

**CITY OF PACIFIC  
WASHINGTON**

**RESOLUTION NO. 753**

**A RESOLUTION OF CITY OF PACIFIC, WASHINGTON, AUTHORIZING THE  
MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT WITH PIERCE COUNTY,  
THEREBY AMENDING THE PIERCE COUNTY COUNTYWIDE PLANNING  
POLICIES AS RECOMMENDED BY THE PIERCE COUNTY REGIONAL COUNCIL**

**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 and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Pierce County Countywide Planning Policies; and

**WHEREAS**, on January 31, 1995, the Pierce County Council passed Resolution 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 Puget Sound Regional Council (PSRC) has specific responsibilities under federal and state law for transportation and growth management planning; and

**WHEREAS**, the PSRC is adopting VISION 2040, as the growth management, environmental, economic, and transportation vision for the central Puget Sound region; and

**WHEREAS**, VISION 2040 provides a common framework for the region's Metropolitan Transportation Plan and Regional Economic Strategy, as well as countywide planning policies and local comprehensive plans; and

**WHEREAS**, the PSRC allocates federal transportation funding to Puget Sound counties, cities, and towns for projects that are consistent with the adopted regional

**WHEREAS**, VISION 2040 identifies a set of regional growth and manufacturing/industrial centers and the PSRC has identified criteria for designating regional centers; and

**WHEREAS**, the Pierce County Countywide Planning Policies address regional centers; and  
Whereas, a consistency review between the PSRC regional center criteria and the Pierce County Countywide Planning Policies has been conducted; and

**WHEREAS**, the proposed amendments ensure consistency between the PSRC regional center criteria and the Pierce County Countywide Planning Policies; and

**WHEREAS**, the proposed amendments to the Pierce County Countywide Planning Policies are not subject to SEPA review in accordance with WAC 197-11-800(20), procedural actions; and

**WHEREAS**, the Pierce County Regional Council conducted negotiations in open public meetings during 2007 and 2008 to address substantive policy changes necessary to respond to current issues related to the coordination and consistency with the Growth Management Act; and

**WHEREAS**, the Pierce County Regional Council subsequently recommended adoption of the proposed amendments to the Pierce County Countywide Planning Policies on February 21, 2008, which address policy updates; 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**, an Interlocal Agreement entitled "Amendments to the Pierce County Countywide Planning Policies" was developed for this purpose, and included the recommended amendments to the Pierce County Countywide Planning Policies as an attachment;

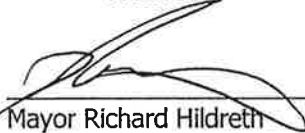
**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, AS FOLLOWS:**

**Section 1.** The Mayor is hereby authorized to execute the Interlocal Agreement with Pierce County that is attached as Exhibit A hereto and by this reference incorporated herein.

**Section 2.** This Resolution shall take effect and be in full force upon passage and signatures hereon.

APPROVED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 14<sup>th</sup> DAY OF JULY, 2008.

CITY OF PACIFIC

  
Mayor Richard Hildreth

ATTEST:

  
Sandy Paul-Lyle, City Clerk

Approved as to form:

  
Albert Abuan, City Attorney

1  
2 **INTERLOCAL AGREEMENT**

3 **AMENDMENTS TO THE PIERCE COUNTY**  
4 **COUNTYWIDE PLANNING POLICIES**

5 This agreement is entered into by and among the cities and towns of Pierce County and Pierce  
6 County. This agreement is made pursuant to the provisions of the Interlocal Cooperation Act of  
7 1967, Chapter 39.34 RCW. This agreement has been authorized by the legislative body of each  
8 jurisdiction pursuant to formal action and evidenced by execution of the signature page of this  
9 agreement.

10 **BACKGROUND:**

- 11 A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal  
12 agreement among the cities and towns of Pierce County and Pierce County. The  
13 organization is charged with responsibilities, including: serving as a local link to the  
14 Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating  
15 compliance with the coordination and consistency requirements of the Growth  
16 Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning  
17 Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions  
18 regarding the development and modification of the Countywide Planning Policies.
- 19 B. The Pierce County Countywide Planning Policies provide for amendments to be adopted  
20 through amendment of the original interlocal agreement or by a new interlocal  
21 agreement. The Pierce County Countywide Planning Policies may be amended upon the  
22 adoption of amendments by the Pierce County Council and ratification by 60 percent of  
23 the jurisdictions in Pierce County representing 75 percent of the total Pierce County  
24 population as designated by the State Office of Financial Management at the time of the  
25 proposed ratification.
- 26 C. Substantive policy amendments are based on a comprehensive review and update to the  
27 Countywide Planning Policies by the Pierce County Regional Council.
- 28 D. The Pierce County Regional Council conducted discussions in open public meetings in  
29 2007 and 2008 to address the amendments. The Pierce County Regional Council  
30 subsequently recommended adoption of the proposed amendments addressing regional  
31 centers on February 21, 2008.

