economic sustainability of rural-based industries.

~~Centers of Local Importance (CoLI)~~

~~CoLIs are designated for the purpose of identifying local centers and activity nodes that are consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.~~

Countywide Planning Policies

Overarching Goal

Rur-1. The County will sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.

Development Patterns

Rur-2. Ensure that development in rural areas is consistent with the countywide and regional vision.

Rur-3. Prohibit urban net densities in rural areas.

Rur-4. Review and revise criteria and regulations to avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine local, countywide, state, and regional growth management goals.

Rur-5. In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to the Growth Management Coordinating Committee, Pierce County Regional Council, other counties, and to the Regional Council for advance review and comment on countywide and regional impacts.

Rur-6. Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and encourage consolidation where appropriate.

Rur-7. Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

Rur-8. Accommodate the county's growth first and foremost in the urban area. Ensure that development in rural areas is consistent with the rural vision.

Rur-9. Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

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Economic Development

Rur-10. Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.

Rur-11. Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

Environment

Rur-12. Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

Rur-13. Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

Transportation

Rur-14. Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

Rur-15. Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

Rur-16. Promote transit service to and from existing cities in rural areas.

Public Services

Rur-17. Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

Rur-18. Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

Rur-19. Work with schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.

Rur-20. Apply development regulations in rural areas that would mitigate the impact of roadway projects that may lead to unplanned growth in the rural area.

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~~Rur-21. A CoLI may be located in a rural designated area.~~

~~21.1 A CoLI within a rural area shall encompass similar design features as identified in UGA-51 through UGA-55.~~

~~21.2 To be officially recognized, a CoLI within a rural area shall meet the same implementation strategy/process as set forth in UGA-56 through UGA-58.~~

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COUNTYWIDE PLANNING POLICY ON URBAN GROWTH AREAS, PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT AND PROVISION OF URBAN SERVICES TO SUCH DEVELOPMENT

Background - Requirements of Growth Management Act

The Washington State Growth Management Act has as planning goals the encouragement of development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner [RCW 36.70A.020(1)],the reduction of sprawl (*i.e.*, the inappropriate or premature conversion of undeveloped land into low-density development) [RCW 36.70A.020(2)], and the provision of adequate public facilities and services necessary to support urban development at the time the development is available for occupancy and use (without decreasing current service levels below locally established minimum standards) [RCW 36.70A.020(12)] as planning goals.

The Growth Management Act further requires (1) that the County designate an "urban growth area" (UGA) or areas within which urban growth shall be encouraged and outside of which growth shall occur only if it is not "urban" in character; (2) that each municipality in the County be included within an UGA; (3) that an UGA include territory outside of existing municipal boundaries only if such territory is characterized by urban growth or is adjacent to territory that is already characterized by urban growth. [RCW 36.70A.110(1); for definition of "urban growth" see RCW 36.70A.030(17).]

The designated UGAs shall be of adequate size and appropriate permissible densities so as to accommodate the urban growth that is projected by the State Office of Financial Management to occur in the County for the succeeding 20-year period. While each UGA shall permit urban densities, it shall also include greenbelt and open space areas [RCW 36.70A.110(2)].

As to the timing and sequencing of urban growth and development over the 20-year planning period, urban growth shall occur *first* in areas already characterized by urban growth that have existing public facility and service capacities to service such development, *second* in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources [RCW 36.70A.110(3)]. Urban government services shall be provided primarily by cities, and it is not appropriate that urban governmental services be extended to or expanded in rural areas except in those limited circumstances shown to be necessary to protect basic public health and safety and environment and when such services are financially supportable at rural densities and do not permit urban development [RCW 36.70A.110(4)].

The Growth Management Act Amendments expressly require that countywide planning policies address the implementation of UGA designations [RCW 36.70A.210(3)(a)], the promotion of contiguous and orderly development, the provision of urban services to such development [RCW 36.70A.210(3)(b)], and the coordination of joint county and municipal planning within UGAs [RCW 36.70A.210(3)(f)].

VISION 2040 Multicounty Planning Policies (MPPs)

VISION 2040 calls for a more efficient, sustainable, and strategic use of the region's land. It identifies urban lands as a critical component to accommodate population and employment growth

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in a sustainable way. VISION 2040 calls for directing development to the region's existing urban lands, especially in centers and compact communities, and limiting growth on rural lands. The Regional Growth Strategy found in VISION 2040 allocates 93 percent of the region's future population growth and 97 percent of its employment growth into the existing urban growth area. Cities are divided into four distinct groups: Metropolitan Cities, Core Cities, Large Cities, and Small Cities. An additional geography is Unincorporated Urban Growth Areas. VISION 2040 recognizes that unincorporated urban lands are often similar in character to cities they are adjacent to, calling for them to be affiliated with adjacent cities for joint planning purposes and future annexation.

VISION 2040 recognizes that compact development creates vibrant, livable, and healthy urban communities that offer economic opportunities for all, provide housing and transportation choices, and use our resources wisely. The Multicounty Planning Policies support the effective use of urban land and include provisions that address brownfield and contaminated site clean-up, the development of compact communities and centers with pedestrian-friendly, transit-oriented locations and a mix of residences, jobs, retail, and other amenities, and the siting of facilities and major public amenities in compact urban communities and centers.

VISION 2040 recognizes that centers provide easy access to jobs, services, shopping, and entertainment. With their mix of uses and pedestrian-friendly design, they can rely less on forms of transportation that contribute to air pollution and greenhouse gas emissions. VISION 2040 identifies 27 regional growth centers. These places play an important role as locations of the region's most significant business, governmental, and cultural facilities. The 18 cities that have one or more regional growth centers are expected to accommodate a significant portion of the region's residential growth (53 percent) and employment growth (71 percent).

VISION 2040 calls for local jurisdictions with regional growth centers to adopt housing and employment targets for each center. Eight regional manufacturing/industrial centers have also been designated. These are locations for more intensive commercial and industrial activity. Both regional growth centers and regional manufacturing/industrial centers are focal points for economic development and transportation infrastructure investments. Subregional centers, including downtowns in suburban cities and other neighborhood centers, also play an important role in VISION 2040's *Regional Growth Strategy*. These, too, are strategic locations for concentrating jobs, housing, shopping, and recreational opportunities. VISION 2040 calls for each of the region's cities to develop one or more central places as compact mixed-use hubs for concentrating residences, jobs, shops, and community facilities.

Urban services addressed in VISION 2040 include wastewater and stormwater systems, solid waste, energy, telecommunications, emergency services, and water supply. An overarching goal of VISION 2040 is to provide sufficient and efficient public services and facilities in a manner that is healthy, safe, and economically viable. Conservation is a major theme throughout VISION 2040. The Multicounty Planning Policies address increasing recycling and reducing waste and encouraging more efficient use of water, low-impact development techniques, and renewable and alternative energy. The Multicounty Planning Policies also address siting of public facilities and the appropriateness and scale of particular public services.

VISION 2040 calls for jurisdictions to invest in facilities and amenities that serve centers and restrict urban facilities in rural and resource areas. The Multicounty Planning Policies also discourage schools and other institutions serving urban residents from locating outside the urban growth area.

Principles of Understanding Between Pierce County and the Municipalities in Pierce County

While following the goals and regulations of the Growth Management Act, Pierce County and the municipalities in Pierce County will strive to protect the individual identities and spirit of each of our cities and of the rural areas and unincorporated communities.

Further agreements will be necessary to carry out the framework of joint planning adopted herein. These agreements will be between the County and each city and between the various cities.

The services provided within our communities by special purpose districts are of vital importance to our citizens. Consistent with the adopted regional strategy, these districts will be part of future individual and group negotiations under the framework adopted by the County and municipal governments.

While the Growth Management Act defines sewer service as an urban service, Pierce County currently is a major provider of both sewer transmission and treatment services. The County and municipalities recognize that it is appropriate for the County and municipalities to continue to provide sewer transmission and treatment services.

The County recognizes that unincorporated lands within UGAs are often Potential Annexation Areas for cities. Although annexation is preferred, these are also areas where incorporation of new cities could occur. The County will work with existing municipalities and emerging communities to make such transitions efficiently. The identification of "Potential Annexation Areas" (PAAs) is intended to serve as the foundation for future strategies to annex areas within the urban growth area. A Potential Annexation Area refers to an unincorporated area within the designated urban growth area which a city or town has identified as being appropriate for annexation at some point in the future. A Potential Annexation Area designation does not obligate a jurisdiction to annex an area within a defined timeline. It is the County's authority, in consultation with cities and towns, to adopt the urban growth area(s), and identify individual Potential Annexation Areas.

In order to promote logical, orderly, and systematic annexations of the urban growth area(s), the County in partnership with cities and towns, should establish joint planning agreements and annexation plans prior to expanding or adding to existing PAAs. Creation of new PAAs prior to the annexation of existing PAAs may directly impact Pierce County government and its service obligations and may undermine the transition of existing unincorporated lands into cities and towns.

The County encourages cities and towns to annex land within its respective PAAs. The County recognizes cities and towns may not have a financial incentive to annex areas that will require more expenditures than the revenue produced through property or sales tax. Jurisdictions need to be creative in identifying potential financial incentives, in addition to establishing partnerships to overcome the financial obstacles. As a means to allocate resources, the County should prioritize the PAAs, with the highest being unincorporated "islands" between cities and towns. Pierce County shall support future annexations for areas in which a joint planning agreement exists between the County and appropriate city or town.

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At the same time, annexations and incorporations have direct and significant impacts on the revenue of county government, and therefore, may affect the ability of the County to fulfill its role as a provider of certain regional services. The municipalities will work closely with the County to develop appropriate revenue sharing and contractual services arrangements that facilitate the goals of GMA.

The Countywide Planning Policies are intended to be the consistent "theme" of growth management planning among the County and municipalities. The policies also spell out processes and mechanisms designed to foster open communication and feedback among the jurisdictions. The County and the cities and towns will adhere to the processes and mechanisms provided in the policies.

Growth Targets

The Regional Growth Strategy set forth in VISION 2040 provides guidance for the distribution of future population and employment growth through the year 2040 within the Central Puget Sound Region. This strategy in combination with the Office of Financial Management's population forecasts provide a framework for establishing growth targets consistent with the requirements of the Growth Management Act. Consistent with VISION 2040, these growth targets are the *minimum* number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs. These targets are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth.

Achievement of the future envisioned by VISION 2040 will be challenging. Jurisdictions in some regional geographies will likely be planning for growth targets that are above or below the policy direction set by the Regional Growth Strategy because they are on a front- or back-loaded growth trajectory toward 2040. In other regional geographies, recent growth has been at such significant odds with the policy direction set by the Regional Growth Strategy (such as recent growth in unincorporated urban Pierce County from 2000 to 2007 has already accounted for more than half of the 40-year growth allocation), that the 2040 goal will likely be exceeded. In such cases, jurisdictions are asked to set growth targets as close to VISION 2040 as reasonably possible in an effort to "bend the trend" of future growth to more closely conform to the Regional Growth Strategy**.** If a jurisdiction's adopted target is lower or higher than expected from a straight-line application of the Regional Growth Strategy, certification by the Puget Sound Regional Council (PSRC) will be based on the actions and measures taken or proposed to be put in place to bend the trend, not just on an assessment of the adopted targets.

It is recognized that some of the urban growth areas in existence prior to the adoption of VISION 2040 may contain more potential housing and employment capacity based upon zoning, allowed density, land division patterns, and other factors than is needed to accommodate the growth target of the associated geography. In many cases, these urban growth areas have been in existence for a decade or more, contain existing development patterns which are urban in character, and are served by sanitary sewer and other urban infrastructure. These areas are largely expected to remain within the urban growth area consistent with their urban character. Expansion of these urban growth area boundaries that do not comply with provisions in the Amendments and Transition section of these policies is acknowledged to be inconsistent with CPPs and is strongly discouraged.

~~Centers~~

~~Centers are to be areas of concentrated employment and/or housing within UGAs which serve as the hubs of transit and transportation systems. Centers and connecting corridors are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy (VISION 2040) for urban growth and are required to be addressed in the Countywide Planning Policies. Centers will become focal points for growth within the county's UGA and will be areas where public investment is directed.~~

~~Centers are to:~~

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

~~VISION 2040, the adopted regional growth strategy, identifies several centers as an integral feature for accommodating residential and employment growth. The strategy describes Regional Growth Centers, and other centers that may be designated through countywide processes or locally. Regional Growth Centers once regionally designated are located either in Metropolitan Cities, or in Core Cities. VISION 2040 also identifies Manufacturing/Industrial Centers, which consist primarily of manufacturing and industrial uses. Pierce County has five Regional Growth Centers and two Manufacturing/Industrial Centers that have been adopted into the regional growth strategy. Pierce County Regional Growth Centers are located in Tacoma, which is a Metropolitan City, and in Lakewood and Puyallup, which are Core Cities.~~

~~Regional Growth Centers in the Metropolitan City~~ ~~Tacoma Central Business District~~
~~Tacoma Mall~~

~~Regional Growth Centers in Core Cities~~ ~~Lakewood~~
~~Puyallup Downtown~~ ~~Puyallup South Hill~~

~~Currently there are no designated Countywide Centers.~~

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

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~~transportation system. The efficiency of rail and overland freight to markets is the critical element for manufacturers and industries located in these centers.~~

~~The designated Manufacturing/Industrial Centers, within Pierce County are as follows:~~

~~Manufacturing/Industrial Centers~~
~~Frederickson Port of Tacoma~~

~~Within Pierce County, a limited number of additional centers may be designated through amendment of the Countywide Planning Policies consistent with the process below.~~

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

~~The Countywide Planning Policies establish target levels for housing and employment needed to achieve the benefit of a center. Some centers will reach these levels over the next twenty years, while for others the criteria set a path for growth over a longer term, providing capacity to accommodate growth beyond the twenty year horizon.~~

~~County-Level Centers Designation Process~~

~~The County and any municipality in the County that is planning to include a Metropolitan City Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial Center within its boundaries shall specifically define the area of such center within its comprehensive plan. The comprehensive plan shall include policies aimed at focusing growth within the center and along corridors consistent with the applicable criteria contained within the Countywide Planning Policies. The County or municipality shall adopt regulations that reinforce the center's designation.~~

~~No more often than once every two years, the Pierce County Regional Council (PCRC) shall invite jurisdictions with centers already adopted in their comprehensive plan that seek to be designated as centers in the Countywide Planning Policies to submit a request for such designation. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.~~

~~Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria for designation together with a statement and map describing the center, its consistency with the applicable Countywide Planning Policies, and how adopted regulations will serve the center.~~

~~Transit services shall be defined in the broadest sense and shall include local and regional bus service, rail where appropriate, vanpool, carpool, and other transportation demand measures designed to reduce vehicle trips.~~
~~The minimum designation criteria to establish a candidate center by type are as follows:~~

~~Metropolitan City Center~~
~~Area: up to 1-1/2 square miles in size;~~
~~Capital Facilities: served by sanitary sewers;~~

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~~Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;~~
~~Population: a minimum of ten households per gross acre; and Transit: serve as a focal point for regional and local transit services.~~

~~Regional Growth Center~~
~~Area: up to 1-1/2 square miles in size; Capital Facilities: served by sanitary sewers;~~
~~Employment: a minimum of 2,000 employees;~~
~~Population: a minimum of seven households per gross acre; and Transit: serve as a focal point for regional and local transit services.~~

~~Countywide Center~~
~~Area: up to one square mile in size;~~
~~Capital Facilities: served by sanitary sewers; Employment: a minimum of 1,000 employees;~~
~~Population: a minimum of 6 households per gross acre; and Transit: serve as a focal point for local transit services.~~

~~Manufacturing / Industrial Center~~
~~Capital Facilities: served by sanitary sewers;~~
~~Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and Transportation: within one mile of a state or federal highway or national rail line.~~

~~The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's comprehensive plan. The coordinating committees shall provide joint recommendation to the PCRC.~~

~~Once included in the Countywide Planning Policies, the jurisdiction where a center is located may go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC) in accordance with its established criteria and process.~~

~~In order to be designated a Regional Growth Center the center should meet the regional criteria and requirements including those in VISION 2040, the regional growth, economic and transportation strategy as may be amended and designated by the Puget Sound Regional Council.~~

~~After county-level designation occurs within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the center shall be considered a "candidate" Regional Growth Center.~~

~~Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and employment growth targets for that Center. The expected range of targets will reflect the diversity of the various centers and allow communities to effectively plan for needed services. The target ranges not only set a policy for the level of growth envisioned for each center, but also for the timing and funding of infrastructure improvements. Reaching the target ranges will require careful planning of public investment and providing incentives for private investments. Three candidate regional centers have been included into the Countywide Planning Policies. One of the candidate centers is a Regional Growth Center and two candidate centers are Manufacturing/Industrial Centers.~~

~~Candidate Regional Centers~~
~~University Place – Candidate Regional Growth Center Sumner/Pacific – Candidate Industrial/Manufacturing Center South Tacoma – Candidate Industrial/Manufacturing Center~~

Urban Growth Outside of Centers

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

Satellite Cities and Towns

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

~~Centers of Local Importance~~

~~CoLIs are designated for the purpose of identifying local centers and activity nodes that are consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.~~

Countywide Planning Policy

UGA-1. The County shall designate the countywide urban growth area and Potential Annexation Areas within it, in consultations between the County and each municipality.

1.1 County referral of proposed urban growth area and Potential Annexation Area designations to thePierce County Regional Council (PCRC).

1.1.1 The PCRC may refer the proposed designations to the Growth Management Coordinating Committee (GMCC), or its successor entity for technical advice and for a report.

1.1.2 The PCRC may conduct public meetings to review the proposed designation and, at such meetings, may accept oral orwritten comments and communications from the public.

1.1.3 At the conclusion of its review and analysis, the PCRC shall make a recommendation to the County and to the municipalities in the County.

1.2 Once adopted by the County, the urban growth area and Potential Annexation Area designations shall not be changed except in accordance with the Countywide Policy on "Amendments and Transition."

1.2.1 A jurisdiction shall not be required to modify existing urban growth area boundaries or Potential Annexation Areas in order to reduce the residential or employment capacity to conform to adopted growth targets reflecting VISION 2040's Regional Growth Strategy. Jurisdictions shall, however, consider the adopted growth targets when updating their local comprehensive plans.

1.2.2 Growth targets are the minimum number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth. These targets are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs.

UGA-2. The following specific factors and criteria shall dictate the size and boundaries of urban growth areas:

2.1 Size

2.1.1 Urban growth areas must be of sufficient size to accommodate the urban growth projected to occur over the succeeding 20-year planning period taking into account the following:

a. land with natural constraints, such as critical areas (environmentally-sensitive land);
b. agricultural land to be preserved;
c. greenbelts and open space;
d. New Fully Contained Communities pursuant to RCW § 36.70A.350;
e. maintaining a supply of developable land sufficient to allow market forces to operate and precluding the possibility of a land monopoly but no more than is absolutely essential to achieve the above purpose;
f. existing projects with development potential at various stages of the approval or permitting process (i.e., the "pipeline");
g. land use patterns created by subdivisions, short plats or large lot divisions;
h. build-out of existing development and areas which are currently only partially built out;
i. follow existing parcel boundary lines.

2.1.2 The County, and each municipality in the County, shall cooperatively develop and propose objective standards and criteria to disaggregate the State Office of Financial Management's Countywide growth forecasts and

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VISION 2040 Regional Growth Strategy forecasts for the allocation of projected population to the County and municipalities, taking into account the availability and concurrency of public facilities and services with the impact of development, as well as the VISION 2040 Regional Growth Strategy.

2.1.3 The County shall use a consistent countywide targeting process for allocating population and employment growth consistent with the regional vision, including establishing:
a. local employment targets,
b. local housing targets based on population projections, and
c. local housing and employment targets for each designated regional growth center.

2.2 Boundaries

2.2.1 Any of the following shall be considered in determining the location of urban growth area boundaries:
a. geographic, topographic, and manmade features;
b. public facility and service availability, limits and extensions;
c. jurisdictional boundaries including special improvement districts;
d. location of designated natural resource lands and critical areas;
e. avoidance of unserviceable islands of County land surrounded by other jurisdictional entities;
f. Destination 2030 urban/rural line and PSCAA burn ban line.

Phasing of Development within the Urban Growth Area

2.3 The County and each municipality in the County shall seek to direct growth as follows:
a. first to cities and towns, centers and urbanized areas with existing infrastructure capacity;
b. second to areas that are already urbanized such that infrastructure improvements can be easily extended; and
c. last to areas requiring major infrastructure improvements.

2.3.1 Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.
2.3.2 The County and each municipality in the County should identify appropriate levels of service and concurrency standards that address schools, sewer, water, and parks.
2.3.3 The County and each municipality in the County shall identify appropriate levels of service and multimodal concurrency standards that address roads.

2.4 The urban growth area in unincorporated portions of the County shall be limited to the following:

2.4.1 build-out of existing partially developed areas with urban services;

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2.4.2 new fully contained communities;
2.4.3 redevelopment corridors.

2.5 The County's urban growth area may be extended to allow for build-out of newly developed areas only if development capacity within Potential Annexation Areas and growth in the areas identified in Policy 2.5 is determined to be inadequate to meet total population and employment projections consistent with the other policies set forth herein.

