#### **RESOLUTION NO. 986**

A RESOLUTION OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, ACKNOWLEDGING ITS APPROVAL OF THE PROPOSED AMENDMENTS TO THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES FOR CONSISTANCY WITH VISION 2050 AND THE GROWTH MANAGEMENT ACT AS RECOMMEDED BY THE PIERCE COUNTY REGIONAL COUNCIL AND APPROVED BY THE PIERCE COUNTY COUNCIL AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERLOCAL AGREEMENT WITH PIERCE COUNTY AND ITS CITIES AND TOWNS THEREBY RATIFYING THE COUNTYWIDE PLANNING POLICIES AMENDMENTS

WHEREAS, the Pierce County Regional Council 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) (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Pierce County Countywide Planning Policies; 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 framework is intended to ensure that the County and municipal comprehensive plans are consistent as required by the Growth Management Act; and

WHEREAS, on June 30, 1992, the Pierce County Council adopted the initial CPPs; and

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

WHEREAS, the PCRC, based on the recommendations from the GMCC and its own discussions, recommended approval of the proposed amendments at its December 16, 2021 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 sixty percent of the jurisdictions in Pierce County representing seventy-five 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, an Interlocal Agreement entitled "Amendments to the Pierce County Countywide Planning Policies" has been developed for this purpose, and is included as **Exhibit B** to Pierce County Ordinance No. 2022-29; 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 the need for a subsequent ordinance of the County Council; and

WHEREAS, the pursuant to 43.21C RCW the Pierce County Environmental Official issued an Addendum to the Vision 2050 Environmental Impact Statement on March 23, 2022 and:

WHEREAS, the City Council of the City of University Place held a study session on August 1, 2022 to consider the proposed countywide planning policy amendments to incorporate annexation policies into the Pierce County Countywide Planning Policies; and

WHEREAS, the City Council finds that it is in the public interest to authorize the City Manager to execute the interlocal amendments with the County and its cities and towns thereby ratifying the proposed amendments to the Pierce County CPPs;

# NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, AS FOLLOWS:

Section 1. The University Place City Council acknowledges its approval of the amendments to the Pierce County Countywide Planning Policies recommended by the Pierce County Regional Council and approved by the County Council, which are attached as Exhibit A to Pierce County Ordinance 2022-29 and are incorporated herein by reference.

Section 2. <u>Authorization</u>. The City Manager is hereby authorized to execute the Interlocal Agreement attached hereto as Exhibit B to Pierce County Ordinance No. 2022-29 and by this reference incorporated herein, thereby ratifying the attached amendments to the Pierce County Countywide Planning Policies as recommended by the Pierce County Regional Council and approved by the County Council.

Section 3. Effective Date. This resolution shall be effective immediately upon signing.

ADOPTED BY THE CITY COUNCIL ON SEPTEMBER 19, 2022.

	Steve Worthington, Mayor
ATTEST:	
Emelita J. Genetia, City Clerk	
APPROVED AS TO FORM:	
Matthew S. Kaser, City Attorney	

Sponsored by: Councilmembers Ryan Mello and Derek Young Requested by: County Executive/Planning and Public Works Dept.

## **ORDINANCE NO. 2022-29**

An Ordinance of the Pierce County Council Acknowledging its Approval of Proposed Policies for Consistency with Vision 2050 and the Growth Management Act 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, November 13, 2018, and May 10, 2020; and

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

**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 2050 at its October 2020 General Assembly meeting; and

**Whereas,** Vision 2050 is the central Puget Sound region's multi-county planning policies; and

Whereas, the CPPs are required to be consistent with Vision 2050; 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 PSRC has created a VISION Consistency Tool for Countywide Planning Policies that provides a checklist for evaluation of consistency; and,

**Whereas,** the GMCC used this checklist in formulating policy amendments to the CPPs; and,

**Whereas,** in review of this checklist, the proposed CPPs address all the policy topics required for consistency with Vision 2050.