32 **PURPOSE:**

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

1 DURATION:

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

6 SEVERABILITY:

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

9 FILING:

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

12 IN WITNESS WHEREOF, this agreement has been executed by each member  
13 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 Pacific WASH  
(Name of City/Town/County)

BY: [Signature]  
(Mayor/Executive)

DATE: \_\_\_\_\_

Approved:

BY: \_\_\_\_\_  
(Director/Manager/Chair of the Council)

Approved as to Form:

BY: [Signature]  
(City Attorney/Prosecutor)

Approved:

By: [Signature]  
(Pierce County Executive)

1 Proposed Amendments to the  
2 Countywide  
3 Planning Policies  
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5 for Pierce County, Washington  
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Urban Growth Area  
Centers Amendments

35 **COUNTYWIDE PLANNING POLICY ON URBAN GROWTH AREAS,**  
36 **PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT**  
37 **AND PROVISION OF URBAN SERVICES TO SUCH DEVELOPMENT**  
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40 **Background - Requirements of Growth Management Act**  
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42 The Washington Growth Management Act identifies the encouragement of development in urban  
43 areas where adequate public facilities and services exist or can be provided in an efficient manner  
44 [RCW 36.70A.020(1)], the reduction of sprawl (*i.e.*, the inappropriate or premature conversion of  
45 undeveloped land into low-density development) [RCW 36.70A.020(2)], and the provision of  
46 adequate public facilities and services necessary to support urban development at the time the  
47 development is available for occupancy and use (without decreasing current service levels below  
48 locally established minimum standards) [RCW 36.70A.020(12)] as planning goals to guide the  
49 development and adoption of comprehensive plans and development regulations.  
50

51 The Growth Management Act further requires (1) that the County designate an "urban growth area"  
52 (UGA) or areas within which urban growth shall be encouraged and outside of which growth shall  
53 occur only if it is not "urban" in character; (2) that each municipality in the County be included within  
54 an urban growth area UGA; (3) that an urban growth area UGA include territory outside of existing



1 municipal boundaries only if such territory is characterized by urban growth or is adjacent to territory  
2 that is already characterized by urban growth. [RCW 36.70A.110(1); for definition of "urban growth"  
3 see RCW 36.70A.030(17).]  
4

5 The designated ~~urban growth areas~~ UGAs shall be of adequate size and appropriate permissible  
6 densities so as to accommodate the urban growth that is projected by the State Office of Financial  
7 Management to occur in the County for the succeeding 20-year period. While each ~~urban growth~~  
8 area UGA shall permit urban densities, they ~~it~~ shall also include greenbelt and open space areas  
9 [RCW 36.70A.110(2)].  
10

11 As to the timing and sequencing of urban growth and development over the 20-year planning  
12 period, urban growth shall occur *first* in areas already characterized by urban growth that have  
13 existing public facility and service capacities to service such development, *second* in areas already  
14 characterized by urban growth that will be served by a combination of both existing public facilities  
15 and services and any additional needed public facilities and services that are provided by either  
16 public or private sources [RCW 36.70A.110(3)]. Urban government services shall be provided  
17 primarily by cities, and should not be provided in rural areas.  
18

19 The Growth Management Act Amendments expressly require that countywide planning policies  
20 address the implementation of ~~urban growth area~~ UGA designations [RCW 36.70A.210(3)(a)], the  
21 promotion of contiguous and orderly development, the provision of urban services to such  
22 development [RCW 36.70A.210(3)(b)], and the coordination of joint county and municipal planning  
23 within ~~urban growth areas~~ UGAs [RCW 36.70A.210(3)(f)].  
24

#### 25 **Principles of Understanding Between Pierce County and the Municipalities in Pierce** 26 **County** 27

28 While following the goals and regulations of the Growth Management Act, Pierce County and the  
29 municipalities in Pierce County will strive to protect the individual identities and spirit of each of our  
30 cities and of the rural areas and unincorporated communities.  
31