2.6 Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.

2.7 The urban growth areas in existence prior to the adoption of VISION 2040 may contain capacity beyond that needed to accommodate the growth target per regional geography for the succeeding 20-year planning period based upon existing zoning designations, allowed density, existing land division patterns, and similar factors. It is permissible for such areas to continue to be designated as urban growth areas boundaries is acknowledged to be inconsistent with the CPPs and strongly discouraged if the urban growth area expansion is not in accordance with policy AT-2.3.

UGA-3. Potential Annexation Areas shall be designated through the Pierce county Comprehensive Plan in consultation with cities and towns.

3.1 A city or town shall first identify a Potential Annexation Area(s) within its respective Comprehensive Plan;

3.2 Potential Annexation Area boundaries shall be determined with consideration for the following additional factors;

3.2.1 the VISION 2040 document, including Multicounty Planning Policies;
3.2.2 the carrying capacity of the land considering natural resources, agricultural land and environmentally-sensitive lands;
3.2.3 population, housing, and employment projections;
3.2.4 financial capabilities and urban services capacities;
3.2.5 consistency and compatibility with neighborhood, local and regional plans;
3.2.6 the existing land use and subdivision pattern;
3.2.7 property access and ownership.

3.3 Potential Annexation Areas should not overlap or leave unincorporated urban islands between cities and towns.

3.3.1 Future requests to establish a new Potential Annexation Area shall not result in an overlap with an existing Potential Annexation Area or create islands between cities and towns.
3.3.2 Cities and towns with existing Potential Annexation Area overlaps should work toward resolving the existing overlaps.

3.4 The urban service areas and satellite urban growth areas as designated through the Pierce County Comprehensive Plan as of June 30, 2013 shall be recognized as designated Potential Annexation Areas.

3.4.1 Urban service area designations approved by the Pierce County Council through its 2013 Comprehensive Plan Amendment Cycle shall be recognized as a Potential Annexation Area.

3.4.2 Boundaries of the Potential Annexation Areas should not split parcels. Efforts should be put forth to resolve split parcels prior to the initial designation of Potential Annexation Areas.

Annexation within the Urban Growth Area

UGA-4. Pierce County, in conjunction with its cities and towns, shall establish a strategy for future annexations within the urban growth area.

4.1 Annexation is preferred over incorporation within the urban growth area.

4.2 The Potential Annexation Areas as identified in the Pierce County Comprehensive Plan shall be the foundation to an annexation strategy.

4.2.1 Cities and towns are allowed to annex territory only within their adopted Potential Annexation Area as identified in the Pierce County Comprehensive Plan.

4.2.2 Annexation of an area should be phased to coincide with a city or town's ability to coordinate the provision of a full range of urban services to the areas proposed for annexation.

4.3 The County and its cities and towns should proactively coordinate the annexation of unincorporated areas within the urban growth area that are within each respective city or town's Potential Annexation Area.

4.3.1 The County and each city and town should work towards the establishment of annexation plans and joint planning agreements, with an exception for lands associated with Joint Base Lewis McChord and Camp Murray.

4.3.1.1 A joint planning agreement is to serve as a mechanism where the County or a city can, prior to notice of annexation, identify potential objections and resolutions.

4.3.1.2 An annexation plan should identify a potential schedule for annexation of areas with a city or town.

4.3.2 The County should explore and implement financial incentives for a city or town to annex areas associated with its respective Potential Annexation Area.

4.3.2.1 Financial incentives may include the establishment of a County level grant fund to assist in financial challenges a city or town may have in annexing an area.

4.3.2.2 Financial incentives may include the elimination or reduction in a fee associated with a County service to a city or town in exchange for annexing an area.

4.3.3 The County, and cities and towns, should explore potential partnerships in grant funding opportunities to overcome obstacles associated with annexing specific areas.

4.3.4 Cities and towns should recognize the financial impacts experienced by the County when annexation only encompasses commercial or greenfield areas and avoids existing residential development.

4.3.4.1 Cities and towns are encouraged to include a mix of existing commercial, residential, and greenfield areas, where appropriate, in future annexation proposals.

4.4 The County should prioritize the adopted Potential Annexation Areas for annexation.

4.4.1 The County's highest priority should be Potential Annexation Areas representing unincorporated "islands" between cities and towns; and,

4.4.2 The County shall support annexation for areas in which a joint planning agreement exists between the County and appropriate city or town.

Urban Public Services

UGA-5. Within the delineated urban growth areas, the County, and each municipality in the County, shall adopt measures to ensure that growth and development are timed and phased consistent with the provision of adequate public facilities and services.

5.1 "Adequacy" shall be defined by locally established service level standards for local facilities and services both on the site and off-site. For facilities and services provided by other agencies, adequacy shall be defined by level of service standards mutually agreed upon by the service provider and the jurisdiction served. The definition of levels of service standards may allow for the phasing-in of such standards as may be provided in the capital facilities element of County or municipal comprehensive plans.

5.2 "Public facilities" include:

5.2.1 Streets, roads, highways, sidewalks, street and road lighting systems, and traffic signals;

5.2.2 Domestic water systems;

5.2.3 Sanitary sewer systems;

5.2.4 Storm sewer systems;

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5.2.5 Park and recreational facilities;
5.2.6 Schools.

5.3 "Public services" include:

5.3.1 Fire protection and suppression;
5.3.2 Law enforcement;
5.3.3 Public health;
5.3.4 Education;
5.3.5 Recreation;
5.3.6 Environmental protection;
5.3.7 Other governmental services, including power, transit and libraries.

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

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

5.4.2 Public Sewer Interceptor and Service Extensions/Expansions:

a. Public sewer interceptors shall only extend or expand outside of Urban Growth Areas where:
   (i) sewer service will remedy ground water contamination and other health problems by replacing septic systems, or
   (ii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area, or
   (iii) an interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area, or
b. New sanitary sewer service inside Urban Growth Areas must follow phasing of capital facilities as provided in the municipality's adopted comprehensive plan or any adopted Sewer Master Plan unless:
   (i) sewer service will remedy ground water contamination and other health problems by replacing septic systems and community on-site sewage systems, or
   (ii) a new municipality incorporates, or
   (iii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area;

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(iv) an interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area.

c. New sanitary sewer service connections from interceptors shall not be made available to properties outside the Urban Growth Area except as provided in (a) above.

d. Sanitary Sewer service shall not be provided in areas designated "rural," except as provided in 3.4.2(a)(i)(ii)

e. A sewer interceptor or trunk line constructed or planned for construction through a rural area to convey wastewater from a designated Urban Growth Area to sewerage facilities in a designated Urban Growth Area shall not constitute a change of conditions that can be used as the basis for a change in land use designation or urban/rural designation, either for adjacent or nearby properties.

5.4.3 On-Site and Community Sewage Systems

a. In order to protect the public health and safety of the citizens of Pierce County and of the municipalities in the County, to preserve and protect environmental quality including, but not limited to, water quality and to protect aquifer recharge areas, to work toward the goal of eliminating the development of new residential and commercial uses on on-site and community sewage systems within the urban areas in the unincorporated County or within municipal boundaries consistent with the Countywide Planning Policies, the County and each municipality shall adopt policies on the use of on-site and community sewage including:

(i) the most current Tacoma-Pierce County Board of Health Land Use Regulations for On-Site and Community Sewerage Systems

(ii) policies which require connection to sanitary sewers when they are available in the following circumstances:

(a) if a septic system fails,

(b) for all new development except existing single-family lots,

(c) for development with dry sewer systems.

(iii) if sewer service is not available, dry sewer facilities shall be required unless the local jurisdiction has adopted criteria that otherwise must be met.

b. New industrial development on community or on-site sewage systems shall not be allowed in urban areas in the unincorporated County or within municipal boundaries. Sanitary facilities necessary for recreation sites may be exempt from this policy.

c. It is not the intent of these policies to require any individual property owner on an existing, properly permitted and functioning septic system to connect to a public sewer unless:

(i) the septic system fails;

(ii) or the system is not in compliance with the most current version of the Tacoma-Pierce County Board of Health Land Use Regulations or the current use of the property changes;

(iii) or the density of development on the property increases;

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(iv) or the existing septic system was originally permitted as an interim system to be abandoned when sewers became available;
(v) or a municipality had a mandatorypolicy.

5.4.4 Achieving an adopted Level of Sewer Service

a. The County, each municipality, and sewer providers shall work together to achieve adopted levels of service for sewers. All sewer service providers shall work with municipalities to process sewer permits in a manner that allows municipalities to comply with timelines imposed under RCW 36.70B.080(1).
b. The County, each municipality, and their sewer providers shall work to secure funding sources to achieve the adopted levels of sewer service such as:
   (i) Grants
   (ii) Public Works Trust Fund
   (iii) State Revolving Fund
   (iv) Centennial Clean Water Fund
   (v) Municipally imposed surcharges to fund sewer improvements in the jurisdictions where the surcharges are collected.

5.4.5 The availability or potential for availability of sewer treatment plant capacity shall not be used to justify expansion of the sewer system or development in a manner inconsistent with the Countywide Planning Policy, Urban Growth Area boundaries and the applicable municipal or County comprehensive land use plans.

5.5 Non-Municipal Service-Provision Entities

5.5.1 Special purpose districts shall conform their capital facility and service plans so as to be consistent with the capital facility element of the County or municipal comprehensive plans.

5.5.2 Where facilities and services will be provided by special purpose, improvement or facility service provision entities, such entities shall coordinate the provision of facilities and services with the County, and each affected municipality in the County, so that new growth and development is, in fact, served by adequate public facilities and services at the time of development.

5.6 The County, and each municipality in the County, shall adopt plans and implementation measures to ensure that sprawl and leapfrog development are discouraged in accordance with the following:

5.6.1 Urban growth within UGA boundaries is located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development;

5.6.2 Urban growth is located next in areas already characterized by urban growth that will be served by a combination of both existing public

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facilities and services and any additional needed public facilities and services that are provided by either public or private sources;

5.6.3 "Urban growth" refers to a predominance of areas or uses within the Urban Growth Area which exhibit one or a combination of the following:

a. intensive use of land for buildings and structures;
b. high percentage of impermeable surfaces;
c. incompatibility with the primary use of land for the production of food, other agricultural products or fiber, or the extraction of mineral resources;
d. need for urban governmental services.

5.6.4 "Characterized by urban growth" refers to:

a. land having urban growth on it;
b. land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

5.6.5 Urban government services shall be provided primarily by cities and urban government services shall not be provided in rural areas.

5.7 Public facilities and services will be considered available "*at the time of development*" as follows:

5.7.1 As to all public facilities and services other than transportation, if the facility or service is in place at the time demand is created, or if the County or municipality has made appropriate provision to meet the demand for the public facility or service through one or more of the following techniques:

a. inclusion of the public facility or service in the applicable County or municipal capital facilities plan element and specification of the full source of the funding for such project;
b. impact fees;
c. required land dedication;
d. assessment districts;
e. users fees and charges;
f. utility fees;
g. other.

5.7.2 As to transportation facilities, if needed transportation improvements are within the then existing 6-year capital facilities plan element and program, but only if a specific financial commitment to the transportation improvement project has been made.

5.7.3 Public facilities and services will not be considered available at the time of development unless they are provided consistently with the applicable level of service standards adopted in the capital facilities element of the Comprehensive Plan.

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5.8 Public facility and service *adequacy* shall be determined by the County, and each municipality in the County, based upon:

5.8.1 The specific public facility or service;

5.8.2 The adopted or established level of service standard
- a. established by each municipality for local facilities and services;
- b. by mutual agreement between provider and municipality served for other facilities and services;
- c. established through interlocal agreements for cross-jurisdictional facilities and services.

5.8.3 The current usage of the existing public facilities and services, existing development commitments and obligations, the vested or non-vested status of pipeline approvals or existing lots of record, and new development applications.

5.8.4 Where development projects partially meet adequacy of public facilities and services standards, development approval may be authorized for that portion of the project that meets the adequacy standards or the project may be phased to coincide with the phasing of future availability of adequate public facilities and services.

5.9 Facility and service provision/extension to new development areas shall be subject to the following:

5.9.1 Imposition of requirement for payment of the full, but fair, share of costs of needed facilities and services on the new development through:
- a. impact fees;
- b. assessment districts;
- c. user fees and charges;
- d. surcharges;
- e. dedication;
- f. utility fees;
- g. other, as appropriate.

5.9.2 Consideration of the total impact of the facility or service extension on the achievement of other policies, goals and objectives, in addition to the impact on the area being served.

5.9.3 If necessary to minimize off-site impacts, specify that such service extensions (e.g., sewer, water) are *not* subject to connection by intervening landowners.

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Joint Planning

UGA-6. Joint planning. Joint planning between local governments can provide numerous possible benefits, including but not limited to:

a. More efficient delivery of services;
b. Shared use of public facilities;
c. Coordinated permitting processes;
d. Cost-sharing for planning and construction of public facilities (e.g., water, sewer infrastructure, parks, etc.);
e. Consistent development standards;
f. Shared regional data, including GIS data;
g. Proactive identification of potential issues.

6.1 Joint planning may be municipal-municipal as well as municipal-County. The County and each municipality shall jointly plan for the designated urban growth area of that municipality (outside of municipal corporate limits) and may include municipal utility service areas. Joint municipal-municipal planning may occur in those other areas where the respective jurisdictions agree such planning would be beneficial.

6.2 Any jurisdiction initiating joint planning with one or more other jurisdictions shall do so by submitting a written proposal from its legislative authority to the legislative authority of the other jurisdiction(s). In forming its proposal, the initiating jurisdiction should consider the Joint Planning Framework recommended by the Pierce County Regional Council, April 15, 1993, and adopted by Resolution No. R93-127 of the Pierce County Council, July 13, 1993. The proposal shall include, but not be limited to, the following:

6.2.1 Size of the proposed joint planning study area;
6.2.2 Location of the proposed study area in relation to urban growth boundaries;
6.2.3 Description of the issues proposed to be addressed in the joint planning process;
6.2.4 Proposed end-product of the joint planning process (e.g., amendments to comprehensive plans or implementing ordinances of each jurisdiction, interlocal agreement, etc.);
6.2.5 Proposed resources (e.g., staff, funding, technology, etc.) to be provided by the initiating jurisdiction toward completing the joint planning process;
6.2.6 Evidence that notification of the joint planning process will be provided to residents, property owners, businesses, service providers, special districts, or other parties affected by the proposed joint planning process.

6.3 A jurisdiction receiving a proposal for joint municipal-County planning shall respond by either:

6.3.1 issuing a resolution of its legislative authority indicating an intent to enter into a joint planning process as proposed; or
6.3.2 entering into discussions with the proposing jurisdiction regarding alternatives to joint planning proposal; or

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6.3.3 proposing to Pierce County that the proposal be included as part of an appropriate community planning process, if mutually agreeable to all jurisdictions involved.

6.4 If at any time Pierce County receives more proposals for participation in joint planning than its resources will provide, the County shall forward the proposals to the Pierce County Regional Council (PCRC) for consideration and a recommendation on prioritization based on planning needs. The PCRC shall consider proposals for joint planning that have been forwarded to them, and prioritize the proposals according to the probable benefit to the County as a whole. Prioritization shall be based on the information included in the proposal, plus other criteria agreed upon by the PCRC. These criteria could include, but are not limited to:

6.4.1 Rate of growth in the proposed study area;
6.4.2 Scope of existing municipal utility provision in the proposed study area;
6.4.3 Existence of special districts serving both the proposed study area and the municipality;
6.4.4 Degree to which development standards or comprehensive plan policies may differ between jurisdictions within the proposed study area;
6.4.5 Criteria 4.5.1 through 4.5.3 below.

6.5 When joint planning is required, the joint planning effort shall determine and resolve issues including, but not limited to, the following:

6.5.1 How zoning, subdivision and other land use approvals in designated urban growth areas of municipalities will be coordinated;
6.5.2 How appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated;
6.5.3 How the rate, timing, and sequencing of boundary changes will be coordinated;
6.5.4 How the provision of capital improvements to an area will be coordinated;
6.5.5 To what extent a jurisdiction(s) may exercise extra jurisdictional responsibility.

6.6 Joint planning may be based upon factors including, but not limited to, the following:

6.6.1 Contemplated changes in municipal and special purpose district boundaries;
6.6.2 The likelihood that development, capital improvements, or regulations will have significant impacts across a jurisdictional boundary;
6.6.3 The consideration of how public facilities and services are and should be provided and by which jurisdiction(s).

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UGA-7. Urban Development Standards.

7.1 The provisions of this section shall apply to all municipalities and urban growth areas located in the County.

7.2 The following development standards shall be the minimum required for urban development and shall apply to all new development in urban growth areas, except as provided in Section 5.6 below.

7.2.1 Streets, Roads and Arterials. All public streets, roads, and arterials shall be constructed to the minimum requirements outlined in the City and County Design Standards adopted pursuant to RCW 35.78.030 and RCW 43.32.020. Curbs, gutters, and sidewalks will be required on both sides. Private streets and roads may be approved, but shall be required to meet these requirements.

7.2.2 Street Lighting. Street lighting shall be required at signalized intersections. Street lighting in new subdivisions shall be provided at all intersections controlled by a traffic signal or sign, and at certain road corners, elbows, and cul-de-sacs. Installation and maintenance of street lighting in subdivisions shall be the responsibility of the developer or homeowner's association unless the local jurisdiction assumes responsibility. When ownership of the street lighting has not been assumed by the local jurisdiction, the light standards shall be located on private property.

7.2.3 Domestic Water. A domestic water system must meet requirements under RCW 70.119 and WAC 246-290 for group "A" systems, or the functional equivalent.

7.2.4 Storm Water Facilities. A storm water drainage system shall be designed and constructed in accordance with the Department of Ecology Storm Drainage Technical Manual or a locally adopted storm water manual approved by DOE.

7.2.5 Sanitary Sewer. (Refer to policy 3.4)

7.2.6 The County and each municipality shall develop policies that require developers to extend sewers to their developments to design the facilities to allow further extension to adjacent unsewered areas.

7.2.7 Fire Protection. Fire protection and flow requirements shall be in accordance with Pierce County Code Chapter 15.12.

7.2.8 Solid Waste and Recycling. Garbage pick-up shall be provided weekly, and recycling and yard waste pick-up biweekly, consistent with federal and state laws and regulations.

7.3 It is desired by the signatories to these policies that the following Urban Development Standards be the minimum goals for urban developments in Urban Growth Areas.

7.3.1 Street Cleaning. Standards for street cleaning shall be discussed and should be developed, consistent with requirements of federal and state water quality standards.

7.3.2 Transit. Urban transit service plans adopted by the Pierce County Public Transit Benefit Authority.

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7.3.3 Library. Appropriate jurisdictions should provide 450 square feet of library space per 1,000 persons.

7.3.4 Parks and Recreation. Provisions for parks at a level of 3.0 acres of neighborhood/community parks per 1,000 population should be made for all plats and short plats as required by RCW 58.17. Such provision can be made either through dedication to the public of land, or through provision of funds, as mitigation, for park land purposes.

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

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

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

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

8.1 provide for more choices in housing types and moderate increases in density to achieve at least an average net density of four units per acre;

8.2 support infill and compact development; and

8.3 provide for land uses that encourage travel by foot, bike and transit.

UGA-9. The County and each municipality shall provide for conveniently located, appropriately scaled commercial development to serve the immediate local needs of the surrounding community by encouraging revitalization of underused commercial areas before establishing new areas.

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UGA-10. The County and each municipality shall adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty year projected population and employment growth.

UGA-11. The County and each municipality neighboring Joint Base Lewis-McChord should develop planning provisions, including development regulations that encourage adjacent land uses that are compatible with military uses.

UGA-12. Satellite Cities and Towns are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These cities and towns may include the core of small to medium sized cities and towns and may also be located in unincorporated areas. Often Satellite Cities and Towns include a strong public presence because they are the location of city hall, main street and other public spaces.

UGA-13. Satellite Cities and Towns will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.

13.1 Satellite Cities and Towns will be developed at a higher densitythan surrounding urban and rural areas;

13.2 Small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving the neighborhood character.

UGA-14. At a minimum, Satellite Cities and Towns will be served by State Routes which connect them to other centers and to the regional high capacity transit system. In some instances, Satellite Cities and Towns may have direct connections to the local public transportation system.

~~OVERALL POLICIES FOR NON-INDUSTRIAL CENTERS~~

~~Concepts and Principles~~

~~UGA-15. Centers shall be designated based upon the following:~~

~~15.1 Consistency with specific criteria for centers adopted in the Countywide Planning Policies;~~

~~15.2 The center's location in the County and its potential for fostering a logical and desirable countywide transportation system and distribution of centers;~~

~~15.3 The total number of centers in the County that can be reasonably developed based on projected growth over the next twenty years;~~

~~15.4 Environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the center and that the jurisdiction is capable of ensuring concurrent urban services to new development;~~

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15.5 If a jurisdiction designates a center, it must also adopt the center's designation and provisions in its comprehensive plans and development regulations to ensure that growth targeted to centers is achieved and urban services will be provided;

15.6 Centers shall be characterized by all of the following:

15.6.1 Clearly defined geographic boundaries;
15.6.2 Intensity/density of land uses sufficient to support high-capacity transit;
15.6.3 Pedestrian-oriented land uses and amenities;
15.6.4 Pedestrian connections shall be provided throughout;
15.6.5 Urban design standards which reflect the local community;
15.6.6 Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
15.6.7 Provisions for bicycle use;
15.6.8 Sufficient public open spaces and recreational opportunities;
15.6.9 Uses which provide both daytime and nighttime activities; and
15.6.10 Centers shall be located in urban growth areas.