**Whereas,** the GMCC reviewed Vision 2050 and forwarded its proposed recommendation to amend the CPPs for consistency with Vision 2050 for consideration at PCRC's December 16, 2021, meeting; and

**Whereas,** the PCRC, based upon the recommendation from the GMCC and its own discussions, recommended approval of the amendments at its December 16, 2021, meeting; and

Whereas, amendments to CPPs 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, Chapter 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 February 22, 2022, regular public hearing, reviewed the proposed amendments to the Countywide Planning Policies; and

Whereas, an environmental review of the proposed amendments to the CPPs was conducted pursuant to Chapter 43.21C RCW and an Addendum to the Vision 2050 Environmental Impact Statement was issued on March 23, 2022; and

Whereas, the Community Development Committee of the Pierce County Council held a public hearing on April 18, 2022, where it considered oral and written testimony and forwarded its recommendation to the full County Council; and

**Whereas,** the County Council held a public hearing on May 17, 2022, 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:**

<u>Section 1</u>. The Pierce County Council acknowledges its approval of the amendments to the Pierce County Countywide Planning Policies, through an update and replacement, 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 Exhibit B, which is attached hereto and incorporated herein by reference, thereby ratifying the attached amendments as an update and replacement to the Pierce County Countywide Planning Policies, and amending Chapter 19D.240 of the Pierce County Code as recommended by the Pierce County Regional Council.

1 2	Section 3. Findings of Fact are hereby a attached hereto and incorporated herein by ref	
3 4 5 6	PASSED this 17th day of mag	, 2022.
7	ATTEST:	PIERCE COUNTY COUNCIL
8	717201.	Pierce County, Washington
9		
10	No. 35 10 6/2 5	H. later
11	Ishise borningon	pur /
12	Denise D. Johnson	Derek Young /
13	Clerk of the Council	Council Chair
14		+11
15		Hu
16 17		Bruce F. Dammeier
18		Pierce County Executive
19		Approved Vetoed, this
20		27 day of Man
21		2022.
22		
23	Date of Publication of	2202
24	Notice of Public Hearing:	NOC-
25		033
26	Effective Date of Ordinance: Time 6,2	220
27		
- 1		

# **Pierce County**

# **Countywide Planning Policies**





























## Acknowledgements Page

City of Auburn - Mayor Nancy Backus City of Bonney Lake – Deputy Mayor Justin Evans City of Buckley - Mayor Pat Johnson Town of Carbonado – Mayor Wally Snover City of DuPont - Councilmember Leo Gruba Town of Eatonville – Councilmember Emily McFadden City of Edgewood – Councilmember Nate Lowry City of Fife – Deputy Mayor Bryan Yambe City of Fircrest - Councilmember Shannon Reynolds City of Gig Harbor – Councilmember Bob Himes City of Lakewood – Deputy Mayor Jason Whalen City of Lakewood – Councilmember Paul Bocchi City of Milton – Councilmember Susan Johnson City of Orting - Mayor Joshua Penner City of Pacific – Councilmember David Storaasli Pierce County Executive Bruce Dammeier Pierce County Council – Councilmember Derek Young Pierce County Council – Councilmember Dave Morell Pierce County Council – Councilmember Ryan Mello Port of Tacoma – Commissioner Deanna Keller City of Puyallup – Councilmember Cynthia Jacobsen City of Puyallup – Councilmember Net Witting City of Roy – Councilmember Yvonne Starks Town of Ruston – Mayor Bruce Hopkins Town of South Prairie Town of Steilacoom – Councilmember Roger Neal City of Sumner - Councilmember Patrick Reed City of Tacoma – Councilmember John Hines City of Tacoma – Councilmember Catherine Ushka City of Tacoma – Councilmember Robert Thoms City of University Place – Councilmember Denise McCluskey City of University Place – Councilmember Stan Flemming Town of Wilkeson – Councilmember Mark Zumba