32 Further agreements will be necessary to carry out the framework of joint planning adopted herein.  
33 These agreements will be between the County and each city and between the various cities.  
34

35 The services provided within our communities by special purpose districts are of vital importance to  
36 our citizens. Consistent with the adopted regional strategy, these districts will be part of future  
37 individual and group negotiations under the framework adopted by the County and municipal  
38 governments.  
39

40 While the Growth Management Act defines sewer service as an urban service, Pierce County  
41 currently is a major provider of both sewer transmission and treatment services. The County and  
42 municipalities recognize that it is appropriate for the County and municipalities to continue to provide  
43 sewer transmission and treatment services.  
44

45 The County recognizes that unincorporated lands within ~~urban growth areas~~ UGAs are often  
46 potential annexation areas for cities. These are also areas where incorporation of new cities can  
47 occur. The County will work with existing municipalities and emerging communities to make such  
48 transitions efficiently.  
49

50 At the same time, annexations and incorporations have direct and significant impacts on the revenue  
51 of county government, and therefore, may affect the ability of the County to fulfill its role as a  
52 provider of certain regional services. The municipalities will work closely with the County to develop  
53 appropriate revenue sharing and contractual services arrangements that facilitate the goals of GMA.  
54



1  
2 The Countywide Planning Policies are intended to be the consistent "theme" of growth management  
3 planning among the County and municipalities. The policies also spell out processes and  
4 mechanisms designed to foster open communication and feedback among the jurisdictions. The  
5 County and the cities and towns will adhere to the processes and mechanisms provided in the  
6 policies.

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9 **Centers**

10  
11 Centers are intended to be areas of concentrated employment and/or housing within urban growth  
12 areas UGAs which serve as the hubs of transit and transportation systems. They Centers and  
13 connecting corridors are integral to creating compact urban development that conserves resources  
14 and creates additional transportation, housing, and shopping choices. Centers are an important part  
15 of the regional strategy (VISION 2020 2040) for urban growth and are required to be addressed in  
16 the Countywide Planning Policies. Centers will become focal points for growth within the county's  
17 urban-growth-area UGA and will be areas where public investment is directed.

18  
19 Centers are intended to:

- 20  
21
- 22 • be priority locations for accommodating growth;
  - 23 • strengthen existing development patterns;
  - 24 • promote housing opportunities close to employment;
  - 25 • support development of an extensive multimodal transportation system which  
26 reduces dependency on automobiles; and
  - 27 • reduces congestion and improves air quality; and
  - 28 • maximize the benefit of public investment in infrastructure and services.

29  
30 VISION 2020–2040, the adopted regional growth strategy, identifies several different types of  
31 Centers as an integral feature, including three types of Regional Growth Urban Centers: (1)  
32 Regional Growth Center, (2) Metropolitan Center, (3) Urban Center, which feature a mix of land  
33 uses, as well as a category for Town Center. (Note: In 2003, PSRC replaced the term "Urban  
34 Centers" with "Regional Growth Centers." Regional Growth Centers is the term used in PSRC's  
35 Designation Criteria.) VISION 2020 2040 also identifies Manufacturing/Industrial Centers, which  
36 consist primarily of manufacturing and industrial uses. (See 1995 VISION 2020 2040 Update, pages  
37 85 and 86.) Pierce County has identified five Urban Centers and two Manufacturing/Industrial  
38 Centers that are applicable and consistent with the have been adopted into the regional vision. The  
39 Pierce County Regional Growth Centers are designated as either Metropolitan Centers, Regional  
40 Growth Centers, or Countywide Centers within Pierce County are as follows:

41 Tacoma Mall  
42 Tacoma CBD  
43 Lakewood  
44 Puyallup  
45 South Hill

46  
47  
48  
49  
50 Metropolitan Center  
51 Tacoma Central Business District

52  
53 Regional Growth Centers  
54 Tacoma Mall





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 Urban Regional Growth Centers in that they consist of an extensive land base and the exclusion of non-manufacturing or manufacturing-supportive uses are an essential features of their character. These areas are characterized by a significant amount of manufacturing, industrial and advanced technology employment uses. Large retail and non-related office uses are discouraged. Other than caretakers' residences, housing is prohibited within Manufacturing/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:

Frederickson  
Port of Tacoma

Within Pierce County, a limited number of additional centers, both urban and manufacturing/industrial, will may be designated within individual jurisdictions' comprehensive plans through amendment of the Countywide Planning Policies consistent with the process below. In order to be designated, a center must meet the criteria contained within the Countywide Planning Policies.