UGA-16. Each jurisdiction which designates a center within its comprehensive plan shall define the type of center and specify the exact geographic boundaries of the center. Centers shall not exceed one and one-half square miles of land and Countywide centers shall not exceed one square mile of land. Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.

16.1 Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.
16.2 Priority for transportation and infrastructure funds shall be given to designated centers.

Design Features of Centers

UGA-17. The County and each jurisdiction that designates a center within its comprehensive plan shall encourage density and development to achieve targeted growth.

17.1 Any of the following approaches could be used to implement center development:

17.1.1 Encouraging higher residential densities within centers;
17.1.2 Avoiding creation of large blocks of single-use zones;
17.1.3 Allowing for greater intensity of use within centers;
17.1.4 Increasing building heights, greater floor/area ratios within centers;
17.1.5 Minimizing setbacks within centers;
17.1.6 Allowing buildings to locate close to street to enhance pedestrian accessibility; and
17.1.7 Encouraging placement of parking to rear of structures.

17.2 Designated centers are expected to receive a significant share of projected growth in conjunction with periodic disaggregation of countywide population allocations.

UGA-18. Centers shall provide necessary capital facilities needed to accommodate the projected growth in population and employment. Facilities include, but are not limited to, roads, sewers and other utilities, schools, parks, and open space. In order to provide balance between higher intensity of use within centers, public and/or private open space shall be provided.

UGA-19. Streetscape amenities (landscaping, furniture, etc.) shall be provided within centers to create a pedestrian friendly environment.

UGA-20. The following regulatory mechanisms shall be used within centers.

20.1 Adopt development standards that encourage pedestrian-scaled development such as those that address:

20.1.1 interconnections between buildings and sidewalks;
20.1.2 pedestrian links between residential and non-residential areas;
20.1.3 street trees/furniture; and
20.1.4 minimizing separations between uses.

Transportation, Parking and Circulation

UGA-21. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms should include:

21.1 charges for parking;
21.2 limiting the number of off-street parking spaces;
21.3 establishing minimum and maximum parking requirements;
21.4 commute trip reduction (CTR) measures and other transportation demand management measures;
21.5 development of commuter programs for multiple employers not otherwise affected by the CTR law; and
21.6 providing nonmotorized transportation facilities.

UGA-22. Centers should receive a high priority for the location of high-capacity transit stations and/or transit centers.

UGA-23. Locate higher densities/intensities of use close to transit stops within centers and seek opportunities to:

23.1 create a core area to support transit and high occupancy vehicle use;
23.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.) within centers; and
23.3 establish incentives for developers to provide transit and transportation demand management supportive amenities.

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~~UGA-24. Allow on-street parking within centers in order to narrow the streetscape, provide a buffer between moving traffic and pedestrians, and provide common parking areas.~~

~~UGA-25. Provisions for non-motorized transportation shall be provided, including but not limited to:~~

~~25.1 bicycle-friendly roadway design;~~
~~25.2 wider outside lane or shared parking/bike lanes;~~
~~25.3 bike-activated signals;~~
~~25.4 covered, secure bicycle parking at all places of employment;~~
~~25.5 bicycle racks; and~~
~~25.6 pedestrian pathways.~~

~~*Implementation Strategies*~~

~~UGA-26. Jurisdictions should consider incentives for development within centers such as:~~

~~26.1 streamlined permitting;~~
~~26.2 financial incentives;~~
~~26.3 density bonuses or transfer of development rights;~~
~~26.4 using SEPA Planned Action provisions to streamline environmental review by conducting environmental analysis during planning and providing permit applicants and public with more certainty of how impacts will be addressed; and~~
~~26.5 shared mitigation such as stormwater detention and joint parking.~~

~~UGA-27. Improve transit service efficiency through the development of transportation infrastructure within and between countywide and regional centers.~~

~~UGA-28. Design roadway and nonmotorized networks to promote more and better utilize transit services.~~

~~METROPOLITAN CITY CENTER~~

~~*Concepts and Principles*~~

~~UGA-29. Metropolitan City Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts and regional centers of commerce. Metropolitan City Centers may also serve national or international roles.~~

~~*Design*~~

~~UGA-30. Metropolitan City Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support high capacity transit and shall plan to meet the following criteria:~~

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~~30.1 a minimum of 50 employees per gross acre of non-residential lands;~~
~~30.2 a minimum of 15 households per gross acre;~~
~~30.3 a minimum of 30,000 employees; and~~
~~30.4 not exceed a maximum of 1-1/2 square miles in size.~~

~~*Transportation, Parking and Circulation*~~

~~UGA-31. Metropolitan City Centers shall be planned to have fast and frequent high capacity transit and other forms of transit.~~

~~UGA-32. A Metropolitan City Center shall meet at minimum the following criteria for consideration as a candidate for countywide center:~~

~~32.1 Area: up to 1-1/2 square miles in size;~~
~~32.2 Capital Facilities: served by sanitary sewers;~~
~~32.3 Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;~~
~~32.4 Population: a minimum of ten households per gross acre; and~~
~~32.5 Transit: serve as a focal point for regional and local transit services.~~

~~**REGIONAL GROWTH CENTER**~~

~~*Concepts and Principles*~~

~~UGA-33. Regional Growth Centers are locations that include a dense mix of business, commercial, residential and cultural activity within a compact area. Regional Growth Centers are targeted for employment and residential growth, and provide excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities.~~

~~*Design Features of Centers*~~

~~UGA-34. Regional Growth Centers shall plan to meet the following criteria:~~

~~34.1 A minimum of 25 employees per gross acre of non-residential lands; and~~
~~34.2 A minimum of 10 households per gross acre; and/or~~
~~34.3 A minimum of 15,000 employees; and~~
~~34.4 Not to exceed a maximum of 1-1/2 square miles in size; and~~
~~34.5 Planning policies recognizing the need to receive a significant share of the regional growth.~~

~~*Transportation, Parking and Circulation*~~

~~UGA-35. Regional Growth Centers shall plan to have fast and frequent high capacity transit, as well as other forms of transit.~~

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~~UGA-36. A Regional Growth Center shall meet at a minimum the following criteria for consideration as a candidate for countywide center:~~

~~36.1 Area: up to 1-1/2 square miles in size;~~
~~36.2 Capital Facilities: served by sanitary sewers;~~
~~36.3 Employment: a minimum of 2,000 employees;~~
~~36.4 Population: a minimum of seven households per gross acre; and~~
~~36.5 Transit: serve as a focal point for regional and local transit services.~~

~~COUNTYWIDE CENTER~~

~~*Concepts and Principles*~~

~~UGA-37. Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These centers may include the core of small to medium-sized cities and may also be located in unincorporated areas. Often Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces.~~
~~Countywide Centers are also potentially candidates for designation as regional centers.~~

~~*Design Features of Centers*~~

~~UGA-38. Countywide Centers shall be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.~~

~~38.1 Countywide Centers shall be developed at a higher density than surrounding urban areas to take advantage of connecting centers.~~
~~38.2 Small-scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving neighborhood character.~~

~~UGA-39. Countywide Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support transit. Each Countywide Center shall plan to meet the following criteria:~~

~~39.1 A minimum of 15 employees per gross acre of non-residential lands;~~
~~39.2 A minimum of 7 households per gross acre;~~
~~39.3 A minimum of 2,000 employees; and~~
~~39.4 Not to exceed a maximum of 1 square mile in size.~~

~~*Transportation, Parking and Circulation*~~

~~UGA-40. At a minimum, Countywide Centers shall plan to be served by public transit and/or ferries which connect them to other centers, to surrounding residential communities, and to the regional high capacity transit system. Countywide Centers should have direct connections to high capacity local and regional transit hubs.~~

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~~UGA-41. Minimum criteria for designation as Countywide Center:~~

~~41.1 Area: up to one square mile in size;~~
~~41.2 Capital Facilities: served by sanitary sewers;~~
~~41.3 Employment: a minimum of 1,000 employees;~~
~~41.4 Population: a minimum of six households per gross acre; and~~
~~41.5 Transit: serve as a focal point for local transit services.~~

~~MANUFACTURING/INDUSTRIAL CENTER~~

~~*Concepts and Principles*~~

~~UGA-42. Manufacturing/Industrial Centers shall be locally determined and designated based on the following steps:~~

~~42.1 Consistency with specific criteria for Manufacturing/Industrial Centers adopted within the Countywide Planning Policies;~~
~~42.2 Consideration of the Center's location in the County and region, especially relative to existing and proposed transportation facilities;~~
~~42.3 Consideration of the total number of Manufacturing/Industrial Centers in the County that are needed over the next twenty years based on projected need for manufacturing/industrial land to satisfy regional projections of demand for manufacturing/industrial land uses;~~
~~42.4 Environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development; and~~
~~42.5 Adoption within the jurisdiction's comprehensive plan of the center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.~~

~~*Design Features of Centers*~~

~~UGA-43. Manufacturing/Industrial Centers shall be characterized by the following:~~

~~43.1 Clearly defined geographic boundaries;~~
~~43.2 Intensity of land uses sufficient to support alternatives to single-occupant vehicle use;~~
~~43.3 Direct access to regional highway, rail, air and/or waterway systems for the movement of goods;~~
~~43.4 Provisions to prohibit housing; and~~
~~43.5 Identified transportation linkages to high-density housing areas.~~

~~UGA-44. Provisions to achieve targeted employment growth should include:~~

~~44.1 Preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing/industrial uses;~~
~~44.2 Prohibition of land uses which are not compatible with manufacturing/industrial, manufacturing/industrial supportive, and advanced technology uses;~~

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~~44.3 Limiting the size and number of offices and retail uses and allowing only as an accessory use to serve the needs of employees within centers; and~~

~~44.4 Reuse and intensification of the land.~~

~~*Transportation, Parking and Circulation*~~

~~UGA-45. Transportation network within Manufacturing/Industrial Centers should provide for the needs of freight movement and employees by ensuring a variety of transportation modes such as transit, rail, and trucking facilities.~~

~~UGA-46. The transportation system within Manufacturing/Industrial Centers shall be built to accommodate truck traffic and acceleration. Review of projects should consider infrastructure enhancements such as:~~

~~46.1 turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes;~~

~~46.2 designing turn lanes with a width to allow freight vehicles to turn without interrupting the flow of traffic in other lanes;~~

~~46.3 designing the far side of intersections with acceleration lanes for trucking vehicles and heavy loads to facilitate traffic flow;~~

~~46.4 constructing climbing lanes where necessary to allow for slow moving vehicles;~~

~~46.5 providing off-street truck loading facilities to separate goods loading and unloading; and~~

~~46.6 arterial grade separations with rail freight and designation of Heavy Haul corridors or truck only lanes.~~

~~*Implementation Strategies*~~

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

~~UGA-48. Jurisdictions having a designated Manufacturing/Industrial Center shall:~~

~~48.1 Plan for and fund capital facility improvement projects which support the movement of goods;~~

~~48.2 Coordinate with utility providers to ensure that utility facilities are available to serve such centers;~~

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

~~48.4 Facilitate land assembly;~~

~~48.5 Assist in recruiting appropriate businesses; and~~

~~48.6 Encourage employers to participate in commute trip reduction program.~~

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

~~49.1 Capital Facilities: served by sanitary sewers;~~

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

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

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~~Prioritization of Funding for Centers~~

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

~~Centers of Local Importance (CoLI)~~

~~Concepts and Principles~~

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

~~Design Features of CoLIs~~

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

~~52.1 Civic services~~
~~52.2 Commercial areas~~
~~52.3 Recreational areas~~
~~52.4 Industrial areas~~
~~52.5 Cultural facilities/activities~~
~~52.6 Historic buildings or sites~~
~~52.7 Residential areas~~

~~UGA-53. The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.~~

~~UGA-54. Each jurisdiction shall define the role that the CoLI plays in supporting planned growth.~~

~~UGA-55. A variety of appropriate transportation options and pedestrian-friendly design should be available or planned within a CoLI.~~

~~Implementation Strategies~~

~~UGA-56. A CoLI shall be locally adopted; approval by the PCRC or other regional organization shall not be required.~~

~~56.1 A jurisdiction shall document how an area meets the Design Features (UGA-51 through UGA-55) of a CoLI in its comprehensive plan.~~

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~~56.2 The documentation should include examples, plans, or other information that supports the designation of a CoLI.~~

~~56.3 An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's comprehensive plan.~~

~~56.4 A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for existing and planned development.~~

~~56.5 A comprehensive plan that utilizes an alternative label to refer to a CoLI shall be accompanied with adopted findings of fact that recognizes the area as a CoLI per the Pierce County CPPs.~~

~~UGA-57. A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize formally adopted CoLIs that meet the criteria.~~

~~57.1 The notice shall be provided to the PCRC 60 days (minimum) prior to the expected dated of adoption.~~

~~57.2 The notice shall provide information that identifies the location of the proposed CoLI and documents how the location meets the CoLI policies.~~

~~UGA-58. A locally adopted CoLI shall be recognized in Appendix B of the CPPs.~~

~~58.1 Jurisdictions shall forward a map of locally adopted CoLIs together with the comprehensive plan citations to the PCRC for inclusion into Appendix B. The adopted CoLIs shall be attached to the CPP publications as Appendix B for ease of reference. Appendix B shall not be considered a component of the CPPs and, accordingly, an update to Appendix B shall not constitute an amendment to the CPPs requiring ratification by Pierce County jurisdictions.~~

"NEW SECTION"

COUNTYWIDE PLANNING POLICY ON REGIONAL, COUNTYWIDE AND CENTERS OF LOCAL IMPORTANCE

Centers

Centers Overview

The Puget Sound regional growth strategy identifies Centers as an integral feature for accommodating residential and employment growth. The strategy describes Regional Growth Centers and other Centers that may be designated. Regional Growth Centers, once regionally designated, are located either in Metropolitan Cities or in Core Cities. The strategy also identifies Regional Manufacturing/Industrial Centers, which consist primarily of manufacturing and industrial uses.

Centers are areas of concentrated employment and/or housing within Urban Growth Areas (UGAs) which serve as the hubs of transit and transportation systems. Centers and connecting corridors are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy for urban growth and are required to be addressed in the Countywide

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Planning Policies. Centers are, or will become, focal points for growth within the county's UGA and are areas where public investment is directed.

C-1. The purpose of Regional Growth Centers and Countywide Centers is to:

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

C-2. The purpose of Manufacturing/Industrial Centers is to:

- Recognize strategically located concentrations of industrial activity as essential resources for the local economy;
- protect and leverage critical and difficult to replace freight infrastructure;
- preserve the industrial land base in the long term;
- support family/living wage jobs;
- emphasize the importance of freight movement; and
- preserve the county's supply of industrial land.

C-3. Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity that provide a sense of place and community. They are characterized by their role as the central business districts and regional centers of commerce. Centers may also serve national or international roles.

C-4. Manufacturing Industrial Centers (MICs) preserve lands for family-wage jobs in basic industries and trade, and provide areas where that employment may grow in the future. MICs form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.

C-5. Transportation and economic development funds should be prioritized for transportation and infrastructure supporting Centers in Pierce County. Projects that support Regional Growth and/or Manufacturing Industrial Centers (and Candidates), support more than one center, and benefit a variety of user groups will be given higher consideration.

C-6. Centers must be identified in a Comprehensive Plan with information about the type of Center and the specific geographic boundaries. Capital improvements must be present and available, or be planned and financed, consistent with the expected rate of growth. Such improvements include, but are not limited to, roads, sewers and other utilities, schools, parks, and open space. In order to provide balance between higher intensity of use within Centers, public and/or private open space shall be provided.

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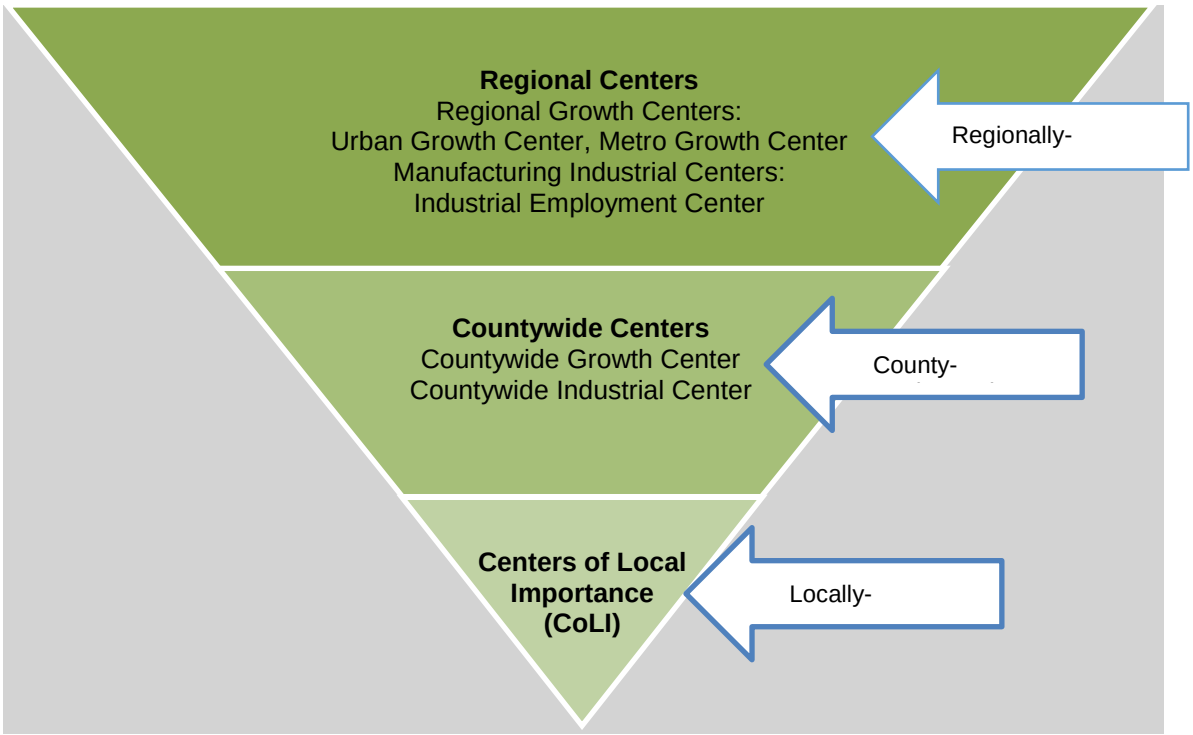
Types of Centers

Centers must meet minimum designation criteria, which includes the criteria of the lower category Center type. For example, a Regional Center must meet the designation criteria for a Regional Center as well as the criteria for a Countywide Center.

In March 2018, the Puget Sound Regional Council (PSRC) adopted the Regional Centers Framework Update that established new eligibility and criteria for Regional Centers. Jurisdictions must adhere to the latest eligibility and designation criteria for new Regional Centers as adopted by PSRC.



Center Designation Authority

Regional Centers must be approved by Puget Sound Regional Council (PSRC), in addition to Pierce County Regional Council (PCRC) by amending the Countywide Planning Policies (CPPs).

Countywide Centers and Centers of Local Importance (CoLI) are approved by the Pierce County Regional Council by amending the Countywide Planning Policies.

Center Designation Process

Pierce County and any municipality in the County that is planning to include a county or regionally designated Center within its boundaries shall specifically define the area of such Center within its Comprehensive Plan. The Comprehensive Plan shall include policies aimed at focusing growth within the Center and along corridors consistent with the applicable criteria contained within the Countywide Planning Policies. The County or municipality shall adopt regulations that reinforce the Center's designation.

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Beginning in 2019 and once every two years thereafter, the Pierce County Regional Council (PCRC) shall invite jurisdictions to submit requests for designation of new Centers. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.

Each jurisdiction seeking to designate a new Countywide Center shall provide the PCRC with a report demonstrating that the proposed Center:

1. Meets the basic standards for designation;
2. Is characterized and defined in the local Comprehensive Plan;
3. Is consistent with the applicable Countywide Planning Policies, and
4. Is supported and served by adopted local development regulations.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's Comprehensive Plan. The coordinating committees shall provide joint recommendation to the PCRC.

Once included in the Countywide Planning Policies, the jurisdiction where a Center is located may go on to seek regional designation of the Center from the Puget Sound Regional Council (PSRC). Jurisdictions must adhere to the latest eligibility, designation criteria, and process for new Regional Growth Centers as adopted by PSRC as they prepare applications for new Center designation. Countywide Centers should be reviewed for consistency and countywide concurrence prior to submitting for regional designation.

After the Center is designated as a Countywide center within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the Center shall be considered a "candidate" Regional Growth Center or Manufacturing/Industrial Center.

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

Amending an Existing Countywide Center

Once a Center has been designated in the Countywide Planning Policies, the affiliated jurisdiction may request an amendment to the Center. The Center amendment process shall be limited to a vote of the PCRC though submission of a report explaining the requested amendment and affirming that the amended Center will be consistent with the Countywide Center basic standards and the Countywide Planning Policies.