Ex-Officio Members:
Pierce County Library District
Pierce Transit
Puget Sound Regional Council
Puyallup Tribe of Indians
South Sound Military & Communities Partnership
Tacoma-Pierce County Health Department
Washington State Department of Transportation



# Table of Contents

ว	
_	

Acknowledgements Page	2
Introduction	4
Users Guide and Rules of Interpretation	8
Affordable Housing	10
Agricultural Conservation and Lands	15
Amendments and Transitions	19
Buildable Lands	
Centers	25
Community and Urban Design	38
Economic Development and Employment (Urban)	40
Education	44
Environment	46
Essential Public Facilities	60
Fiscal Impact	64
Growth Targets	65
Health, Healthy Communities, and Healthy Community Planning	69
Historic, Archaeological, and Cultural Preservation	74
Military Installations and Compatibility	
Rural Areas	80
Transportation Facilities and Strategies	82
Tribal Consultation, Coordination, and Lands Compatibility	95
Urban Growth Areas	

## Introduction

2 3

4

6 7

20

21

22

23

27

28

29

30

32

33

34

35

36 37

38 39

40

41

#### Pierce County at a Glance

Pierce County is located in the south Puget Sound region of Washington State and spans an area of approximately 1,800 square miles, including portions of the Sound. It is bound by Kitsap and King Counties to the north, Mason and Thurston Counties to the west/southwest, Yakima County to the east, and Lewis County to the south. Formed out of Thurston County on December 22, 1852 by the legislature of Oregon Territory, Pierce County was named for U.S. President Franklin Pierce.

There are 23 cities and towns within Pierce County, in addition to the unincorporated urban, rural, and

9 resource lands, tribal lands, and the military 10 land associated with Joint Base Lewis-McChord and Camp Murray. It is the second most 11 12 populous county in the State of Washington and 13 is home to 12% of the total State population as 14 of the 2020 Census. The 2020 Census reported a 15 total population of 921,130 persons and a 16 population density of 552 persons per square 17 mile of land. The incorporated jurisdictions 18 range from a large metropolitan city of over 19 200,000 in population, to mid-range cities of

20,000-70,000 in population, to smaller cities

and towns with a few hundred or thousands in

jurisdictions are under 13,000 in population as

population. The majority of incorporated

PLACEHOLDER FOR MAP OR ORTHO PHOTO OF PIERCE COUNTY

24 of 2020. [U.S. Census Bureau, 2020 and 2010 Census Redistricting Data (Public Law 94-171) Summary 25 File].

26 Pierce County's moderate climate, combined with a contrasting geography of water and mountains, encourages a wealth of year-round outdoor activities. There are miles of Puget Sound waterfront, Mount Rainier National Park, numerous fresh-water lakes, alpine and cross-country skiing, and nationally ranked year-round golf courses. Major industries include aerospace, healthcare, technology, agriculture, timber products, and military installations at Joint Base Lewis-McChord. The Port of Tacoma 31 serves as a major contributor to the movement of goods with direct connection to the Interstate 5 corridor, industry operations, and maritime activity as well as general regional job creation within and outside the physical boundary of the Port.

#### Pierce County Regional Council (PCRC)

PCRC is the county's body of elected leaders from the county and each city and town, for regional coordination of countywide policies. PCRC is responsible for coordinating planning efforts among jurisdictions, agencies, federally recognized tribes, ports and adjacent regions, where there are common border or related regional issues to facilitate a common vision. PCRC monitors implementation of VISION 2050 to evaluation the progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation and public service provisions of the CPPs. PCRC is supported by two staff committees:

the Growth Management Coordination Committee (GMCC) and the Transportation Coordinating Committee (TCC).