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

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

#### **County-Level Centers Designation Process**

The County and any municipality in the County that is planning to include a Metropolitan 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



1 criteria for designation together with a statement and map describing the center, its consistency  
2 with the applicable Countywide Planning Policies, and how adopted regulations will serve the  
3 center.  
4

5 Transit services shall be defined in the broadest sense and shall include local and regional bus  
6 service, rail where appropriate, vanpool, carpool, and other transportation demand measures  
7 designed to reduce vehicle trips.  
8

9 The minimum designation criteria to establish a candidate center by type are as follows:

10  
11 Metropolitan Center

12 Area: up to 1-1/2 square miles in size;  
13 Capital Facilities: served by sanitary sewers;  
14 Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum  
15 of 15,000 employees;  
16 Population: a minimum of ten households per gross acre; and  
17 Transit: serve as a focal point for regional and local transit services.  
18

19 Regional Growth Center

20 Area: up to 1-1/2 square miles in size;  
21 Capital Facilities: served by sanitary sewers;  
22 Employment: a minimum of 2,000 employees;  
23 Population: a minimum of seven households per gross acre; and  
24 Transit: serve as a focal point for regional and local transit services.  
25

26 Countywide Center

27 Area: up to one square mile in size;  
28 Capital Facilities: served by sanitary sewers;  
29 Employment: a minimum of 1,000 employees;  
30 Population: a minimum of 6 households per gross acre; and  
31 Transit: serve as a focal point for local transit services.  
32

33 Manufacturing / Industrial Center

34 Capital Facilities: served by sanitary sewers;  
35 Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and  
36 Transportation: within one mile of a state or federal highway or national rail line.  
37

38 The minimum criteria report and statement shall be reviewed by the Growth Management  
39 Coordinating Committee for consistency with Countywide Planning Policies, the Transportation  
40 Coordination Committee for consistency with transportation improvements plans of WSDOT, and  
41 with Pierce Transit's comprehensive plan. The coordinating committees shall provide joint  
42 recommendation to the PCRC.  
43

44 Once included in the Countywide Planning Policies, the jurisdiction where a center is located may  
45 go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC)  
46 in accordance with its established criteria and process.  
47

48 In order to be designated a Regional Growth Center the center should meet the regional criteria  
49 and requirements including those in VISION 2020 2040, the regional growth, economic and  
50 transportation strategy as may be amended and designated by the Puget Sound Regional  
51 Council.  
52



1 After county-level designation occurs within the Countywide Planning Policies and until regional-  
2 level designation by the PSRC occurs the center shall be considered a "candidate" Regional  
3 Growth Center.  
4

5 Each jurisdiction which designates an Urban Regional Growth Center shall establish 20-year  
6 household and employment growth targets for that Center. The expected range of targets will  
7 reflect the diversity of the various centers and allow communities to effectively plan for needed  
8 services. The target ranges not only set a policy for the level of growth envisioned for each Center,  
9 but also for the timing and funding of infrastructure improvements. Reaching the target ranges will  
10 require careful planning of public investment and providing incentives for private investments.  
11

### 12 **Urban Growth Outside of Centers**

13 A variety of urban land uses and areas of growth will occur outside of designated centers but within  
14 the urban-growth-area UGA. Local land use plans will guide the location, scale, timing and design of  
15 development within urban-growth-areas UGAs. The urban-growth-area UGA will be where the  
16 majority of future growth and development will be targeted. Development should be encouraged  
17 which complements the desired focus of growth into centers and supports a multimodal  
18 transportation system. For example, policies which encourage infill and revitalization of communities  
19 would help to achieve the regional and statewide objectives of a compact and concentrated  
20 development pattern within urban areas. The Countywide Planning Policies provide guidance for  
21 development and the provision of urban services to support development within the urban-growth  
22 area UGA.  
23  
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### 26 **Satellite Cities and Towns**

27 The cities and towns in the rural areas are a significant part of Pierce County's diversity and heritage.  
28 They have an important role as local trade and community centers. These cities and towns are the  
29 appropriate providers of local rural services for the community. They also contribute to the variety  
30 of development patterns and housing choices within the county. As municipalities, these cities and  
31 towns provide urban services and are located within the County's designated Urban-Growth-Area  
32 UGA. The urban services, residential densities and mix of land uses may differ from those of the  
33 large, contiguous portion of the Urban-Growth-Area UGA in Pierce County.  
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4 **OVERALL POLICIES FOR REGIONAL GROWTH NON-INDUSTRIAL CENTERS**