Urban Growth Outside of Centers

A variety of urban land uses and areas of growth will occur outside of designated Centers but within the Urban Growth Area (UGA). Local land use plans will guide the location, scale, timing and design of development within UGAs. The UGA will be where the majority of future growth

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and development will be targeted. Development should be encouraged which complements the desired focus of growth into Centers and supports a multimodal transportation system. For example, policies which encourage infill and revitalization of communities would help to achieve the regional and statewide objectives of a compact and concentrated development pattern within urban areas. The Countywide Planning Policies provide guidance for development and the provision of urban services to support development within the UGA. Jurisdictions with Centers should plan connections with adjacent neighborhoods and other centers to encourage access to Centers and connectivity across the county.

Regional Growth Centers (RGCs)

Regional Growth Centers are locations of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. The region's plans identify Centers as areas that should receive a significant share of the region's population and employment growth compared with other parts of the urban area, while providing improved access and mobility—especially for walking, biking, and transit.

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

The following Pierce County Regional Growth Centers have been adopted into the PSRC Regional Growth Strategy:

- Tacoma Central Business District
- Tacoma Mall
- Lakewood
- Puyallup Downtown
- Puyallup South Hill
- University Place

C-7. The County and each jurisdiction that designates a Center within its Comprehensive Plan shall encourage density and development to achieve targeted growth. Any of the following approaches could be used to implement Center development:

1. Encouraging higher residential densities within Centers;
2. Avoiding creation of large blocks of single-use zones;
3. Allowing for greater intensity of use within Centers;
4. Increasing building heights, greater floor/area ratios within Centers;
5. Minimizing setbacks within Centers;
6. Allowing buildings to locate close to street to enhance pedestrian accessibility; and
7. Encouraging placement of parking to rear of structures.

C-8. Designated Centers are expected to receive a significant share of projected growth in conjunction with periodic disaggregation of Countywide population allocations.

C-9. Centers shall provide necessary capital facilities needed to accommodate the projected growth in population and employment.

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C-10. Streetscape amenities (landscaping, furniture, etc.) should be provided within Centers to create a walkable environment.

C-11. To encourage transit use within Centers, jurisdictions should establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms could include:

1. charges for parking;
2. limiting the number of off-street parking spaces;
3. establishing minimum and maximum parking requirements;
4. commute trip reduction (CTR) measures and other transportation demand management measures;
5. development of commuter programs for multiple employers not otherwise affected by the CTR law; and
6. providing nonmotorized transportation facilities.

C-12. Centers receive a high priority for the location of high-capacity transit stations and/or transit Centers.

C-13. Higher residential densities and uses that support high density residential should be located close to transit stops within Centers and seek opportunities to:

1. create a core area to support transit and high occupancy vehicle use;
2. allow/encourage all types of transit facilities (transit Centers, bus pullouts, etc.) within Centers; and
3. establish incentives for developers to provide transit and transportation demand management supportive amenities.

C-14. Provisions for non-motorized transportation shall be provided, such as:

1. bicycle-friendly roadway design;
2. wider outside lane or shared parking/bike lanes;
3. bike-activated signals;
4. covered, secure bicycle parking at all places of employment;
5. bicycle racks; and
6. pedestrian pathways.

C-15. Jurisdictions should consider incentives for development within Centers such as:

1. streamlined permitting;
2. financial incentives;
3. density bonuses or transfer of development rights;
4. using SEPA provisions to streamline environmental review; and
5. shared mitigation such as stormwater detention and joint parking.

C-16. Regional Growth Centers should be planned to have fast and frequent high capacity transit, as well as other modes of transportation options.

C-17. Jurisdictions should individually and collectively coordinate with transit agencies to improve transit service infrastructure and efficiency within and between Countywide and Regional Centers.

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C-18. Roadways and nonmotorized networks should be designed to promote efficient transit services.

C.19. Designation Requirements for Regional Growth Centers (RGCs)

1. Consistency with specific criteria for Centers adopted in the Countywide Planning Policies;
2. Consistency with the Puget Sound Regional Council's current Regional Growth Center criteria;
3. The Center's location in the County and its potential for fostering a logical and desirable Countywide transportation system and distribution of Centers;
4. Consideration of the total number of Centers in the County that can be reasonably developed based on projected growth over the next twenty years;
5. Environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the Center and that the jurisdiction is capable of ensuring concurrent urban services to new development;
6. If a jurisdiction designates a Center, it must also adopt the Center's designation and provisions in its Comprehensive Plan and development regulations to ensure that growth targeted to Centers is achieved and urban services will be provided;
7. Centers shall be characterized by all of the following:
   - Clearly defined geographic boundaries;
   - Intensity/density of land uses sufficient to support high-capacity transit;
   - A diversity of land uses;
   - Pedestrian-oriented land uses and amenities;
   - Pedestrian connections shall be provided throughout;
   - Urban design standards which reflect the local community;
   - Provisions to reduce single-occupancy vehicle use, especially during peak hours and commute times;
   - Provisions for bicycle use;
   - Sufficient public open spaces and recreational opportunities, including placemaking and public gathering places;
   - Uses which provide both daytime and nighttime activities; and
   - Located in urban growth areas.

Regional Manufacturing/Industrial Centers (MICs)

Regional Manufacturing/Industrial Centers are areas where employee- or land-intensive uses are located. These Centers differ from Regional Growth Centers in that they consist of an extensive land base and the exclusion of non-manufacturing or manufacturing-supportive uses is an essential feature of their character. These areas are characterized by a significant amount of manufacturing, industrial, and advanced technology employment uses. Large retail and non-related office uses are discouraged. Other than caretakers' residences, housing is prohibited within Manufacturing/Industrial Centers. However, these Centers should be linked to high density housing areas by an efficient multimodal transportation system. The efficiency of rail and overland freight to markets is the critical element for manufacturers and industries located in these Centers.

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The following Manufacturing/Industrial Centers have been adopted into the Regional Growth Strategy for Pierce County:

- Frederickson
- Port of Tacoma
- Sumner/Pacific
- *South Tacoma – Candidate Manufacturing/Industrial Center*

C-20. Provisions to achieve targeted employment growth should include:

1. Preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing/industrial uses;
2. Prohibition of land uses which are not compatible with manufacturing/industrial, manufacturing/industrial supportive, and advanced technology uses;
3. Limiting the size and number of offices and retail uses as accessory use and only to serve the needs of employees within Center; and
4. Reuse and/or intensification of the land use consistent with the mix of uses envisioned for the MIC.

C-21. The transportation network within Manufacturing/Industrial Centers should provide for the needs of freight movement and employees by ensuring a variety of transportation modes such as roads, rail, and various trucking facilities. Non-motorized facilities and transit services should be creatively provided when it makes sense and is safe providing the MIC with alternative transportation to single occupancy vehicles (SOVs), and transportation demand management strategies if transit is unavailable or is not feasible.

C-22. The transportation system, including but not limited to: road, rail, dock, and port terminal, within Manufacturing/Industrial Centers shall be built, protected, and maintained. to accommodate existing and future industrial uses.

C-23. All jurisdictions should support transportation capital improvement projects which improve access and movement of goods to, in, and from Manufacturing/Industrial Centers.

C-24. To be designated as a Regional Manufacturing/Industrial Center (MICs), the following criteria shall be met.

1. Consistency with specific criteria for Manufacturing/Industrial Centers adopted within the Countywide Planning Policies and the Multi-County Planning Policies;
2. Consideration of the Center's location in the County and region, especially relative to existing and proposed transportation facilities;
3. Consideration of the total number of Manufacturing/Industrial Centers in the County that are needed over the next twenty years based on projected need for manufacturing/industrial land to satisfy regional projections of demand for manufacturing/industrial land uses;
4. Environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development; and
5. Adoption within the jurisdiction's Comprehensive Plan of the Center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.
6. Manufacturing/Industrial Centers shall be characterized by the following:

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a. Clearly defined geographic boundaries;
b. Intensity of land uses sufficient to support alternatives to single-occupant vehicle use;
c. Direct access to regional highway, rail, air and/or waterway systems for the movement of goods;
d. Provisions to prohibit housing; and
e. Identified transportation linkages to high-density housing areas.

7. Jurisdictions having a designated Manufacturing/Industrial Center shall:
f. Plan for and fund capital facility improvement projects which support the movement of goods;
g. Coordinate with utility providers to ensure that utility facilities are available to serve such Centers;
h. Provide buffers around the Center to reduce conflicts with adjacent land uses;
i. Facilitate land assembly;
j. Assist in recruiting appropriate businesses; and
k. Encourage employers to participate in commute trip reduction program.

Countywide Centers

Through the 2018 Centers Framework Update, designation of Countywide Centers remains delegated to a Countywide process while a baseline of consistent regional standards for each county to use was adopted. PSRC reviews and certifies Countywide planning policies, but PSRC's role does not include review of Countywide Centers.

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

Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood Centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

Countywide Industrial Centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy.

Within Pierce County, a limited number of additional Centers may be designated through amendment of the Countywide Planning Policies consistent with the basic standards and process included below.

C-25. Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living, and recreation. These Centers may include the core of small to medium-sized cities and may also be located in unincorporated urban areas. Often Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces.

C-26. A jurisdiction may apply for status as a candidate Countywide Center if it satisfies all required criteria included below, has a minimum of 7 activity units per acre, and is

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planning for at least 16 activity units per acre. The application for Countywide Center would not be regionally designated until the Center achieves at least 10 activity units per acre. Activity units means the sum of population and jobs units per gross acre per PSRC.

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

Pierce County has the following Countywide Growth Centers:

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

C-28. To be designated as a Countywide Center the following criteria shall be met.

Countywide Growth Center	Countywide Industrial Center
Center must meet each the following criteria: Identified as a Center in the local Comprehensive Plan and adopted regulations. Identified as a Countywide Center in the Countywide Planning Policies Located within a city, multiple adjacent cities, or unincorporated urban area	Center must meet each the following criteria: Identified as a Center in the local Comprehensive Plan and adopted regulations. Identified as a Countywide Center in the Countywide Planning Policies Located within a city, multiple adjacent cities, or unincorporated urban area
Demonstration that the Center is a local planning and investment priority: o Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended o Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure The Center is a location for compact, mixed-use development; including: o A minimum existing activity unit density of 10 activity units per acre o Planning and zoning for a minimum mix of uses of 20 percent high density residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve.	Demonstration that the Center is a local planning and investment priority: o Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended o Clear evidence that area is a local priority for investment, such as planning efforts, or infrastructure The Center supports industrial sector employment: o Minimum 1,000 existing jobs and/or 500 acres of industrial land o Defined transportation demand management strategies in place o At least 75% of land area zoned for core industrial uses*

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○ Capacity and planning for additional growth of 16 activity units per acre or more. The Center supports multi-modal transportation, including: ○ Transit service** ○ Pedestrian infrastructure and amenities ○ Street pattern that supports walkability ○ Bicycle infrastructure and amenities ○ Compact, walkable size of one-quarter mile squared (160 acres), the size may increase to up to half-mile transit walkshed (500 acres) if more than two points within the center are is served by transit services.	○ Industrial retention strategies in place ○ Capacity and planning for additional growth ○ Important county role and concentration of industrial land or jobs with evidence of long-term demand

*"Core industrial uses": *Core industrial zoning is characterized by allowing, and preferring, most industrial uses. Incompatible land uses are generally prohibited but may be allowed in limited instances.*
***Transit is defined as existing or planned options such as bus, train, or ferry service.*

Centers of Local Importance (CoLIs)

CoLIs are designated for the purpose of identifying local Centers and activity nodes that are consistent with PSRC Multi-County Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.

A CoLI is characterized by a concentration of land uses or activities that provide a sense of place or gathering place for the community and neighborhood residents. A CoLI should include two or more of the following characteristics:

- Civic services
- Commercial areas
- Recreational areas
- Industrial areas
- Cultural facilities/activities
- Historic buildings or sites
- Residential areas

C-29. CoLIs may only be located in a town or city without a Countywide or Regional Center located in Pierce County. CoLIs may be allowed in an urban unincorporated area.

C-30. Local comprehensive plans should include policies that direct development regulations, including zoning, of the CoLI to uses that provide a focal point or sense of place for a community and its surrounding area.

C-31. The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.

C-32. Each jurisdiction defines the role that the CoLI plays in supporting planned growth.

C-33. A variety of appropriate transportation options and walkable design should be available or planned within a CoLI.

A CoLI shall be locally adopted; approval by the PCRC or other regional organization shall not be required.

- A jurisdiction shall document how an area meets the Design Features of a CoLI in its Comprehensive Plan.
- The documentation should include examples, plans, or other information that supports the designation of a CoLI.
- An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's Comprehensive Plan.
- A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for existing and planned development.
- A Comprehensive Plan that utilizes an alternative label to refer to a CoLI shall be accompanied with adopted findings of fact that recognizes the area as a CoLI per the Pierce County CPPs.

A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize formally adopted CoLIs that meet the criteria.

1. The notice shall be provided to the PCRC 60 days (minimum) prior to the expected dated of adoption.
2. The notice shall provide information that identifies the location of the proposed CoLI and documents how the location meets the CoLI policies.

A locally adopted CoLI will be recognized in the Countywide Planning Policies Appendix. Jurisdictions shall forward a map of locally adopted CoLIs together with the Comprehensive Plan citations to the PCRC for inclusion into Appendix B. The adopted CoLIs shall be attached to the CPP publications as Appendix B for ease of reference. Appendix B shall not be considered a component of the CPPs and, accordingly, an update to Appendix B shall not constitute an amendment to the CPPs requiring ratification by Pierce County jurisdictions.

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EXHIBIT A to Resolution No. 2020-03
INTERLOCAL AGREEMENT REGARDING
COUNTYWIDE PLANNING POLICIES AMENDMENTS

INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES

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

BACKGROUND:

A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.

B. The Pierce County Countywide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement or by a new interlocal agreement. The Pierce County Countywide Planning Policies may be amended upon the adoption of amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of ratification.

C. Demonstration of ratification shall be by execution of an interlocal agreement or the absence of a legislative action to disapprove a proposed amendment. A jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement.

D. The Pierce County Council formally authorized the Pierce County Executive to enter into an interlocal agreement on October 8, 2019.

E. The amendment proposing changes to policies reflects revised structure and criteria for Regional and Countywide Centers as approved through the Puget Sound Regional Council's March 22, 2018 Regional Centers Framework update document.

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F. The Pierce County Regional Council recommended adoption of the proposed policy changes at its January 17, 2019 meeting.

PURPOSE:

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

DURATION:

This agreement shall become effective upon execution by 60 percent of the jurisdictions in Pierce County, representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of the proposed ratification. This agreement will remain in effect until subsequently amended or repealed as provided by the Pierce County Countywide Planning Policies.

SEVERABILITY:

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

FILING:

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

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

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INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES

Signature Page

The legislative body of the undersigned jurisdiction has authorized execution of the Interlocal Agreement, Amendments to the Pierce County Countywide Planning Policies.

IN WITNESS WHEREOF

This agreement has been executed by City of Lakewood
(Name of City/Town/County)

BY: Don Anderson
(Mayor/Executive)

DATE: May 6, 2020

Approved:

John L. Caulfield

BY: _____
(Director/Manager/Chair of the Council)

Approved as to Form:

BY: Heidi Ann Wachter
(City Attorney/Prosecutor)

Approved:

BY: _____
(Pierce County Executive)

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Attachment

Proposed Amendment
to the
Pierce County Countywide Planning
to
Revise Policies addressing the designation of Regional Centers, Countywide Centers, and Centers of Local Important

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Only those portions of the Countywide Planning Policies that are proposed to be amended are shown. Remainder of text, maps, tables, and/or figures is unchanged.

COUNTYWIDE PLANNING POLICY ON RURAL AREAS

Background - Growth Management Act

The Washington State Growth Management Act requires that county comprehensive plans include a rural element that includes lands that are not designated for urban growth, agriculture, forest, or mineral resources. This element is guided by multiple sections in the GMA related to rural areas, including RCW 36.70A.030 (Definitions), RCW 36.70A.011 (Findings - Rural lands), RCW 36.70A.070 (5) (Comprehensive plans - Mandatory elements - Rural Element); and others.

Rural elements are intended to recognize the importance of rural lands and rural character to Washington's economy, its people, and its environment, while respecting regional differences. In the rural element, counties are to foster land use patterns and develop a local vision of rural character that will: help preserve rural-based economies and traditional rural lifestyles; encourage the economic prosperity of rural residents; foster opportunities for small-scale, rural-based employment and self-employment; permit the operation of rural-based agricultural, commercial, recreational, and tourist businesses that are consistent with existing and planned land use patterns; be compatible with the use of the land by wildlife and for fish and wildlife habitat; foster the private stewardship of the land and preservation of open space; and enhance the rural sense of community and quality of life.

While the GMA assigns responsibility for adopting a rural element to counties, all jurisdictions in a county, particularly those surrounded by or adjacent to rural lands, have an interest in what occurs on rural lands. Hence, rural lands are included in the Countywide Planning Policies in order to achieve consistency between and among the plans of cities and the county.

VISION 2040 Multicounty Planning Policies (MPPs)

VISION 2040 identifies rural lands as permanent and vital parts of the region. It recognizes that rural lands accommodate many activities associated with natural resources, as well as small-scale farming and cottage industries. VISION 2040 emphasizes the preservation of these lands and acknowledges that managing rural growth by directing urban-type development into designated urban lands helps to preserve vital ecosystems and economically productive lands.

VISION 2040 also acknowledges recent successes in directing growth away from rural lands. However, it acknowledges that conversion pressures from urban development continue today, particularly through vesting, and calls for continued use of rural lands for farming, forestry, recreation, and low-density development supported by rural services. The Multicounty Planning Policies reinforce this and call for minimizing environmental impacts to rural lands, while providing long-term solutions for the environmental and economic sustainability of rural-based industries.

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~~Centers of Local Importance (CoLI)~~

~~CoLIs are designated for the purpose of identifying local centers and activity nodes that are consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.~~

Countywide Planning Policies

Overarching Goal

Rur-1. The County will sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.

Development Patterns

Rur-2. Ensure that development in rural areas is consistent with the countywide and regional vision.

Rur-3. Prohibit urban net densities in rural areas.

Rur-4. Review and revise criteria and regulations to avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine local, countywide, state, and regional growth management goals.

Rur-5. In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to the Growth Management Coordinating Committee, Pierce County Regional Council, other counties, and to the Regional Council for advance review and comment on countywide and regional impacts.

Rur-6. Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and encourage consolidation where appropriate.

Rur-7. Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

Rur-8. Accommodate the county's growth first and foremost in the urban area. Ensure that development in rural areas is consistent with the rural vision.

Rur-9. Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

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Economic Development

Rur-10. Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.

Rur-11. Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

Environment

Rur-12. Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

Rur-13. Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

Transportation

Rur-14. Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

Rur-15. Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

Rur-16. Promote transit service to and from existing cities in rural areas.

Public Services

Rur-17. Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

Rur-18. Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

Rur-19. Work with schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.

Rur-20. Apply development regulations in rural areas that would mitigate the impact of roadway projects that may lead to unplanned growth in the rural area.

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~~Rur-21. A CoLI may be located in a rural designated area.~~

~~21.1 A CoLI within a rural area shall encompass similar design features as identified in UGA-51 through UGA-55.~~

~~21.2 To be officially recognized, a CoLI within a rural area shall meet the same implementation strategy/process as set forth in UGA-56 through UGA-58.~~

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COUNTYWIDE PLANNING POLICY ON URBAN GROWTH AREAS, PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT AND PROVISION OF URBAN SERVICES TO SUCH DEVELOPMENT

Background - Requirements of Growth Management Act

The Washington State Growth Management Act has as planning goals the encouragement of development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner [RCW 36.70A.020(1)],the reduction of sprawl (*i.e.*, the inappropriate or premature conversion of undeveloped land into low-density development) [RCW 36.70A.020(2)], and the provision of adequate public facilities and services necessary to support urban development at the time the development is available for occupancy and use (without decreasing current service levels below locally established minimum standards) [RCW 36.70A.020(12)] as planning goals.

The Growth Management Act further requires (1) that the County designate an "urban growth area" (UGA) or areas within which urban growth shall be encouraged and outside of which growth shall occur only if it is not "urban" in character; (2) that each municipality in the County be included within an UGA; (3) that an UGA include territory outside of existing municipal boundaries only if such territory is characterized by urban growth or is adjacent to territory that is already characterized by urban growth. [RCW 36.70A.110(1); for definition of "urban growth" see RCW 36.70A.030(17).]

The designated UGAs shall be of adequate size and appropriate permissible densities so as to accommodate the urban growth that is projected by the State Office of Financial Management to occur in the County for the succeeding 20-year period. While each UGA shall permit urban densities, it shall also include greenbelt and open space areas [RCW 36.70A.110(2)].

As to the timing and sequencing of urban growth and development over the 20-year planning period, urban growth shall occur *first* in areas already characterized by urban growth that have existing public facility and service capacities to service such development, *second* in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources [RCW 36.70A.110(3)]. Urban government services shall be provided primarily by cities, and it is not appropriate that urban governmental services be extended to or expanded in rural areas except in those limited circumstances shown to be necessary to protect basic public health and safety and environment and when such services are financially supportable at rural densities and do not permit urban development [RCW 36.70A.110(4)].