## Interlocal Agreement

In the early 1990s, per RCW 36.70A.210, Pierce County and its cities and towns entered into an Interlocal Agreement that provided for a framework for the development, and adoption of Countywide Planning Policies (CPPs). This original agreement was initiated through Pierce County Council Resolution No. 91-172. The initial CPPs were developed and ratified in accordance with the provisions of the interlocal agreement as of June 30, 1992 as documented through Pierce County Ordinance No. 92-74. The CPPs provide additional guidance in the development of local comprehensive plans. Updates to the CPPs have since been implemented through ratification per the interlocal agreement.

#### 11 Adoption and Ratification

Per the interlocal agreement, the adoption of the initial CPPs and subsequent amendments are approved through ratification by Pierce County and its cities and towns. For a proposed amendment to be approved, 60 percent of the jurisdictions, representing a minimum of 75 percent of the population must support it. Evidence of a jurisdiction's ratification can be through 1) the execution of an interlocal agreement, or 2) through a jurisdiction taking no action indicating opposition within a 180-day timeframe.

#### Background and Statutory Framework – Growth Management Act

Under the Growth Management Act (GMA), RCW Chapter 36.70A, the comprehensive plan of each county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with which the county or city has, in part, common borders or related regional issues. Under RCW 36.70A.130, counties and cities are required to take action periodically to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of the Growth Management Act (GMA.)

RCW 36.70A.210 establishes the requirement for Countywide Planning Policies (CPPs.) A "countywide planning policy" is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted. CPPs ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. CPPs do not alter the land-use powers of cities. RCW 36.70A.210 (3) lays out the minimum policies that must be included in CPPs.

While counties are not required to update their countywide planning policies (CPPs) in RCW 36.70A.130, it is important for counties to regularly review existing CPPs to see if any changes are needed and, if so, to revise as necessary in collaboration with cities. For instance, such a review is needed when the multicounty planning policies are updated, when the GMA or other statutes affecting land use planning are adopted or amended. In addition, per RCW 36.70A.215, amendments to CPPs must be considered if any new information or analysis that impacts the "Buildable Lands Program" is identified during such a review, per RCW 36.70A.215(2)(d).



VISION 2050 -	A Plan	for the	Central	Puge	t Sound	Region
---------------	--------	---------	---------	------	---------	--------

VISION 2050 is the long range growth management, environmental, economic and transportation
 strategy for the central Puget Sound region, adopted in October 2020 by the Puget Sound Regional
 Council (PSRC) General Assembly.

The <u>Puget Sound Regional Council</u> (PSRC) is a body representing local jurisdictions, governments and agencies from Pierce, Kitsap, Snohomish and King Counties. Representatives from these governments and agencies convene to make decisions on transportation, growth management and economic development.

9 The PSRC, together with the Multicounty Planning Policies (MPPs) adopted in VISION 2050, fulfill the
10 Washington State Growth Management requirement of developing MPPs, and serve to implement
11 guidelines and principles required by RCW 47.80 – "Regional Transportation Planning Organizations".

VISION 2050 begins by stating:

"Puget Sound is the largest marine estuary by volume in the United States. It connects the region to the Pacific Ocean and joins Washington and British Columbia together as part of the greater Salish Sea. The Snohomish, Puyallup, Green, Duwamish, Cedar, and many other rivers and streams flow through the central Puget Sound region and define distinct river basins that encompass cities, farms, forests, and mountains. It is this unique and remarkable natural environment that has drawn people to Puget Sound and sustained them for thousands of years"

"Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign tribal nations enrich the region through environmental stewardship, cultural heritage, and economic development, and collaborate with local governments to shape the region's future"

"From vibrant urban neighborhoods to charming small towns, the region is rich with a diversity of distinct communities that are now home to more than 4 million people. From timber to shipbuilding, aviation to tech, the region's economy continues to innovate, transform, and attract people from across the U.S. and world."

An overarching vision for 2050 is identified as:

"The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy"

To this end, the Multicounty Planning Policies (MPPs) contained within VISION 2050 support and implement the Regional Growth Strategy, the <u>Regional Transportation Strategy</u> and the <u>Regional Economic Strategy</u>.