5  
6 *Vision*

7  
8 12. Centers shall be designated based upon the following:

- 9  
10 12.1 consistency with specific criteria for Centers adopted in the Countywide Planning  
11 Policies;
- 12  
13 12.2 the Center's location in the County and its potential for fostering a logical and  
14 desirable countywide transportation system and distribution of Centers;
- 15  
16 12.3 the total number of centers in the County that can be reasonably developed based  
17 on twenty years projected growth over the next twenty years;
- 18  
19 12.4 environmental analysis which shall include demonstration that urban services  
20 including an adequate supply of drinking water are available to serve projected  
21 growth within the Center and that the jurisdiction is capable of ensuring  
22 concurrent urban services to new development;
- 23  
24 12.5 if a jurisdiction designates a center, they it must also adopt the center's designation  
25 and provisions in their its comprehensive plans and development regulations to  
26 ensure that growth targeted to Centers is achieved and urban services will be  
27 provided;
- 28  
29 12.6 Centers shall be characterized by all of the following:
- 30  
31 12.6.1 clearly defined geographic boundaries;
- 32 12.6.2 intensity/density of land uses sufficient to support high capacity transit;
- 33 12.6.3 pedestrian-oriented land uses and amenities;
- 34 12.6.4 pedestrian connections shall be provided throughout;
- 35 12.6.5 urban design standards which reflect the local community;
- 36 12.6.6 provisions to reduce single-occupancy vehicle use especially during peak  
37 hours and commute times;
- 38 12.6.7 provisions for bicycle use;
- 39 12.6.8 sufficient public open spaces and recreational opportunities; and
- 40 12.6.9 uses which provide both daytime and nighttime activities; and
- 41 12.6.10 centers shall be located in urban growth areas.

42  
43 13. Each jurisdiction which designates a center within its comprehensive plan shall define the  
44 type of center and specify the exact geographic boundaries of the center. All Urban Centers  
45 shall not exceed one and one-half square miles of land and Countywide centers shall not  
46 exceed one square mile of land. Infrastructure and services shall be either present and  
47 available or planned and financed consistent with the expected rate of growth.

48  
49 ~~13.1 pedestrian connections shall be provided throughout centers.~~

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51 *Design Features of Urban Centers*

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53 14. The County and each jurisdiction that designates a center within its comprehensive plan  
54 shall encourage density and development to achieve targeted growth.



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- 14.1 Any of the following may approaches could be used to implement center development:
  - 14.1.1 encourage higher residential densities within centers;
  - 14.1.2 avoiding creation of large blocks of single-use zones;
  - 14.1.3 allowing for greater intensity of use within centers;
  - 14.1.4 increase building heights, greater floor/area ratios within centers;
  - 14.1.5 minimize setbacks within centers;
  - 14.1.6 allowing buildings to locate close to street to enhance pedestrian accessibility; and
  - 14.1.7 encourage placement of parking to rear of structures.
- 14.2 Designated centers are expected to receive a higher proportion of projected growth in conjunction with periodic disaggregation of countywide population allocations.
- 15. 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.
- 16. Streetscape amenities (landscaping, furniture, etc.) shall be provided within centers to create a pedestrian friendly environment.
- 17. Any of the following regulatory mechanisms shall be used within centers:
  - ~~17.1~~ either use zoning mechanisms which allow residential and commercial uses to intermix or limit the size and extent of single use districts.
  - 17.2.1 aAdopt development standards to that encourage pedestrian-scaled development such as those that address:
    - ~~17.2.1~~ buildings close to streets and sidewalks;
    - 17.21.21 interconnections between buildings and sidewalks;
    - 17.21.32 pedestrian links between residential and non-residential areas;
    - 17.21.45 street trees/furniture; and
    - ~~17.1.6~~ minimize separations between uses.