The Growth Management Act Amendments expressly require that countywide planning policies address the implementation of UGA designations [RCW 36.70A.210(3)(a)], the promotion of contiguous and orderly development, the provision of urban services to such development [RCW 36.70A.210(3)(b)], and the coordination of joint county and municipal planning within UGAs [RCW 36.70A.210(3)(f)].

VISION 2040 Multicounty Planning Policies (MPPs)

VISION 2040 calls for a more efficient, sustainable, and strategic use of the region's land. It identifies urban lands as a critical component to accommodate population and employment growth

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in a sustainable way. VISION 2040 calls for directing development to the region's existing urban lands, especially in centers and compact communities, and limiting growth on rural lands. The Regional Growth Strategy found in VISION 2040 allocates 93 percent of the region's future population growth and 97 percent of its employment growth into the existing urban growth area. Cities are divided into four distinct groups: Metropolitan Cities, Core Cities, Large Cities, and Small Cities. An additional geography is Unincorporated Urban Growth Areas. VISION 2040 recognizes that unincorporated urban lands are often similar in character to cities they are adjacent to, calling for them to be affiliated with adjacent cities for joint planning purposes and future annexation.

VISION 2040 recognizes that compact development creates vibrant, livable, and healthy urban communities that offer economic opportunities for all, provide housing and transportation choices, and use our resources wisely. The Multicounty Planning Policies support the effective use of urban land and include provisions that address brownfield and contaminated site clean-up, the development of compact communities and centers with pedestrian-friendly, transit-oriented locations and a mix of residences, jobs, retail, and other amenities, and the siting of facilities and major public amenities in compact urban communities and centers.

VISION 2040 recognizes that centers provide easy access to jobs, services, shopping, and entertainment. With their mix of uses and pedestrian-friendly design, they can rely less on forms of transportation that contribute to air pollution and greenhouse gas emissions. VISION 2040 identifies 27 regional growth centers. These places play an important role as locations of the region's most significant business, governmental, and cultural facilities. The 18 cities that have one or more regional growth centers are expected to accommodate a significant portion of the region's residential growth (53 percent) and employment growth (71 percent).

VISION 2040 calls for local jurisdictions with regional growth centers to adopt housing and employment targets for each center. Eight regional manufacturing/industrial centers have also been designated. These are locations for more intensive commercial and industrial activity. Both regional growth centers and regional manufacturing/industrial centers are focal points for economic development and transportation infrastructure investments. Subregional centers, including downtowns in suburban cities and other neighborhood centers, also play an important role in VISION 2040's *Regional Growth Strategy*. These, too, are strategic locations for concentrating jobs, housing, shopping, and recreational opportunities. VISION 2040 calls for each of the region's cities to develop one or more central places as compact mixed-use hubs for concentrating residences, jobs, shops, and community facilities.

Urban services addressed in VISION 2040 include wastewater and stormwater systems, solid waste, energy, telecommunications, emergency services, and water supply. An overarching goal of VISION 2040 is to provide sufficient and efficient public services and facilities in a manner that is healthy, safe, and economically viable. Conservation is a major theme throughout VISION 2040. The Multicounty Planning Policies address increasing recycling and reducing waste and encouraging more efficient use of water, low-impact development techniques, and renewable and alternative energy. The Multicounty Planning Policies also address siting of public facilities and the appropriateness and scale of particular public services.

VISION 2040 calls for jurisdictions to invest in facilities and amenities that serve centers and restrict urban facilities in rural and resource areas. The Multicounty Planning Policies also

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discourage schools and other institutions serving urban residents from locating outside the urban growth area.

Principles of Understanding Between Pierce County and the Municipalities in Pierce County

While following the goals and regulations of the Growth Management Act, Pierce County and the municipalities in Pierce County will strive to protect the individual identities and spirit of each of our cities and of the rural areas and unincorporated communities.

Further agreements will be necessary to carry out the framework of joint planning adopted herein. These agreements will be between the County and each city and between the various cities.

The services provided within our communities by special purpose districts are of vital importance to our citizens. Consistent with the adopted regional strategy, these districts will be part of future individual and group negotiations under the framework adopted by the County and municipal governments.

While the Growth Management Act defines sewer service as an urban service, Pierce County currently is a major provider of both sewer transmission and treatment services. The County and municipalities recognize that it is appropriate for the County and municipalities to continue to provide sewer transmission and treatment services.

The County recognizes that unincorporated lands within UGAs are often Potential Annexation Areas for cities. Although annexation is preferred, these are also areas where incorporation of new cities could occur. The County will work with existing municipalities and emerging communities to make such transitions efficiently. The identification of "Potential Annexation Areas" (PAAs) is intended to serve as the foundation for future strategies to annex areas within the urban growth area. A Potential Annexation Area refers to an unincorporated area within the designated urban growth area which a city or town has identified as being appropriate for annexation at some point in the future. A Potential Annexation Area designation does not obligate a jurisdiction to annex an area within a defined timeline. It is the County's authority, in consultation with cities and towns, to adopt the urban growth area(s), and identify individual Potential Annexation Areas.

In order to promote logical, orderly, and systematic annexations of the urban growth area(s), the County in partnership with cities and towns, should establish joint planning agreements and annexation plans prior to expanding or adding to existing PAAs. Creation of new PAAs prior to the annexation of existing PAAs may directly impact Pierce County government and its service obligations and may undermine the transition of existing unincorporated lands into cities and towns.

The County encourages cities and towns to annex land within its respective PAAs. The County recognizes cities and towns may not have a financial incentive to annex areas that will require more expenditures than the revenue produced through property or sales tax. Jurisdictions need to be creative in identifying potential financial incentives, in addition to establishing partnerships to overcome the financial obstacles. As a means to allocate resources, the County should prioritize the PAAs, with the highest being unincorporated "islands" between cities and towns. Pierce County shall support future annexations for areas in which a joint planning agreement exists between the County and appropriate city or town.

At the same time, annexations and incorporations have direct and significant impacts on the revenue of county government, and therefore, may affect the ability of the County to fulfill its role as a provider of certain regional services. The municipalities will work closely with the County to develop appropriate revenue sharing and contractual services arrangements that facilitate the goals of GMA.

The Countywide Planning Policies are intended to be the consistent "theme" of growth management planning among the County and municipalities. The policies also spell out processes and mechanisms designed to foster open communication and feedback among the jurisdictions. The County and the cities and towns will adhere to the processes and mechanisms provided in the policies.

Growth Targets

The Regional Growth Strategy set forth in VISION 2040 provides guidance for the distribution of future population and employment growth through the year 2040 within the Central Puget Sound Region. This strategy in combination with the Office of Financial Management's population forecasts provide a framework for establishing growth targets consistent with the requirements of the Growth Management Act. Consistent with VISION 2040, these growth targets are the *minimum* number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs. These targets are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth.

Achievement of the future envisioned by VISION 2040 will be challenging. Jurisdictions in some regional geographies will likely be planning for growth targets that are above or below the policy direction set by the Regional Growth Strategy because they are on a front- or back-loaded growth trajectory toward 2040. In other regional geographies, recent growth has been at such significant odds with the policy direction set by the Regional Growth Strategy (such as recent growth in unincorporated urban Pierce County from 2000 to 2007 has already accounted for more than half of the 40-year growth allocation), that the 2040 goal will likely be exceeded. In such cases, jurisdictions are asked to set growth targets as close to VISION 2040 as reasonably possible in an effort to "bend the trend" of future growth to more closely conform to the Regional Growth Strategy**.** If a jurisdiction's adopted target is lower or higher than expected from a straight-line application of the Regional Growth Strategy, certification by the Puget Sound Regional Council (PSRC) will be based on the actions and measures taken or proposed to be put in place to bend the trend, not just on an assessment of the adopted targets.

It is recognized that some of the urban growth areas in existence prior to the adoption of VISION 2040 may contain more potential housing and employment capacity based upon zoning, allowed density, land division patterns, and other factors than is needed to accommodate the growth target of the associated geography. In many cases, these urban growth areas have been in existence for a decade or more, contain existing development patterns which are urban in character, and are served by sanitary sewer and other urban infrastructure. These areas are largely expected to remain within the urban growth area consistent with their urban character. Expansion of these urban growth area boundaries that do not comply with provisions in the Amendments and Transition section of these policies is acknowledged to be inconsistent with CPPs and is strongly discouraged.

Centers

Centers are to be areas of concentrated employment and/or housing within UGAs which serve as the hubs of transit and transportation systems. Centers and connecting corridors are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy (VISION 2040) for urban growth and are required to be addressed in the Countywide Planning Policies. Centers will become focal points for growth within the county's UGA and will be areas where public investment is directed.

Centers are to:

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

VISION 2040, the adopted regional growth strategy, identifies several centers as an integral feature for accommodating residential and employment growth. The strategy describes Regional Growth Centers, and other centers that may be designated through countywide processes or locally. Regional Growth Centers once regionally designated are located either in Metropolitan Cities, or in Core Cities. VISION 2040 also identifies Manufacturing/Industrial Centers, which consist primarily of manufacturing and industrial uses. Pierce County has five Regional Growth Centers and two Manufacturing/Industrial Centers that have been adopted into the regional growth strategy. Pierce County Regional Growth Centers are located in Tacoma, which is a Metropolitan City, and in Lakewood and Puyallup, which are Core Cities.

Regional Growth Centers in the Metropolitan City
Tacoma Central Business District
Tacoma Mall

Regional Growth Centers in Core Cities
Lakewood
Puyallup
Downtown Puyallup
South Hill

Currently there are no designated Countywide Centers.

Manufacturing/Industrial Centers are areas where employee- or land-intensive uses will be located. These centers differ from Regional Growth Centers in that they consist of an extensive land base and the exclusion of non-manufacturing or manufacturing-supportive uses is an essential feature of their character. These areas are characterized by a significant amount of manufacturing, industrial, and advanced technology employment uses. Large retail and non-related office uses are

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discouraged. Other than caretakers' residences, housing is prohibited within Manufacturing/Industrial Centers. However, these centers should be linked to high density housing areas by an efficient multimodal transportation system. The efficiency of rail and overland freight to markets is the critical element for manufacturers and industries located in these centers.
The designated Manufacturing/Industrial Centers, within Pierce County are as follows:

Manufacturing/Industrial Centers
Frederickson
Port of Tacoma

Within Pierce County, a limited number of additional centers may be designated through amendment of the Countywide Planning Policies consistent with the process below.

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

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

County-Level Centers Designation Process

The County and any municipality in the County that is planning to include a Metropolitan City Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial Center within its boundaries shall specifically define the area of such center within its comprehensive plan. The comprehensive plan shall include policies aimed at focusing growth within the center and along corridors consistent with the applicable criteria contained within the Countywide Planning Policies. The County or municipality shall adopt regulations that reinforce the center's designation.

No more often than once every two years, the Pierce County Regional Council (PCRC) shall invite jurisdictions with centers already adopted in their comprehensive plan that seek to be designated as centers in the Countywide Planning Policies to submit a request for such designation. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.

Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria for designation together with a statement and map describing the center, its consistency with the applicable Countywide Planning Policies, and how adopted regulations will serve the center.

Transit services shall be defined in the broadest sense and shall include local and regional bus service, rail where appropriate, vanpool, carpool, and other transportation demand measures designed to reduce vehicle trips.
The minimum designation criteria to establish a candidate center by type are as follows:

Metropolitan City Center
Area: up to 1-1/2 square miles in size;

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~~Capital Facilities: served by sanitary sewers;~~
~~Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;~~
~~Population: a minimum of ten households per gross acre; and~~
~~Transit: serve as a focal point for regional and local transit services.~~

~~Regional Growth Center~~
~~Area: up to 1-1/2 square miles in size;~~
~~Capital Facilities: served by sanitary sewers;~~
~~Employment: a minimum of 2,000 employees;~~
~~Population: a minimum of seven households per gross acre; and~~
~~Transit: serve as a focal point for regional and local transit services.~~

~~Countywide Center~~
~~Area: up to one square mile in size;~~
~~Capital Facilities: served by sanitary sewers;~~
~~Employment: a minimum of 1,000 employees;~~
~~Population: a minimum of 6 households per gross acre; and~~
~~Transit: serve as a focal point for local transit services.~~

~~Manufacturing / Industrial Center~~
~~Capital Facilities: served by sanitary sewers;~~
~~Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and~~
~~Transportation: within one mile of a state or federal highway or national rail line.~~

~~The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's comprehensive plan. The coordinating committees shall provide joint recommendation to the PCRC.~~

~~Once included in the Countywide Planning Policies, the jurisdiction where a center is located may go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC) in accordance with its established criteria and process.~~

~~In order to be designated a Regional Growth Center the center should meet the regional criteria and requirements including those in VISION 2040, the regional growth, economic and transportation strategy as may be amended and designated by the Puget Sound Regional Council.~~

~~After county-level designation occurs within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the center shall be considered a "candidate" Regional Growth Center.~~

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

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~~planning of public investment and providing incentives for private investments. Three candidate regional centers have been included into the Countywide Planning Policies. One of the candidate centers is a Regional Growth Center and two candidate centers are Manufacturing/Industrial Centers.~~

~~Candidate Regional Centers~~
~~University Place – Candidate Regional Growth Center~~
~~Sumner/Pacific – Candidate Industrial/Manufacturing Center~~
~~South Tacoma – Candidate Industrial/Manufacturing Center~~

Urban Growth Outside of Centers

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

Satellite Cities and Towns

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

~~Centers of Local Importance~~

~~CoLIs are designated for the purpose of identifying local centers and activity nodes that are consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.~~

Countywide Planning Policy

UGA-1. The County shall designate the countywide urban growth area and Potential Annexation Areas within it, in consultations between the County and each municipality.

1.1 County referral of proposed urban growth area and Potential Annexation Area designations to thePierce County Regional Council (PCRC).

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1.1.1 The PCRC may refer the proposed designations to the Growth Management Coordinating Committee (GMCC), or its successor entity for technical advice and for a report.

1.1.2 The PCRC may conduct public meetings to review the proposed designation and, at such meetings, may accept oral or written comments and communications from the public.

1.1.3 At the conclusion of its review and analysis, the PCRC shall make a recommendation to the County and to the municipalities in the County.

1.2 Once adopted by the County, the urban growth area and Potential Annexation Area designations shall not be changed except in accordance with the Countywide Policy on "Amendments and Transition."

1.2.1 A jurisdiction shall not be required to modify existing urban growth area boundaries or Potential Annexation Areas in order to reduce the residential or employment capacity to conform to adopted growth targets reflecting VISION 2040's Regional Growth Strategy. Jurisdictions shall, however, consider the adopted growth targets when updating their local comprehensive plans.

1.2.2 Growth targets are the minimum number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth. These targets are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs.

UGA-2. The following specific factors and criteria shall dictate the size and boundaries of urban growth areas:

2.1 Size

2.1.1 Urban growth areas must be of sufficient size to accommodate the urban growth projected to occur over the succeeding 20-year planning period taking into account the following:

a. land with natural constraints, such as critical areas (environmentally-sensitive land);
b. agricultural land to be preserved;
c. greenbelts and open space;
d. New Fully Contained Communities pursuant to RCW § 36.70A.350;
e. maintaining a supply of developable land sufficient to allow market forces to operate and precluding the possibility of a land monopoly but no more than is absolutely essential to achieve the above purpose;

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f. existing projects with development potential at various stages of the approval or permitting process (i.e., the "pipeline");
g. land use patterns created by subdivisions, short plats or large lot divisions;
h. build-out of existing development and areas which are currently only partially built out;
i. follow existing parcel boundary lines.

2.1.2. The County, and each municipality in the County, shall cooperatively develop and propose objective standards and criteria to disaggregate the State Office of Financial Management's Countywide growth forecasts and VISION 2040 Regional Growth Strategy forecasts for the allocation of projected population to the County and municipalities, taking into account the availability and concurrency of public facilities and services with the impact of development, as well as the VISION 2040 Regional Growth Strategy.

2.1.3 The County shall use a consistent countywide targeting process for allocating population and employment growth consistent with the regional vision, including establishing:
a. local employment targets,
b. local housing targets based on population projections, and
c. local housing and employment targets for each designated regional growth center.

2.2 Boundaries

2.2.1 Any of the following shall be considered in determining the location of urban growth area boundaries:
a. geographic, topographic, and manmade features;
b. public facility and service availability, limits and extensions;
c. jurisdictional boundaries including special improvement districts;
d. location of designated natural resource lands and critical areas;
e. avoidance of unserviceable islands of County land surrounded by other jurisdictional entities;
f. Destination 2030 urban/rural line and PSCAA burn ban line.

Phasing of Development within the Urban Growth Area

2.3 The County and each municipality in the County shall seek to direct growth as follows:
a. first to cities and towns, centers and urbanized areas with existing infrastructure capacity;
b. second to areas that are already urbanized such that infrastructure improvements can be easily extended; and
c. last to areas requiring major infrastructure improvements.
2.3.1 Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.

2.3.2 The County and each municipality in the County should identify appropriate levels of service and concurrency standards that address schools, sewer, water, and parks.

2.3.3 The County and each municipality in the County shall identify appropriate levels of service and multimodal concurrency standards that address roads.

2.4 The urban growth area in unincorporated portions of the County shall be limited to the following:

2.4.1 build-out of existing partially developed areas with urban services;

2.4.2 new fully contained communities;

2.4.3 redevelopment corridors.

2.5 The County's urban growth area may be extended to allow for build-out of newly developed areas only if development capacity within Potential Annexation Areas and growth in the areas identified in Policy 2.5 is determined to be inadequate to meet total population and employment projections consistent with the other policies set forth herein.

2.6 Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.

2.7 The urban growth areas in existence prior to the adoption of VISION 2040 may contain capacity beyond that needed to accommodate the growth target per regional geography for the succeeding 20-year planning period based upon existing zoning designations, allowed density, existing land division patterns, and similar factors. It is permissible for such areas to continue to be designated as urban growth areas. Expansion of these urban growth areas boundaries is acknowledged to be inconsistent with the CPPs and strongly discouraged if the urban growth area expansion is not in accordance with policy AT-2.3.

UGA-3. Potential Annexation Areas shall be designated through the Pierce county Comprehensive Plan in consultation with cities and towns.

3.1 A city or town shall first identify a Potential Annexation Area(s) within its respective Comprehensive Plan;

3.2 Potential Annexation Area boundaries shall be determined with consideration for the following additional factors;

3.2.1 the VISION 2040 document, including Multicounty Planning Policies;

3.2.2 the carrying capacity of the land considering natural resources, agricultural land and environmentally-sensitive lands;

3.2.3 population, housing, and employment projections;

3.2.4 financial capabilities and urban services capacities;

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3.2.5 consistency and compatibility with neighborhood, local and regional plans;
3.2.6 the existing land use and subdivision pattern;
3.2.7 property access and ownership.

3.3 Potential Annexation Areas should not overlap or leave unincorporated urban islands between cities and towns.

3.3.1 Future requests to establish a new Potential Annexation Area shall not result in an overlap with an existing Potential Annexation Area or create islands between cities and towns.
3.3.2 Cities and towns with existing Potential Annexation Area overlaps should work toward resolving the existing overlaps.

3.4 The urban service areas and satellite urban growth areas as designated through the Pierce County Comprehensive Plan as of June 30, 2013 shall be recognized as designated Potential Annexation Areas.

3.4.1 Urban service area designations approved by the Pierce County Council through its 2013 Comprehensive Plan Amendment Cycle shall be recognized as a Potential Annexation Area.
3.4.2 Boundaries of the Potential Annexation Areas should not split parcels. Efforts should be put forth to resolve split parcels prior to the initial designation of Potential Annexation Areas.

Annexation within the Urban Growth Area

UGA-4. Pierce County, in conjunction with its cities and towns, shall establish a strategy for future annexations within the urban growth area.

4.1 Annexation is preferred over incorporation within the urban growth area.

4.2 The Potential Annexation Areas as identified in the Pierce County Comprehensive Plan shall be the foundation to an annexation strategy.

4.2.1 Cities and towns are allowed to annex territory only within their adopted Potential Annexation Area as identified in the Pierce County Comprehensive Plan.
4.2.2 Annexation of an area should be phased to coincide with a city or town's ability to coordinate the provision of a full range of urban services to the areas proposed for annexation.

4.3 The County and its cities and towns should proactively coordinate the annexation of unincorporated areas within the urban growth area that are within each respective city or town's Potential Annexation Area.

4.3.1 The County and each city and town should work towards the establishment of annexation plans and joint planning agreements, with an

exception for lands associated with Joint Base Lewis McChord and Camp Murray.

4.3.1.1 A joint planning agreement is to serve as a mechanism where the County or a city can, prior to notice of annexation, identify potential objections and resolutions.

4.3.1.2 An annexation plan should identify a potential schedule for annexation of areas with a city or town.

4.3.2 The County should explore and implement financial incentives for a city or town to annex areas associated with its respective Potential Annexation Area.

4.3.2.1 Financial incentives may include the establishment of a County level grant fund to assist in financial challenges a city or town may have in annexing an area.