*Transportation, Parking and Circulation*

- 18. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms should include:
  - 18.1 charges for parking;
  - 18.2 limiting the number of off-street parking spaces;
  - 18.3 establishing minimum and maximum parking requirements;
  - 18.4 commute trip reduction (CTR) measures and other transportation demand management measures; and

- 1 18.5 development of CTR commuter programs for multiple employers not otherwise
- 2 affected by the CTR law.
- 3
- 4 19. Centers should receive a high priority for the location of high-capacity transit stations and/or
- 5 transit centers.
- 6
- 7 20. Locate higher densities/intensities of use close to transit stops within centers and seek
- 8 opportunities to:
- 9
- 10 20.1 create a core area to support transit and high occupancy vehicle use;
- 11
- 12 20.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.)
- 13 within centers; and
- 14
- 15 20.3 establish incentives for developers to provide transit and transportation demand
- 16 management supportive amenities.
- 17
- 18 21. Allow on-street parking within centers in order to narrow the streetscape, provide a buffer
- 19 between moving traffic and pedestrians, and provide common parking areas.
- 20
- 21 22. Provisions for non-motorized transportation shall be provided, including but not limited to:
- 22
- 23 22.1 bicycle-friendly roadway design;
- 24
- 25 22.2 wider outside lane or shared parking/bike lanes;
- 26
- 27 22.3 bike-activated signals;
- 28
- 29 22.4 covered, secure bicycle parking at all places of employment;
- 30
- 31 22.5 bicycle racks; and
- 32
- 33 22.6 pedestrian pathways.

34  
35 *Implementation Strategies*

- 36
- 37 23. Jurisdictions should consider incentives for development within centers such as:
- 38
- 39 23.1 streamlined permitting;
- 40
- 41 23.2 financial incentives;
- 42
- 43 23.3 density bonuses or transfer of development rights;
- 44
- 45 23.4 master EISs to address environmental issues in advance of project proposals using
- 46 SEPA Planned Action provisions to streamline environmental review by conducting
- 47 environmental analysis during planning and providing permit applicants and public
- 48 with more certainty of how impacts will be addressed; and
- 49
- 50 23.5 shared mitigation such as stormwater detention and joint parking.
- 51
- 52 24. Centers The hierarchy of centers shall be given priority consideration one criteria used to
- 53 prioritize for that portion of countywide and regional funding distribution oriented for toward
- 54 urban transportation improvements.

1  
2 **METROPOLITAN CENTER**  
3

4 *Vision*  
5

- 6 25. Metropolitan Centers function as anchors within the region for a high density mix of  
7 business, residential, public, cultural and recreational uses, and day and night activity. They  
8 are characterized by their historic role as the central business districts and regional centers  
9 of commerce. Metropolitan Centers may also serve national or international roles.  
10

11 *Design*  
12

- 13 26. Metropolitan Centers shall plan for a development pattern that will provide a successful mix  
14 of uses and densities that will efficiently support high capacity transit and shall plan to meet  
15 the following criteria:  
16

- 17 26.1 a minimum of 50 employees per gross acre of non-residential lands;  
18  
19 26.2 a minimum of 15 households per gross acre;  
20  
21 26.3 a minimum of 30,000 employees; and  
22  
23 26.4 not exceed a maximum of 1-1/2 square miles in size.  
24

25 *Transportation, Parking and Circulation*  
26

- 27 27. Metropolitan Centers shall be planned to have fast and frequent high capacity transit and  
28 other forms of transit.  
29

30 **URBAN REGIONAL GROWTH CENTER**  
31

32 *Vision*  
33

- 34 28. Urban Regional Growth Centers are locations which that include a dense mix of business,  
35 commercial, residential and cultural activity within a compact area. Urban Regional Growth  
36 Centers are targeted for employment and residential growth, and provide excellent  
37 transportation service, including fast, convenient high capacity transit service, as well as  
38 investment in major public amenities.  
39

40 *Design*  
41

- 42 29. Urban Regional Growth Centers will shall plan for and to meet the following criteria:  
43

- 44 29.1 a minimum of 25 employees per gross acre of non-residential lands; and  
45  
46 29.2 a minimum of 10 households per gross acre; and/or  
47  
48 29.3 a minimum of 15,000 employees; and  
49  
50 29.4 not to exceed a maximum of 1-1/2 square miles in size.  
51

52 *Transportation, Parking and Circulation*  
53



1 30. Urban Regional Growth Centers shall plan to have fast and frequent high capacity transit, as  
2 well as other forms of transit.  
3

4 **TOWN COUNTYWIDE CENTER**

5  
6 *Vision*  
7

8 31. Town Countywide Centers are local focal points where people come together for a variety of  
9 activities, including business, shopping, living and recreation. These centers may include  
10 the core of small to medium-sized cities and may also be located in unincorporated areas.  
11 Often Town Countywide Centers include a strong public presence because they are the  
12 location of city hall, main street, and other public spaces.  
13