4.3.2.2 Financial incentives may include the elimination or reduction in a fee associated with a County service to a city or town in exchange for annexing an area.

4.3.3 The County, and cities and towns, should explore potential partnerships in grant funding opportunities to overcome obstacles associated with annexing specific areas.

4.3.4 Cities and towns should recognize the financial impacts experienced by the County when annexation only encompasses commercial or greenfield areas and avoids existing residential development.

4.3.4.1 Cities and towns are encouraged to include a mix of existing commercial, residential, and greenfield areas, where appropriate, in future annexation proposals.

4.4 The County should prioritize the adopted Potential Annexation Areas for annexation.

4.4.1 The County's highest priority should be Potential Annexation Areas representing unincorporated "islands" between cities and towns; and,

4.4.2 The County shall support annexation for areas in which a joint planning agreement exists between the County and appropriate city or town.

Urban Public Services

UGA-5. Within the delineated urban growth areas, the County, and each municipality in the County, shall adopt measures to ensure that growth and development are timed and phased consistent with the provision of adequate public facilities and services.

5.1 "Adequacy" shall be defined by locally established service level standards for local facilities and services both on the site and off-site. For facilities and services provided by other agencies, adequacy shall be defined by level of

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

5.2 "Public facilities" include:

5.2.1 Streets, roads, highways, sidewalks, street and road lighting systems, and traffic signals;
5.2.2 Domestic water systems;
5.2.3 Sanitary sewer systems;
5.2.4 Storm sewer systems;
5.2.5 Park and recreational facilities;
5.2.6 Schools.

5.3 "Public services" include:

5.3.1 Fire protection and suppression;
5.3.2 Law enforcement;
5.3.3 Public health;
5.3.4 Education;
5.3.5 Recreation;
5.3.6 Environmental protection;
5.3.7 Other governmental services, including power, transit and libraries.

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

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

5.4.2 Public Sewer Interceptor and Service Extensions/Expansions:

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

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b. New sanitary sewer service inside Urban Growth Areas must follow phasing of capital facilities as provided in the municipality's adopted comprehensive plan or any adopted Sewer Master Plan unless:
   (i) sewer service will remedy ground water contamination and other health problems by replacing septic systems and community on-site sewage systems, or
   (ii) a new municipality incorporates, or
   (iii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area;
   (iv) an interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area.

c. New sanitary sewer service connections from interceptors shall not be made available to properties outside the Urban Growth Area except as provided in (a) above.

d. Sanitary Sewer service shall not be provided in areas designated "rural," except as provided in 3.4.2(a)(i)(ii)

e. A sewer interceptor or trunk line constructed or planned for construction through a rural area to convey wastewater from a designated Urban Growth Area to sewerage facilities in a designated Urban Growth Area shall not constitute a change of conditions that can be used as the basis for a change in land use designation or urban/rural designation, either for adjacent or nearby properties.

5.4.3 On-Site and Community Sewage Systems

a. In order to protect the public health and safety of the citizens of Pierce County and of the municipalities in the County, to preserve and protect environmental quality including, but not limited to, water quality and to protect aquifer recharge areas, to work toward the goal of eliminating the development of new residential and commercial uses on on-site and community sewage systems within the urban areas in the unincorporated County or within municipal boundaries consistent with the Countywide Planning Policies, the County and each municipality shall adopt policies on the use of on-site and community sewage including:
   (i) the most current Tacoma-Pierce County Board of Health Land Use Regulations for On-Site and Community Sewerage Systems
   (ii) policies which require connection to sanitary sewers when they are available in the following circumstances:
      (a) if a septic system fails,
      (b) for all new development except existing single-family lots,
      (c) for development with dry sewer systems.
   (iii) if sewer service is not available, dry sewer facilities shall be required unless the local jurisdiction has adopted criteria that otherwise must be met.

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b. New industrial development on community or on-site sewage systems shall not be allowed in urban areas in the unincorporated County or within municipal boundaries. Sanitary facilities necessary for recreation sites may be exempt from this policy.

c. It is not the intent of these policies to require any individual property owner on an existing, properly permitted and functioning septic system to connect to a public sewer unless:
   (i) the septic system fails;
   (ii) or the system is not in compliance with the most current version of the Tacoma-Pierce County Board of Health Land Use Regulations or the current use of the property changes;
   (iii) or the density of development on the property increases;
   (iv) or the existing septic system was originally permitted as an interim system to be abandoned when sewers became available;
   (v) or a municipality had a mandatory policy.

5.4.4 Achieving an adopted Level of Sewer Service

a. The County, each municipality, and sewer providers shall work together to achieve adopted levels of service for sewers. All sewer service providers shall work with municipalities to process sewer permits in a manner that allows municipalities to comply with timelines imposed under RCW 36.70B.080(1).

b. The County, each municipality, and their sewer providers shall work to secure funding sources to achieve the adopted levels of sewer service such as:
   (i) Grants
   (ii) Public Works Trust Fund
   (iii) State Revolving Fund
   (iv) Centennial Clean Water Fund
   (v) Municipally imposed surcharges to fund sewer improvements in the jurisdictions where the surcharges are collected.

5.4.5 The availability or potential for availability of sewer treatment plant capacity shall not be used to justify expansion of the sewer system or development in a manner inconsistent with the Countywide Planning Policy, Urban Growth Area boundaries and the applicable municipal or County comprehensive land use plans.

5.5 Non-Municipal Service-Provision Entities

5.5.1 Special purpose districts shall conform their capital facility and service plans so as to be consistent with the capital facility element of the County or municipal comprehensive plans.

5.5.2 Where facilities and services will be provided by special purpose, improvement or facility service provision entities, such entities shall coordinate the provision of facilities and services with the County, and each affected municipality in the County, so that new growth and

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development is, in fact, served by adequate public facilities and services at the time of development.

5.6 The County, and each municipality in the County, shall adopt plans and implementation measures to ensure that sprawl and leapfrog development are discouraged in accordance with the following:

5.6.1 Urban growth within UGA boundaries is located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development;

5.6.2 Urban growth is located next in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources;

5.6.3 "Urban growth" refers to a predominance of areas or uses within the Urban Growth Area which exhibit one or a combination of the following:

a. intensive use of land for buildings and structures;
b. high percentage of impermeable surfaces;
c. incompatibility with the primary use of land for the production of food, other agricultural products or fiber, or the extraction of mineral resources;
d. need for urban governmental services.

5.6.4 "Characterized by urban growth" refers to:

a. land having urban growth on it;
b. land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

5.6.5 Urban government services shall be provided primarily by cities and urban government services shall not be provided in rural areas.

5.7 Public facilities and services will be considered available "*at the time of development*" as follows:

5.7.1 As to all public facilities and services other than transportation, if the facility or service is in place at the time demand is created, or if the County or municipality has made appropriate provision to meet the demand for the public facility or service through one or more of the following techniques:

a. inclusion of the public facility or service in the applicable County or municipal capital facilities plan element and specification of the full source of the funding for such project;
b. impact fees;
c. required land dedication;
d. assessment districts;
e. users fees and charges;
f. utility fees;
g. other.

5.7.2 As to transportation facilities, if needed transportation improvements are within the then existing 6-year capital facilities plan element and program,

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but only if a specific financial commitment to the transportation improvement project has been made.

5.7.3 Public facilities and services will not be considered available at the time of development unless they are provided consistently with the applicable level of service standards adopted in the capital facilities element of the Comprehensive Plan.

5.8 Public facility and service *adequacy* shall be determined by the County, and each municipality in the County, based upon:

5.8.1 The specific public facility or service;

5.8.2 The adopted or established level of service standard

a. established by each municipality for local facilities and services;
b. by mutual agreement between provider and municipality served for other facilities and services;
c. established through interlocal agreements for cross-jurisdictional facilities and services.

5.8.3 The current usage of the existing public facilities and services, existing development commitments and obligations, the vested or non-vested status of pipeline approvals or existing lots of record, and new development applications.

5.8.4 Where development projects partially meet adequacy of public facilities and services standards, development approval may be authorized for that portion of the project that meets the adequacy standards or the project may be phased to coincide with the phasing of future availability of adequate public facilities and services.

5.9 Facility and service provision/extension to new development areas shall be subject to the following:

5.9.1 Imposition of requirement for payment of the full, but fair, share of costs of needed facilities and services on the new development through:

a. impact fees;
b. assessment districts;
c. user fees and charges;
d. surcharges;
e. dedication;
f. utility fees;
g. other, as appropriate.

5.9.2 Consideration of the total impact of the facility or service extension on the achievement of other policies, goals and objectives, in addition to the impact on the area being served.

5.9.3 If necessary to minimize off-site impacts, specify that such service extensions (e.g., sewer, water) are *not* subject to connection by intervening landowners.

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Joint Planning

UGA-6. Joint planning. Joint planning between local governments can provide numerous possible benefits, including but not limited to:

a. More efficient delivery of services;
b. Shared use of public facilities;
c. Coordinated permitting processes;
d. Cost-sharing for planning and construction of public facilities (e.g., water, sewer infrastructure, parks, etc.);
e. Consistent development standards;
f. Shared regional data, including GIS data;
g. Proactive identification of potential issues.

6.1 Joint planning may be municipal-municipal as well as municipal-County. The County and each municipality shall jointly plan for the designated urban growth area of that municipality (outside of municipal corporate limits) and may include municipal utility service areas. Joint municipal-municipal planning may occur in those other areas where the respective jurisdictions agree such planning would be beneficial.

6.2 Any jurisdiction initiating joint planning with one or more other jurisdictions shall do so by submitting a written proposal from its legislative authority to the legislative authority of the other jurisdiction(s). In forming its proposal, the initiating jurisdiction should consider the Joint Planning Framework recommended by the Pierce County Regional Council, April 15, 1993, and adopted by Resolution No. R93-127 of the Pierce County Council, July 13, 1993. The proposal shall include, but not be limited to, the following:

6.2.1 Size of the proposed joint planning study area;
6.2.2 Location of the proposed study area in relation to urban growth boundaries;
6.2.3 Description of the issues proposed to be addressed in the joint planning process;
6.2.4 Proposed end-product of the joint planning process (e.g., amendments to comprehensive plans or implementing ordinances of each jurisdiction, interlocal agreement, etc.);
6.2.5 Proposed resources (e.g., staff, funding, technology, etc.) to be provided by the initiating jurisdiction toward completing the joint planning process;
6.2.6 Evidence that notification of the joint planning process will be provided to residents, property owners, businesses, service providers, special districts, or other parties affected by the proposed joint planning process.

6.3 A jurisdiction receiving a proposal for joint municipal-County planning shall respond by either:

6.3.1 issuing a resolution of its legislative authority indicating an intent to enter into a joint planning process as proposed; or

6.3.2 entering into discussions with the proposing jurisdiction regarding alternatives to joint planning proposal; or

6.3.3 proposing to Pierce County that the proposal be included as part of an appropriate community planning process, if mutually agreeable to all jurisdictions involved.

6.4 If at any time Pierce County receives more proposals for participation in joint planning than its resources will provide, the County shall forward the proposals to the Pierce County Regional Council (PCRC) for consideration and a recommendation on prioritization based on planning needs. The PCRC shall consider proposals for joint planning that have been forwarded to them, and prioritize the proposals according to the probable benefit to the County as a whole. Prioritization shall be based on the information included in the proposal, plus other criteria agreed upon by the PCRC. These criteria could include, but are not limited to:

6.4.1 Rate of growth in the proposed study area;

6.4.2 Scope of existing municipal utility provision in the proposed study area;

6.4.3 Existence of special districts serving both the proposed study area and the municipality;

6.4.4 Degree to which development standards or comprehensive plan policies may differ between jurisdictions within the proposed study area;

6.4.5 Criteria 4.5.1 through 4.5.3 below.

6.5 When joint planning is required, the joint planning effort shall determine and resolve issues including, but not limited to, the following:

6.5.1 How zoning, subdivision and other land use approvals in designated urban growth areas of municipalities will be coordinated;

6.5.2 How appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated;

6.5.3 How the rate, timing, and sequencing of boundary changes will be coordinated;

6.5.4 How the provision of capital improvements to an area will be coordinated;

6.5.5 To what extent a jurisdiction(s) may exercise extra jurisdictional responsibility.

6.6 Joint planning may be based upon factors including, but not limited to, the following:

6.6.1 Contemplated changes in municipal and special purpose district boundaries;

6.6.2 The likelihood that development, capital improvements, or regulations will have significant impacts across a jurisdictional boundary;

6.6.3 The consideration of how public facilities and services are and should be provided and by which jurisdiction(s).

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UGA-7. Urban Development Standards.

7.1 The provisions of this section shall apply to all municipalities and urban growth areas located in the County.

7.2 The following development standards shall be the minimum required for urban development and shall apply to all new development in urban growth areas, except as provided in Section 5.6 below.

7.2.1 Streets, Roads and Arterials. All public streets, roads, and arterials shall be constructed to the minimum requirements outlined in the City and County Design Standards adopted pursuant to RCW 35.78.030 and RCW 43.32.020. Curbs, gutters, and sidewalks will be required on both sides. Private streets and roads may be approved, but shall be required to meet these requirements.

7.2.2 Street Lighting. Street lighting shall be required at signalized intersections. Street lighting in new subdivisions shall be provided at all intersections controlled by a traffic signal or sign, and at certain road corners, elbows, and cul-de-sacs. Installation and maintenance of street lighting in subdivisions shall be the responsibility of the developer or homeowner's association unless the local jurisdiction assumes responsibility. When ownership of the street lighting has not been assumed by the local jurisdiction, the light standards shall be located on private property.

7.2.3 Domestic Water. A domestic water system must meet requirements under RCW 70.119 and WAC 246-290 for group "A" systems, or the functional equivalent.

7.2.4 Storm Water Facilities. A storm water drainage system shall be designed and constructed in accordance with the Department of Ecology Storm Drainage Technical Manual or a locally adopted storm water manual approved by DOE.

7.2.5 Sanitary Sewer. (Refer to policy 3.4)

7.2.6 The County and each municipality shall develop policies that require developers to extend sewers to their developments to design the facilities to allow further extension to adjacent unsewered areas.

7.2.7 Fire Protection. Fire protection and flow requirements shall be in accordance with Pierce County Code Chapter 15.12.

7.2.8 Solid Waste and Recycling. Garbage pick-up shall be provided weekly, and recycling and yard waste pick-up biweekly, consistent with federal and state laws and regulations.

7.3 It is desired by the signatories to these policies that the following Urban Development Standards be the minimum goals for urban developments in Urban Growth Areas.

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7.3.1 Street Cleaning. Standards for street cleaning shall be discussed and should be developed, consistent with requirements of federal and state water quality standards.

7.3.2 Transit. Urban transit service plans adopted by the Pierce County Public Transit Benefit Authority.

7.3.3 Library. Appropriate jurisdictions should provide 450 square feet of library space per 1,000 persons.

7.3.4 Parks and Recreation. Provisions for parks at a level of 3.0 acres of neighborhood/community parks per 1,000 population should be made for all plats and short plats as required by RCW 58.17. Such provision can be made either through dedication to the public of land, or through provision of funds, as mitigation, for park land purposes.

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

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

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

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

8.1 provide for more choices in housing types and moderate increases in density to achieve at least an average net density of four units per acre;

8.2 support infill and compact development; and

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8.3 provide for land uses that encourage travel by foot, bike and transit.

UGA-9. The County and each municipality shall provide for conveniently located, appropriately scaled commercial development to serve the immediate local needs of the surrounding community by encouraging revitalization of underused commercial areas before establishing new areas.

UGA-10. The County and each municipality shall adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty year projected population and employment growth.

UGA-11. The County and each municipality neighboring Joint Base Lewis-McChord should develop planning provisions, including development regulations that encourage adjacent land uses that are compatible with military uses.

UGA-12. Satellite Cities and Towns are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These cities and towns may include the core of small to medium sized cities and towns and may also be located in unincorporated areas. Often Satellite Cities and Towns include a strong public presence because they are the location of city hall, main street and other public spaces.

UGA-13. Satellite Cities and Towns will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.

13.1 Satellite Cities and Towns will be developed at a higher density than surrounding urban and rural areas;

13.2 Small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving the neighborhood character.

UGA-14. At a minimum, Satellite Cities and Towns will be served by State Routes which connect them to other centers and to the regional high capacity transit system. In some instances, Satellite Cities and Towns may have direct connections to the local public transportation system.

~~OVERALL POLICIES FOR NON-INDUSTRIAL CENTERS~~

~~*Concepts and Principles*~~

~~UGA-15. Centers shall be designated based upon the following:~~

~~15.1 Consistency with specific criteria for centers adopted in the Countywide Planning Policies;~~

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15.2 The center's location in the County and its potential for fostering a logical and desirable countywide transportation system and distribution of centers;

15.3 The total number of centers in the County that can be reasonably developed based on projected growth over the next twenty years;

15.4 Environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the center and that the jurisdiction is capable of ensuring concurrent urban services to new development;

15.5 If a jurisdiction designates a center, it must also adopt the center's designation and provisions in its comprehensive plans and development regulations to ensure that growth targeted to centers is achieved and urban services will be provided;

15.6 Centers shall be characterized by all of the following:

15.6.1 Clearly defined geographic boundaries;
15.6.2 Intensity/density of land uses sufficient to support high-capacity transit;
15.6.3 Pedestrian-oriented land uses and amenities;
15.6.4 Pedestrian connections shall be provided throughout;
15.6.5 Urban design standards which reflect the local community;
15.6.6 Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
15.6.7 Provisions for bicycle use;
15.6.8 Sufficient public open spaces and recreational opportunities;
15.6.9 Uses which provide both daytime and nighttime activities; and
15.6.10 Centers shall be located in urban growth areas.

UGA-16. Each jurisdiction which designates a center within its comprehensive plan shall define the type of center and specify the exact geographic boundaries of the center. Centers shall not exceed one and one-half square miles of land and Countywide centers shall not exceed one square mile of land. Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.

16.1 Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.

16.2 Priority for transportation and infrastructure funds shall be given to designated centers.

Design Features of Centers

UGA-17. The County and each jurisdiction that designates a center within its comprehensive plan shall encourage density and development to achieve targeted growth.

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17.1 Any of the following approaches could be used to implement center development:

17.1.1 Encouraging higher residential densities within centers;
17.1.2 Avoiding creation of large blocks of single-use zones;
17.1.3 Allowing for greater intensity of use within centers;
17.1.4 Increasing building heights, greater floor/area ratios within centers;
17.1.5 Minimizing setbacks within centers;
17.1.6 Allowing buildings to locate close to street to enhance pedestrian accessibility; and
17.1.7 Encouraging placement of parking to rear of structures.

17.2 Designated centers are expected to receive a significant share of projected growth in conjunction with periodic disaggregation of countywide population allocations.

UGA-18. Centers shall provide necessary capital facilities needed to accommodate the projected growth in population and employment. Facilities include, but are not limited to, roads, sewers and other utilities, schools, parks, and open space. In order to provide balance between higher intensity of use within centers, public and/or private open space shall be provided.

UGA-19. Streetscape amenities (landscaping, furniture, etc.) shall be provided within centers to create a pedestrian friendly environment.

UGA-20. The following regulatory mechanisms shall be used within centers.

20.1 Adopt development standards that encourage pedestrian-scaled development such as those that address:

20.1.1 interconnections between buildings and sidewalks;
20.1.2 pedestrian links between residential and non-residential areas;
20.1.3 street trees/furniture; and
20.1.4 minimizing separations between uses.

Transportation, Parking and Circulation

UGA-21. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms should include:

21.1 charges for parking;
21.2 limiting the number of off-street parking spaces;
21.3 establishing minimum and maximum parking requirements;
21.4 commute trip reduction (CTR) measures and other transportation demand management measures;
21.5 development of commuter programs for multiple employers not otherwise affected by the CTR law; and
21.6 providing nonmotorized transportation facilities.