14 *Design*  
15

16 32. Town Countywide Centers will shall be characterized by a compact urban form that includes  
17 a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking,  
18 transit usage and community activity.  
19

20 32.1 Town Countywide Centers will shall be developed at a higher density than  
21 surrounding urban areas to take advantage of connecting transit centers.  
22

23 32.2 Small-scale forms of intensification such as accessory housing units and  
24 development of vacant lots and parking lots help achieve the qualities of centers  
25 while preserving neighborhood character.  
26

27 33. Town Countywide Centers shall plan for a development pattern that will provide a successful  
28 mix of uses and densities that will efficiently support transit. Each Town Countywide Center  
29 shall plan to meet the following criteria:  
30

31 33.1 a minimum of 15 employees per gross acre of non-residential lands;  
32

33 33.2 a minimum of 7 households per gross acre;  
34

35 33.3 a minimum of 2,000 employees; and  
36

37 33.4 not to exceed a maximum of 1-1/2 square miles in size.  
38

39 *Transportation, Parking and Circulation*  
40

41 34. At a minimum, Town Countywide Centers will shall plan to be served by public transit and/or  
42 ferries which connect them to other centers, surrounding residential communities, and to  
43 the regional high capacity transit system. In some instances, Town Countywide Centers  
44 may should have direct connections to high capacity local and regional transit hubs.  
45

46 **MANUFACTURING/INDUSTRIAL CENTER**

47  
48 *Vision*  
49

50 35. Manufacturing/Industrial Centers shall be locally determined and designated based on the  
51 following steps:  
52

53 35.1 consistency with specific criteria for Manufacturing/Industrial Centers adopted  
54 within the Countywide Planning Policies;





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35.2 consideration of the Center's location in the county and region, especially relative to existing and proposed transportation facilities;

35.3 consideration of the total number of Manufacturing/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;

35.4 environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development; and

35.5 adoption within the jurisdiction's comprehensive plan of the center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.

*Design*

36. Manufacturing/Industrial Centers shall be characterized by the following:

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

37. Provisions to achieve targeted employment growth should include:

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

*Transportation, Parking and Circulation*

38. Transportation network within Manufacturing/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.

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

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

40. To facilitate traffic flow in the communities surrounding Manufacturing/Industrial Centers, truck delivery hours should be established.

*Implementation Strategies*

- 41. All jurisdictions will support transportation capital improvement projects which support access and movement of goods to Manufacturing/Industrial Centers.
- 42. Jurisdictions having a designated Manufacturing/Industrial Center shall:
  - 42.1.1 plan for and fund capital facility improvement projects which support the movement of goods;
  - 42.1.2 coordinate with utility providers to ensure that utility facilities are available to serve such centers;
  - 42.1.3 provide buffers around the Center to reduce conflicts with adjacent land uses;
  - 42.1.4 facilitate land assembly; and
  - 42.1.5 assist in recruiting appropriate businesses; and
  - 42.1.6 encourage employers to participate in a commute trip reduction program;

**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 (13 of 20) representing 75 percent of the total population on June 28, 1991;
- C. Substantive policy amendments are based on a comprehensive review and update to the Countywide Planning Policies by the Pierce County Regional Council.
- D. The Pierce County Regional Council conducted discussions in open public meetings in 2003 and 2004 to address the amendments. The Pierce County Regional Council subsequently recommended adoption of the proposed amendments on November 18, 2004, related to buildable lands, joint planning, Endangered Species Act, sewer provisions, centers, and phasing of growth.

**PURPOSE:**

This agreement is entered into by the cities and towns of Pierce County and Pierce County for the purpose of ratifying and approving the attached amendments to the Pierce County 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 population on June 28, 1991. This agreement will remain in effect until subsequently amended or repealed as provided by the Pierce County Countywide Planning Policies.

SEVERABILITY:

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

FILING:

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

**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 City of Pacific  
(Name of City/Town/County)

BY: [Signature]  
(Mayor/Executive)

DATE: May/02/05

Approved:

BY: [Signature]  
(Director/Manager/Chair of the Council)

Approved as to Form:

BY: [Signature]  
(City Attorney/Prosecutor)

Approved:

By: [Signature]  
(Pierce County Executive)