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~~UGA-22. Centers should receive a high priority for the location of high-capacity transit stations and/or transit centers.~~

~~UGA-23. Locate higher densities/intensities of use close to transit stops within centers and seek opportunities to:~~

~~23.1 create a core area to support transit and high occupancy vehicle use;~~
~~23.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.) within centers; and~~
~~23.3 establish incentives for developers to provide transit and transportation demand management supportive amenities.~~

~~UGA-24. Allow on-street parking within centers in order to narrow the streetscape, provide a buffer between moving traffic and pedestrians, and provide common parking areas.~~

~~UGA-25. Provisions for non-motorized transportation shall be provided, including but not limited to:~~

~~25.1 bicycle-friendly roadway design;~~
~~25.2 wider outside lane or shared parking/bike lanes;~~
~~25.3 bike-activated signals;~~
~~25.4 covered, secure bicycle parking at all places of employment;~~
~~25.5 bicycle racks; and~~
~~25.6 pedestrian pathways.~~

~~*Implementation Strategies*~~

~~UGA-26. Jurisdictions should consider incentives for development within centers such as:~~

~~26.1 streamlined permitting;~~
~~26.2 financial incentives;~~
~~26.3 density bonuses or transfer of development rights;~~
~~26.4 using SEPA Planned Action provisions to streamline environmental review by conducting environmental analysis during planning and providing permit applicants and public with more certainty of how impacts will be addressed; and~~
~~26.5 shared mitigation such as stormwater detention and joint parking.~~

~~UGA-27. Improve transit service efficiency through the development of transportation infrastructure within and between countywide and regional centers.~~

~~UGA-28. Design roadway and nonmotorized networks to promote more and better utilize transit services.~~

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~~METROPOLITAN CITY CENTER~~

~~*Concepts and Principles*~~

~~UGA-29. Metropolitan City Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts and regional centers of commerce. Metropolitan City Centers may also serve national or international roles.~~

~~*Design*~~

~~UGA-30. Metropolitan City Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support high capacity transit and shall plan to meet the following criteria:~~

~~30.1 a minimum of 50 employees per gross acre of non-residential lands;~~
~~30.2 a minimum of 15 households per gross acre;~~
~~30.3 a minimum of 30,000 employees; and~~
~~30.4 not exceed a maximum of 1-1/2 square miles in size.~~

~~*Transportation, Parking and Circulation*~~

~~UGA-31. Metropolitan City Centers shall be planned to have fast and frequent high capacity transit and other forms of transit.~~

~~UGA-32. A Metropolitan City Center shall meet at minimum the following criteria for consideration as a candidate for countywide center:~~

~~32.1 Area: up to 1-1/2 square miles in size;~~
~~32.2 Capital Facilities: served by sanitary sewers;~~
~~32.3 Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;~~
~~32.4 Population: a minimum of ten households per gross acre; and~~
~~32.5 Transit: serve as a focal point for regional and local transit services.~~

~~REGIONAL GROWTH CENTER~~

~~*Concepts and Principles*~~

~~UGA-33. Regional Growth Centers are locations that include a dense mix of business, commercial, residential and cultural activity within a compact area. Regional Growth Centers are targeted for employment and residential growth, and provide excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities.~~

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Design Features of Centers

UGA-34. Regional Growth Centers shall plan to meet the following criteria:

34.1 A minimum of 25 employees per gross acre of non-residential lands; and
34.2 A minimum of 10 households per gross acre; and/or
34.3 A minimum of 15,000 employees; and
34.4 Not to exceed a maximum of 1-1/2 square miles in size; and
34.5 Planning policies recognizing the need to receive a significant share of the regional growth.

Transportation, Parking and Circulation

UGA-35. Regional Growth Centers shall plan to have fast and frequent high capacity transit, as well as other forms of transit.

UGA-36. A Regional Growth Center shall meet at a minimum the following criteria for consideration as a candidate for countywide center:

36.1 Area: up to 1-1/2 square miles in size;
36.2 Capital Facilities: served by sanitary sewers;
36.3 Employment: a minimum of 2,000 employees;
36.4 Population: a minimum of seven households per gross acre; and
36.5 Transit: serve as a focal point for regional and local transit services.

COUNTYWIDE CENTER

Concepts and Principles

UGA-37. Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These centers may include the core of small to medium-sized cities and may also be located in unincorporated areas. Often Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces. Countywide Centers are also potentially candidates for designation as regional centers.

Design Features of Centers

UGA-38. Countywide Centers shall be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.

38.1 Countywide Centers shall be developed at a higher density than surrounding urban areas to take advantage of connecting centers.
38.2 Small-scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving neighborhood character.

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~~UGA-39. Countywide Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support transit. Each Countywide Center shall plan to meet the following criteria:~~

~~39.1 A minimum of 15 employees per gross acre of non-residential lands;~~
~~39.2 A minimum of 7 households per gross acre;~~
~~39.3 A minimum of 2,000 employees; and~~
~~39.4 Not to exceed a maximum of 1 square mile in size.~~

~~*Transportation, Parking and Circulation*~~

~~UGA-40. At a minimum, Countywide Centers shall plan to be served by public transit and/or ferries which connect them to other centers, to surrounding residential communities, and to the regional high capacity transit system. Countywide Centers should have direct connections to high capacity local and regional transit hubs.~~

~~UGA-41. Minimum criteria for designation as Countywide Center:~~

~~41.1 Area: up to one square mile in size;~~
~~41.2 Capital Facilities: served by sanitary sewers;~~
~~41.3 Employment: a minimum of 1,000 employees;~~
~~41.4 Population: a minimum of six households per gross acre; and~~
~~41.5 Transit: serve as a focal point for local transit services.~~

~~MANUFACTURING/INDUSTRIAL CENTER~~

~~*Concepts and Principles*~~

~~UGA-42. Manufacturing/Industrial Centers shall be locally determined and designated based on the following steps:~~

~~42.1 Consistency with specific criteria for Manufacturing/Industrial Centers adopted within the Countywide Planning Policies;~~
~~42.2 Consideration of the Center's location in the County and region, especially relative to existing and proposed transportation facilities;~~
~~42.3 Consideration of the total number of Manufacturing/Industrial Centers in the County that are needed over the next twenty years based on projected need for manufacturing/industrial land to satisfy regional projections of demand for manufacturing/industrial land uses;~~
~~42.4 Environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development; and~~
~~42.5 Adoption within the jurisdiction's comprehensive plan of the center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.~~

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Design Features of Centers

UGA-43. Manufacturing/Industrial Centers shall be characterized by the following:

43.1 Clearly defined geographic boundaries;
43.2 Intensity of land uses sufficient to support alternatives to single-occupant vehicle use;
43.3 Direct access to regional highway, rail, air and/or waterway systems for the movement of goods;
43.4 Provisions to prohibit housing; and
43.5 Identified transportation linkages to high-density housing areas.

UGA-44. Provisions to achieve targeted employment growth should include:

44.1 Preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing/industrial uses;
44.2 Prohibition of land uses which are not compatible with manufacturing/industrial, manufacturing/industrial supportive, and advanced technology uses;
44.3 Limiting the size and number of offices and retail uses and allowing only as an accessory use to serve the needs of employees within centers; and
44.4 Reuse and intensification of the land.

Transportation, Parking and Circulation

UGA-45. Transportation network within Manufacturing/Industrial Centers should provide for the needs of freight movement and employees by ensuring a variety of transportation modes such as transit, rail, and trucking facilities.

UGA-46. The transportation system within Manufacturing/Industrial Centers shall be built to accommodate truck traffic and acceleration. Review of projects should consider infrastructure enhancements such as:

46.1 turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes;
46.2 designing turn lanes with a width to allow freight vehicles to turn without interrupting the flow of traffic in other lanes;
46.3 designing the far side of intersections with acceleration lanes for trucking vehicles and heavy loads to facilitate traffic flow;
46.4 constructing climbing lanes where necessary to allow for slow moving vehicles;
46.5 providing off-street truck loading facilities to separate goods loading and unloading; and
46.6 arterial grade separations with rail freight and designation of Heavy Haul corridors or truck only lanes.

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Implementation Strategies

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

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

48.1 Plan for and fund capital facility improvement projects which support the movement of goods;
48.2 Coordinate with utility providers to ensure that utility facilities are available to serve such centers;
48.3 Provide buffers around the center to reduce conflicts with adjacent land uses;
48.4 Facilitate land assembly;
48.5 Assist in recruiting appropriate businesses; and
48.6 Encourage employers to participate in commute trip reduction program.

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

49.1 Capital Facilities: served by sanitary sewers;
49.2 Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and
49.3 Transportation: within one mile of a state or federal highway or national rail line.

Prioritization of Funding for Centers

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

Centers of Local Importance (CoLI)

Concepts and Principles

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

Design Features of CoLIs

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

52.1 Civic services
52.2 Commercial areas

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~~52.3 Recreational areas~~
~~52.4 Industrial areas~~
~~52.5 Cultural facilities/activities~~
~~52.6 Historic buildings or sites~~
~~52.7 Residential areas~~

~~UGA-53. The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.~~

~~UGA-54. Each jurisdiction shall define the role that the CoLI plays in supporting planned growth.~~

~~UGA-55. A variety of appropriate transportation options and pedestrian-friendly design should be available or planned within a CoLI.~~

~~*Implementation Strategies*~~

~~UGA-56. A CoLI shall be locally adopted; approval by the PCRC or other regional organization shall not be required.~~

~~56.1 A jurisdiction shall document how an area meets the Design Features (UGA-51 through UGA-55) of a CoLI in its comprehensive plan.~~
~~56.2 The documentation should include examples, plans, or other information that supports the designation of a CoLI.~~
~~56.3 An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's comprehensive plan.~~
~~56.4 A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for existing and planned development.~~
~~56.5 A comprehensive plan that utilizes an alternative label to refer to a CoLI shall be accompanied with adopted findings of fact that recognizes the area as a CoLI per the Pierce County CPPs.~~

~~UGA-57. A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize formally adopted CoLIs that meet the criteria.~~

~~57.1 The notice shall be provided to the PCRC 60 days (minimum) prior to the expected dated of adoption.~~
~~57.2 The notice shall provide information that identifies the location of the proposed CoLI and documents how the location meets the CoLI policies.~~

~~UGA-58. A locally adopted CoLI shall be recognized in Appendix B of the CPPs.~~

~~58.1 Jurisdictions shall forward a map of locally adopted CoLIs together with the comprehensive plan citations to the PCRC for inclusion into Appendix B. The adopted CoLIs shall be attached to the CPP publications as Appendix B for ease of reference. Appendix B shall not be considered a component of the CPPs and, accordingly, an update to Appendix B shall not constitute an amendment to the CPPs requiring ratification by Pierce County jurisdictions.~~

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"NEW SECTION"

COUNTYWIDE PLANNING POLICY ON REGIONAL, COUNTYWIDE AND CENTERS OF LOCAL IMPORTANCE

Centers

Centers Overview

The Puget Sound regional growth strategy identifies Centers as an integral feature for accommodating residential and employment growth. The strategy describes Regional Growth Centers and other Centers that may be designated. Regional Growth Centers, once regionally designated, are located either in Metropolitan Cities or in Core Cities. The strategy also identifies Regional Manufacturing/Industrial Centers, which consist primarily of manufacturing and industrial uses.

Centers are areas of concentrated employment and/or housing within Urban Growth Areas (UGAs) which serve as the hubs of transit and transportation systems. Centers and connecting corridors are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy for urban growth and are required to be addressed in the Countywide Planning Policies. Centers are, or will become, focal points for growth within the county's UGA and are areas where public investment is directed.

C-1. The purpose of Regional Growth Centers and Countywide Centers is to:

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

C-2. The purpose of Manufacturing/Industrial Centers is to:

- Recognize strategically located concentrations of industrial activity as essential resources for the local economy;
- protect and leverage critical and difficult to replace freight infrastructure;
- preserve the industrial land base in the long term;
- support family/living wage jobs;
- emphasize the importance of freight movement; and
- preserve the county's supply of industrial land.

C-3. Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity that provide a sense of place and community. They are characterized by their role as the central business districts and regional centers of commerce. Centers may also serve national or international roles.

C-4. Manufacturing Industrial Centers (MICs) preserve lands for family-wage jobs in basic industries and trade, and provide areas where that employment may grow in the future. MICs form a critical

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regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.

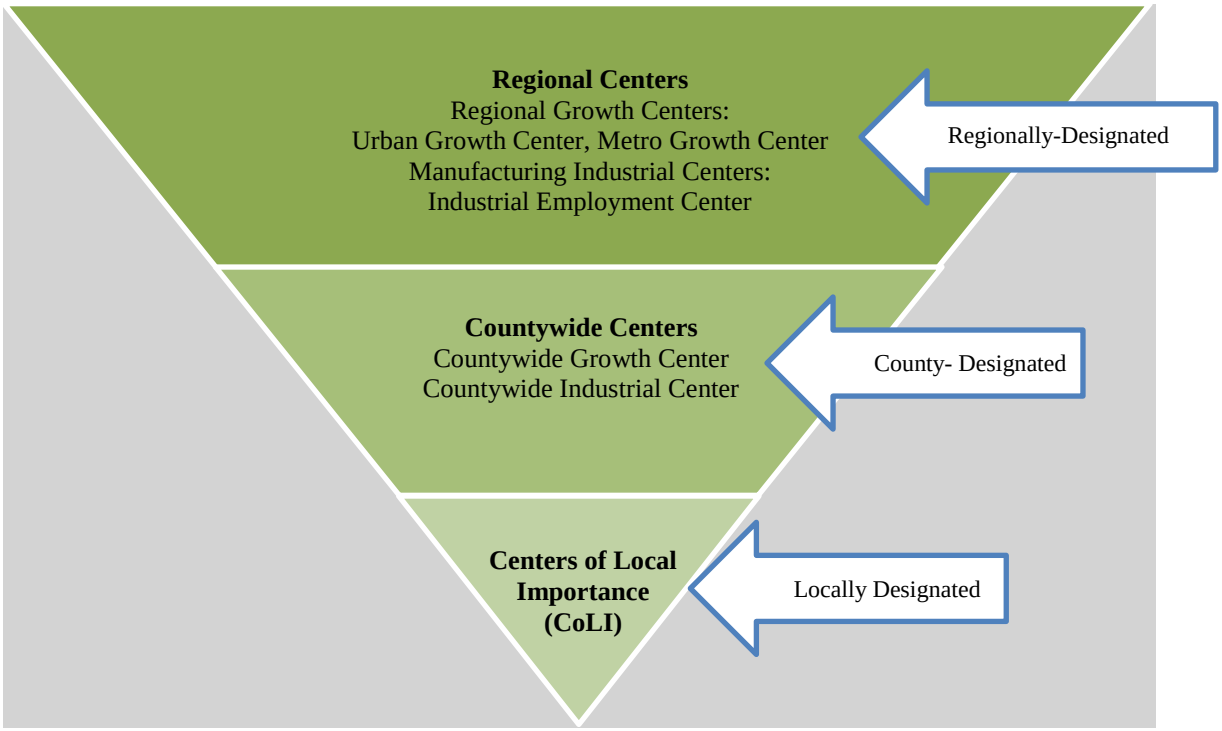
C-5. Transportation and economic development funds should be prioritized for transportation and infrastructure supporting Centers in Pierce County. Projects that support Regional Growth and/or Manufacturing Industrial Centers (and Candidates), support more than one center, and benefit a variety of user groups will be given higher consideration.

C-6. Centers must be identified in a Comprehensive Plan with information about the type of Center and the specific geographic boundaries. Capital improvements must be present and available, or be planned and financed, consistent with the expected rate of growth. Such improvements include, but are not limited to, roads, sewers and other utilities, schools, parks, and open space. In order to provide balance between higher intensity of use within Centers, public and/or private open space shall be provided.

Types of Centers

Centers must meet minimum designation criteria, which includes the criteria of the lower category Center type. For example, a Regional Center must meet the designation criteria for a Regional Center as well as the criteria for a Countywide Center.

In March 2018, the Puget Sound Regional Council (PSRC) adopted the Regional Centers Framework Update that established new eligibility and criteria for Regional Centers. Jurisdictions must adhere to the latest eligibility and designation criteria for new Regional Centers as adopted by PSRC.



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Center Designation Authority

Regional Centers must be approved by Puget Sound Regional Council (PSRC), in addition to Pierce County Regional Council (PCRC) by amending the Countywide Planning Policies (CPPs).

Countywide Centers and Centers of Local Importance (CoLI) are approved by the Pierce County Regional Council by amending the Countywide Planning Policies.

Center Designation Process

Pierce County and any municipality in the County that is planning to include a county or regionally designated Center within its boundaries shall specifically define the area of such Center within its Comprehensive Plan. The Comprehensive Plan shall include policies aimed at focusing growth within the Center and along corridors consistent with the applicable criteria contained within the Countywide Planning Policies. The County or municipality shall adopt regulations that reinforce the Center's designation.

Beginning in 2019 and once every two years thereafter, the Pierce County Regional Council (PCRC) shall invite jurisdictions to submit requests for designation of new Centers. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.

Each jurisdiction seeking to designate a new Countywide Center shall provide the PCRC with a report demonstrating that the proposed Center:

1. Meets the basic standards for designation;
2. Is characterized and defined in the local Comprehensive Plan;
3. Is consistent with the applicable Countywide Planning Policies, and
4. Is supported and served by adopted local development regulations.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's Comprehensive Plan. The coordinating committees shall provide joint recommendation to the PCRC.

Once included in the Countywide Planning Policies, the jurisdiction where a Center is located may go on to seek regional designation of the Center from the Puget Sound Regional Council (PSRC). Jurisdictions must adhere to the latest eligibility, designation criteria, and process for new Regional Growth Centers as adopted by PSRC as they prepare applications for new Center designation. Countywide Centers should be reviewed for consistency and countywide concurrence prior to submitting for regional designation.

After the Center is designated as a Countywide center within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the Center shall be considered a "candidate" Regional Growth Center or Manufacturing/Industrial Center.

Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and employment growth targets for that Center. The expected range of targets will reflect the diversity of the various Centers and allow communities to effectively plan for needed services. The target ranges not only set a policy for the level of growth envisioned for each Center, but also for the timing and funding of

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infrastructure improvements. Reaching the target ranges will require careful planning of public investment and providing incentives for private investments.

Amending an Existing Countywide Center

Once a Center has been designated in the Countywide Planning Policies, the affiliated jurisdiction may request an amendment to the Center. The Center amendment process shall be limited to a vote of the PCRC though submission of a report explaining the requested amendment and affirming that the amended Center will be consistent with the Countywide Center basic standards and the Countywide Planning Policies.

Urban Growth Outside of Centers

A variety of urban land uses and areas of growth will occur outside of designated Centers but within the Urban Growth Area (UGA). Local land use plans will guide the location, scale, timing and design of development within UGAs. The UGA will be where the majority of future growth and development will be targeted. Development should be encouraged which complements the desired focus of growth into Centers and supports a multimodal transportation system. For example, policies which encourage infill and revitalization of communities would help to achieve the regional and statewide objectives of a compact and concentrated development pattern within urban areas. The Countywide Planning Policies provide guidance for development and the provision of urban services to support development within the UGA. Jurisdictions with Centers should plan connections with adjacent neighborhoods and other centers to encourage access to Centers and connectivity across the county.

Regional Growth Centers (RGCs)

Regional Growth Centers are locations of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. The region's plans identify Centers as areas that should receive a significant share of the region's population and employment growth compared with other parts of the urban area, while providing improved access and mobility—especially for walking, biking, and transit.

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

The following Pierce County Regional Growth Centers have been adopted into the PSRC Regional Growth Strategy:

- Tacoma Central Business District
- Tacoma Mall
- Lakewood
- Puyallup Downtown
- Puyallup South Hill
- University Place

C-7. The County and each jurisdiction that designates a Center within its Comprehensive Plan shall encourage density and development to achieve targeted growth. Any of the following approaches could be used to implement Center development:

1. Encouraging higher residential densities within Centers;
2. Avoiding creation of large blocks of single-use zones;
3. Allowing for greater intensity of use within Centers;

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4. Increasing building heights, greater floor/area ratios within Centers;
5. Minimizing setbacks within Centers;
6. Allowing buildings to locate close to street to enhance pedestrian accessibility; and
7. Encouraging placement of parking to rear of structures.

C-8. Designated Centers are expected to receive a significant share of projected growth in conjunction with periodic disaggregation of Countywide population allocations.

C-9. Centers shall provide necessary capital facilities needed to accommodate the projected growth in population and employment.

C-10. Streetscape amenities (landscaping, furniture, etc.) should be provided within Centers to create a walkable environment.

C-11. To encourage transit use within Centers, jurisdictions should establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms could include:

1. charges for parking;
2. limiting the number of off-street parking spaces;
3. establishing minimum and maximum parking requirements;
4. commute trip reduction (CTR) measures and other transportation demand management measures;
5. development of commuter programs for multiple employers not otherwise affected by the CTR law; and
6. providing nonmotorized transportation facilities.

C-12. Centers receive a high priority for the location of high-capacity transit stations and/or transit Centers.

C-13. Higher residential densities and uses that support high density residential should be located close to transit stops within Centers and seek opportunities to:

1. create a core area to support transit and high occupancy vehicle use;
2. allow/encourage all types of transit facilities (transit Centers, bus pullouts, etc.) within Centers; and
3. establish incentives for developers to provide transit and transportation demand management supportive amenities.

C-14. Provisions for non-motorized transportation shall be provided, such as:

1. bicycle-friendly roadway design;
2. wider outside lane or shared parking/bike lanes;
3. bike-activated signals;
4. covered, secure bicycle parking at all places of employment;
5. bicycle racks; and
6. pedestrian pathways.

C-15. Jurisdictions should consider incentives for development within Centers such as:

1. streamlined permitting;
2. financial incentives;
3. density bonuses or transfer of development rights;

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4. using SEPA provisions to streamline environmental review; and
5. shared mitigation such as stormwater detention and joint parking.

C-16. Regional Growth Centers should be planned to have fast and frequent high capacity transit, as well as other modes of transportation options.

C-17. Jurisdictions should individually and collectively coordinate with transit agencies to improve transit service infrastructure and efficiency within and between Countywide and Regional Centers.

C-18. Roadways and nonmotorized networks should be designed to promote efficient transit services.

C.19. Designation Requirements for Regional Growth Centers (RGCs)

1. Consistency with specific criteria for Centers adopted in the Countywide Planning Policies;
2. Consistency with the Puget Sound Regional Council's current Regional Growth Center criteria;
3. The Center's location in the County and its potential for fostering a logical and desirable Countywide transportation system and distribution of Centers;
4. Consideration of the total number of Centers in the County that can be reasonably developed based on projected growth over the next twenty years;
5. Environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the Center and that the jurisdiction is capable of ensuring concurrent urban services to new development;
6. If a jurisdiction designates a Center, it must also adopt the Center's designation and provisions in its Comprehensive Plan and development regulations to ensure that growth targeted to Centers is achieved and urban services will be provided;
7. Centers shall be characterized by all of the following:
    - Clearly defined geographic boundaries;
    - Intensity/density of land uses sufficient to support high-capacity transit;
    - A diversity of land uses;
    - Pedestrian-oriented land uses and amenities;
    - Pedestrian connections shall be provided throughout;
    - Urban design standards which reflect the local community;
    - Provisions to reduce single-occupancy vehicle use, especially during peak hours and commute times;
    - Provisions for bicycle use;
    - Sufficient public open spaces and recreational opportunities, including placemaking and public gathering places;
    - Uses which provide both daytime and nighttime activities; and
    - Located in urban growth areas.

Regional Manufacturing/Industrial Centers (MICs)

Regional Manufacturing/Industrial Centers are areas where employee- or land-intensive uses are located. These Centers differ from Regional Growth Centers in that they consist of an extensive land base and the exclusion of non-manufacturing or manufacturing-supportive uses is an essential feature of their character. These areas are characterized by a significant amount of manufacturing, industrial, and advanced technology employment uses. Large retail and non-related office uses are discouraged. Other than

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caretakers' residences, housing is prohibited within Manufacturing/Industrial Centers. However, these Centers should be linked to high density housing areas by an efficient multimodal transportation system. The efficiency of rail and overland freight to markets is the critical element for manufacturers and industries located in these Centers.

The following Manufacturing/Industrial Centers have been adopted into the Regional Growth Strategy for Pierce County:

- Frederickson
- Port of Tacoma
- Sumner/Pacific
- *South Tacoma – Candidate Manufacturing/Industrial Center*

C-20. Provisions to achieve targeted employment growth should include:

1. Preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing/industrial uses;
2. Prohibition of land uses which are not compatible with manufacturing/industrial, manufacturing/industrial supportive, and advanced technology uses;
3. Limiting the size and number of offices and retail uses as accessory use and only to serve the needs of employees within Center; and
4. Reuse and/or intensification of the land use consistent with the mix of uses envisioned for the MIC.

C-21. The transportation network within Manufacturing/Industrial Centers should provide for the needs of freight movement and employees by ensuring a variety of transportation modes such as roads, rail, and various trucking facilities. Non-motorized facilities and transit services should be creatively provided when it makes sense and is safe providing the MIC with alternative transportation to single occupancy vehicles (SOVs), and transportation demand management strategies if transit is unavailable or is not feasible.

C-22. The transportation system, including but not limited to: road, rail, dock, and port terminal, within Manufacturing/Industrial Centers shall be built, protected, and maintained. to accommodate existing and future industrial uses.

C-23. All jurisdictions should support transportation capital improvement projects which improve access and movement of goods to, in, and from Manufacturing/Industrial Centers.

C-24. To be designated as a Regional Manufacturing/Industrial Center (MICs), the following criteria shall be met.

1. Consistency with specific criteria for Manufacturing/Industrial Centers adopted within the Countywide Planning Policies and the Multi-County Planning Policies;
2. Consideration of the Center's location in the County and region, especially relative to existing and proposed transportation facilities;
3. Consideration of the total number of Manufacturing/Industrial Centers in the County that are needed over the next twenty years based on projected need for manufacturing/industrial land to satisfy regional projections of demand for manufacturing/industrial land uses;
4. Environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development; and

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5. Adoption within the jurisdiction's Comprehensive Plan of the Center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.
6. Manufacturing/Industrial Centers shall be characterized by the following:
    a. Clearly defined geographic boundaries;
    b. Intensity of land uses sufficient to support alternatives to single-occupant vehicle use;
    c. Direct access to regional highway, rail, air and/or waterway systems for the movement of goods;
    d. Provisions to prohibit housing; and
    e. Identified transportation linkages to high-density housing areas.
7. Jurisdictions having a designated Manufacturing/Industrial Center shall:
    a. Plan for and fund capital facility improvement projects which support the movement of goods;
    b. Coordinate with utility providers to ensure that utility facilities are available to serve such Centers;
    c. Provide buffers around the Center to reduce conflicts with adjacent land uses;
    d. Facilitate land assembly;
    e. Assist in recruiting appropriate businesses; and
    f. Encourage employers to participate in commute trip reduction program.

Countywide Centers

Through the 2018 Centers Framework Update, designation of Countywide Centers remains delegated to a Countywide process while a baseline of consistent regional standards for each county to use was adopted. PSRC reviews and certifies Countywide planning policies, but PSRC's role does not include review of Countywide Centers.

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

Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood Centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

Countywide Industrial Centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy.

Within Pierce County, a limited number of additional Centers may be designated through amendment of the Countywide Planning Policies consistent with the basic standards and process included below.

C-25. Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These Centers may include the core of small to medium-sized cities and may also be located in unincorporated urban areas. Often Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces.

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C-26. A jurisdiction may apply for status as a candidate Countywide Center if it satisfies all required criteria included below, has a minimum of 7 activity units per acre, and is planning for at least 16 activity units per acre. The application for Countywide Center would not be regionally designated until the Center achieves at least 10 activity units per acre. Activity units means the sum of population and jobs units per gross acre per PSRC.

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

Pierce County has the following Countywide Growth Centers:

- [Reserved]

C-28. To be designated as a Countywide Center the following criteria shall be met.

Countywide Growth Center	**Countywide Industrial Center**
Center must meet each the following criteria: Identified as a Center in the local Comprehensive Plan and adopted regulations. Identified as a Countywide Center in the Countywide Planning Policies Located within a city, multiple adjacent cities, or unincorporated urban area	Center must meet each the following criteria: Identified as a Center in the local Comprehensive Plan and adopted regulations. Identified as a Countywide Center in the Countywide Planning Policies Located within a city, multiple adjacent cities, or unincorporated urban area
Demonstration that the Center is a local planning and investment priority: o Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended o Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure The Center is a location for compact, mixed-use development; including: o A minimum existing activity unit density of 10 activity units per acre o Planning and zoning for a minimum mix of uses of 20 percent high density residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve. o Capacity and planning for additional growth of 16 activity units per acre or more. The Center supports multi-modal transportation, including:	Demonstration that the Center is a local planning and investment priority: o Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended o Clear evidence that area is a local priority for investment, such as planning efforts, or infrastructure The Center supports industrial sector employment: o Minimum 1,000 existing jobs and/or 500 acres of industrial land o Defined transportation demand management strategies in place o At least 75% of land area zoned for core industrial uses* o Industrial retention strategies in place o Capacity and planning for additional growth o Important county role and concentration of industrial land

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○ Transit service** ○ Pedestrian infrastructure and amenities ○ Street pattern that supports walkability ○ Bicycle infrastructure and amenities ○ Compact, walkable size of one-quarter mile squared (160 acres), the size may increase to up to half-mile transit walkshed (500 acres) if more than two points within the center are is served by transit services.	or jobs with evidence of long-term demand

*"Core industrial uses": *Core industrial zoning is characterized by allowing, and preferring, most industrial uses. Incompatible land uses are generally prohibited but may be allowed in limited instances.*
***Transit is defined as existing or planned options such as bus, train, or ferry service.*

Centers of Local Importance (CoLIs)

CoLIs are designated for the purpose of identifying local Centers and activity nodes that are consistent with PSRC Multi-County Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.

A CoLI is characterized by a concentration of land uses or activities that provide a sense of place or gathering place for the community and neighborhood residents. A CoLI should include two or more of the following characteristics:

- Civic services
- Commercial areas
- Recreational areas
- Industrial areas
- Cultural facilities/activities
- Historic buildings or sites
- Residential areas

C-29. CoLIs may only be located in a town or city without a Countywide or Regional Center located in Pierce County. CoLIs may be allowed in an urban unincorporated area.

C-30. Local comprehensive plans should include policies that direct development regulations, including zoning, of the CoLI to uses that provide a focal point or sense of place for a community and its surrounding area.

C-31. The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.

C-32. Each jurisdiction defines the role that the CoLI plays in supporting planned growth.

C-33. A variety of appropriate transportation options and walkable design should be available or planned within a CoLI.

A CoLI shall be locally adopted; approval by the PCRC or other regional organization shall not be required.

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- A jurisdiction shall document how an area meets the Design Features of a CoLI in its Comprehensive Plan.
- The documentation should include examples, plans, or other information that supports the designation of a CoLI.
- An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's Comprehensive Plan.
- A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for existing and planned development.
- A Comprehensive Plan that utilizes an alternative label to refer to a CoLI shall be accompanied with adopted findings of fact that recognizes the area as a CoLI per the Pierce County CPPs.

A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize formally adopted CoLIs that meet the criteria.

1. The notice shall be provided to the PCRC 60 days (minimum) prior to the expected dated of adoption.
2. The notice shall provide information that identifies the location of the proposed CoLI and documents how the location meets the CoLI policies.

A locally adopted CoLI will be recognized in the Countywide Planning Policies Appendix. Jurisdictions shall forward a map of locally adopted CoLIs together with the Comprehensive Plan citations to the PCRC for inclusion into Appendix B. The adopted CoLIs shall be attached to the CPP publications as Appendix B for ease of reference. Appendix B shall not be considered a component of the CPPs and, accordingly, an update to Appendix B shall not constitute an amendment to the CPPs requiring ratification by Pierce County jurisdictions.

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EXHIBIT B to RESOLUTION NO. 2020-03
INTERLOCAL AGREEMENT REGARDING
ESTABLISHING 14 COUNTYWIDE CENTERS

INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES

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

BACKGROUND:

A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.

B. The Pierce County Countywide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement or by a new interlocal agreement. The Pierce County Countywide Planning Policies may be amended upon the adoption of amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of ratification.

C. Demonstration of ratification shall be by execution of an interlocal agreement or the absence of a legislative action to disapprove a proposed amendment. A jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement

D. The Pierce County Council formally authorized the Pierce County Executive to enter into an interlocal agreement on October 8, 2019.

E. The amendment proposing changes to policies reflects revised structure and criteria for Regional and Countywide Centers as approved through the Puget Sound Regional Council's March 22, 2018 Regional Centers Framework update document.

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F. The proposed new Countywide Centers are based on 14 applications to the Pierce County Regional Council for designation of Countywide Centers in the Pierce County Countywide Planning Policies.

G. The Pierce County Regional Council recommended adoption of the 14 Countywide Centers at its July 18, 2019 meeting.

PURPOSE:

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

DURATION:

This agreement shall become effective upon execution by 60 percent of the jurisdictions in Pierce County, representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of the proposed ratification. This agreement will remain in effect until subsequently amended or repealed as provided by the Pierce County Countywide Planning Policies.

SEVERABILITY:

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

FILING:

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

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

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INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES

Signature Page

The legislative body of the undersigned jurisdiction has authorized execution of the Interlocal Agreement, Amendments to the Pierce County Countywide Planning Policies.

IN WITNESS WHEREOF

This agreement has been executed by City of Lakewood
(Name of City/Town/County

BY: Don Anderson
(Mayor/Executive)

DATE: May 6, 2020

Approved:

BY: John J. Caulfield
(Director/Manager/Chair of the Council)

Approved as to Form:

BY: Heidi Ann Wachter
(City Attorney/Prosecutor)

Approved:

BY:
(Pierce County Executive)

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Attachment

Proposed Amendment
to the
Pierce County Countywide Planning
to
Designate 14 Countywide Centers

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Only those portions of the Countywide Planning Policies that are proposed to be amended are shown. Remainder of text, maps, tables, and/or figures is unchanged.

For purpose of Ratification: Note that this interlocal agreement proposes 14 Countywide Centers. Cities and Towns can consider each of the proposed centers independently. If a city of town does not agree to the designation of 1 of the 14 proposed centers, cross out the appropriate "Center" in dark pen and initial it. In the cover letter that returns the agreement to the County, please indicate if your jurisdiction did not ratify all 14 of the proposed centers.

"AMENDED SECTION"

COUNTYWIDE PLANNING POLICY ON REGIONAL, COUNTYWIDE AND CENTERS OF LOCAL IMPORTANCE

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

Pierce County has the following Countywide Growth Centers:

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

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FINDINGS OF FACT

The Pierce County Council finds that:

1. The Pierce County Regional Council (PCRC) was created in 1992 by an interlocal agreement among the cities and towns of Pierce County and Pierce County and charged with responsibilities including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (GMA) and the Regional Transportation Planning Organization (Chapter 47.80 Revised Code of Washington [RCW]), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.

2. On January 31, 1995, the Pierce County Council passed Resolution No. R95-17 affirming the commitment of the County to continue discussions with other local jurisdictions to resolve implementation of the Growth Management Act.

3. The Growth Management Act required Pierce County to adopt a countywide planning policy in cooperation with the cities and towns located within the County.

4. The Pierce County Countywide Planning Policies (CPPs) are written policy statements which are to be used solely for establishing a countywide framework from which the County and municipal comprehensive plans are developed and adopted.

5. The CPPs were originally adopted on June 30, 1992, and amended on April 9, 1996, December 17, 1996, November 18, 2004, November 17, 2008, June 26, 2012, August 27, 2012, July 11, 2014, July 27, 2014, and November 13, 2018.

6. As a document adopted pursuant to requirements of the Growth Management Act, the CPPs should be incorporated by reference in Title 19D of the Pierce County Code (PCC), "Other Comprehensive Planning Documents."

7. The CPPs are adopted as Chapter 19D.240 PCC.

8. Vision 2040 is the central Puget Sound region's multi-county planning policies.

9. Vision 2040 directs the Puget Sound Regional Council (PSRC) to provide a regional framework for designating and evaluating Regional Growth Centers and Manufacturing Industrial Centers.

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10. The Regional Centers Framework updated in 2018 represents a revised structure and criteria for Regional and Countywide Centers.

11. The Regional Center Framework provides for the use of consistent criteria for the designation of Regional and Countywide Centers.

12. The Pierce County Countywide Planning Policies are required to be consistent with Vision 2040 and the Regional Centers Framework.

13. The proposed amendments to the CPPs are consistent with Vision 2040 and the 2018 Regional Centers Framework.

14. The proposed 14 new Countywide Centers meet the minimum criteria as specified in the Regional Centers Framework and proposed CPPs.

15. The proposed Countywide Centers are located within six cities and towns.

16. The cities of Tacoma, Fircrest, and University Place submitted a joint application for James Place.

17. The cities of Tacoma and Ruston submitted a joint application for Point Ruston.

18. The City of Sumner submitted a single application for Downtown Sumner.

19. The City of Bonney Lake submitted a single application for Downtown Bonney Lake.

20. The City of Tacoma submitted 10 applications for: 6th Avenue, Lincoln, Lower Pacific, McKinley, Narrows, Proctor, South Tacoma Way, Tacoma Central, Upper Pacific, and Upper Portland Avenue.

21. Local jurisdictions have the ability to ratify each of the 14 applications independently.

22. The submitted applications are complete and are consistent with the proposed CPPs addressing the designation of Countywide Centers.

23. The Pierce County Planning Commission recommended approval of the proposals at its August 27, 2019, meeting.

24. The Pierce County Environmental official has determined the proposal is exempt from SEPA per WAC 197-11-800(19), procedural actions.

25. The Pierce County Countywide Planning Policies include provisions addressing procedures for amending the Countywide Planning Policies.

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26. The proposed amendments to the CPPs shall become effective when 60 percent of the cities, towns, and the County, representing 75 percent of the total population as designated by the State Office of Financial Management at the time of the proposed ratification, become signatories to the agreement.

27. A demonstration of ratification shall be by execution of an interlocal agreement or the absence of a legislative action to disapprove the proposed amendment.

28. A jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement.

29. Per Pierce County Countywide Planning Policy AT 1.2.1, the date that the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement shall begin the 180-day ratification period.

30. The 180-day ratification period shall begin on October 8, 2019 and end on April 5, 2020.

31. A subsequent ordinance of the County Council shall not be necessary to acknowledge the ratification process and amend Section 19D.240 PCC, "Pierce County Countywide Planning Policies."

32. The Community Development Committee of the County Council, after a properly noticed public hearing, considered oral and written testimony and forwarded its recommendation to the full Council.

33. The County Council held a public hearing on October 8, 2019, where oral and written testimony was considered.

34. It is in the public interest to authorize the Pierce County Executive to execute the interlocal agreements.

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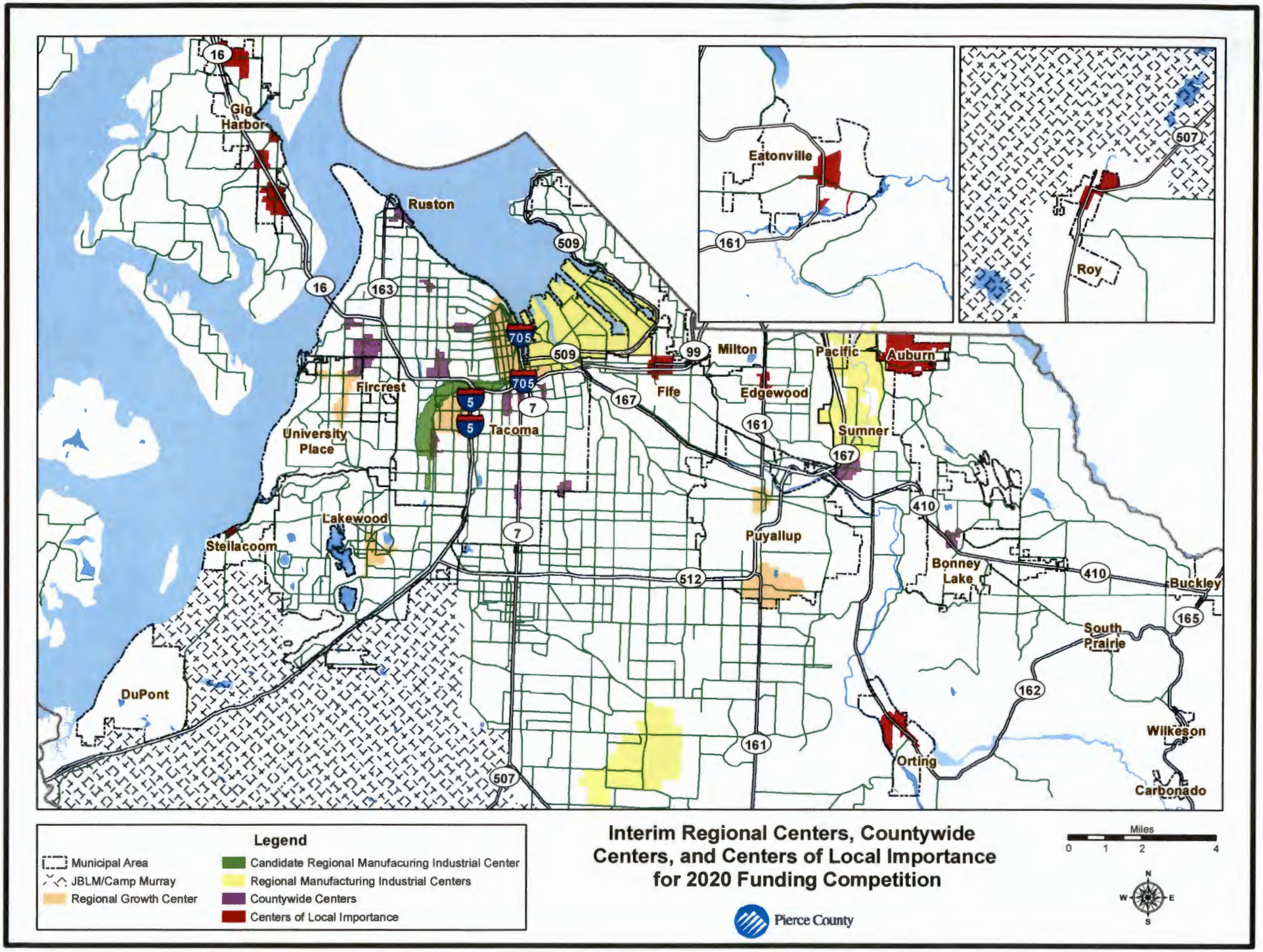
EXHIBIT C
MAP OF PROPOSED 14 COUNTYWIDE CENTERS


Gig Harbor
Ruston
Fircrest
University Place
Tacoma
Lakewood
Steilacoom
DuPont
Fife
Milton
Edgewood
Pacific
Auburn
Sumner
Puyallup
Bonney Lake
Buckley
South Prairie
Orting
Wilkeson
Carbonado
Eatonville
Roy
16
163
509
705
5
7
99
167
161
410
512
165
162
507
Legend
Municipal Area
JBLM/Camp Murray
Regional Growth Center
Candidate Regional Manufacuring Industrial Center
Regional Manufacturing Industrial Centers
Countywide Centers
Centers of Local Importance
Interim Regional Centers, Countywide Centers, and Centers of Local Importance for 2020 Funding Competition
Pierce County
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