In order to achieve the stated Vision and implement the Regional Strategies, the MPPs provide background context, data analysis and policy direction related to 14 specific areas:

Climate



2	•	Diversity
3	•	Economy
4	•	Environment
5	•	Equity
6	•	Health
7	•	Housing
8	•	Innovation
9	•	Mobility and Connectivity
10	•	Natural resources
11	•	<b>Public Facilities and services</b>
12	•	Resilience

**Rural Areas** 

13

14

15

16

17

18

19

20

Community

The Pierce County CPPs are intended to be consistent with the MPPs and are one of the primary mechanisms for VISION 2050 to be implemented at the local level.

Each of chapters below discuss the MPPs in more detail, how VISION 2050 is applicable to the CPPs, and provides a framework and policy guidance for the jurisdictions of Pierce County.

Jurisdictions are required by VISION 2050 to individually update their local Comprehensive Plans and other long range planning documents for consistency with VISION 2050.



# Users Guide and Rules of Interpretation

#### Applicability

2

4

14

25

26

27

28

29 30

31 32

33 34

35

36

37

38 39

40

The Countywide Planning Policies are intended to be the consistent "theme" of growth management planning among Pierce County jurisdictions. The policies also establish processes and mechanisms designed to foster open communication and feedback among the jurisdictions.

6 CPPs apply only to jurisdictions located within Pierce County. The vast majority of the CPPs apply to
7 both the county and the cities and towns within the county. However, some policies apply only to the
8 County, such as the rural lands chapter, and some policies apply only to cities and towns.

Some of the CPPs direct and encourage jurisdictions to cooperate and participate with other agencies and entities that are not bound to the CPPs. The CPPs are not intended to remove the local authority of the jurisdictions to rely on their own local input and unique circumstances as the guiding principles when cooperating and participating with other agencies. If desired by the local jurisdiction, the CPPs may be used as a framework for jurisdictions to draw from in these efforts.

#### Expectations of Jurisdictions

The local comprehensive plans of the county and the cities and towns are expected, and required by
GMA, to be consistent with the CPPs. How a jurisdiction chooses to comply with the policies of the CPPs
is left to the local control of the jurisdictions. It is the expectation that jurisdictions will review their
local comprehensive plans and update them for consistency with the CPPs during each GMA mandated
"periodic update", at a minimum.

In order for the CPPs to be implemented, all jurisdictions must take certain actions to further the goals and policies. However, not every CPP requires every jurisdiction to undertake every action listed below. When not explicit in the policies, it is up to the local control of the jurisdictions to determine which local action are necessary and appropriate, based on the applicability of the policy and the local resources and circumstances of the jurisdiction.

These actions may take a number of forms including but not limited to: adoption and/or amendments of long range plans and regulations, studying of issues, mapping of areas, creation and/or implementation of programs, participation/coordination by elected officials and staff in various arenas, expenditure of funds, public participation, education and outreach, and other appropriate and legal governmental actions.

#### Definitions and Use of Terms

Words and terms used in the Countywide Planning Policies shall be defined as set forth in the Policies and in the Growth Management Act to the extent defined therein. To the extent not defined therein, words and terms shall be given their plain and ordinary meanings.

The use of the terms "jurisdictions" and "municipalities" are synonymous with "county" and "cities and towns".

The term "shall" is intended to be mandatory; the terms "may" and "should" are advisory only. While the terms "shall" and "will" are mandatory, it shall be understood and implied that the policy statement in which they are used is applicable to a municipality and/or the County only when, through objective determination, the circumstances on which the Policy is premised are relevant.

1 X 2 s 3 t 4 a

When a policy does not use the term "shall" or have specific applicability direction, it is intended that said policy will be implemented to the best of the ability of each jurisdiction, based on applicability of the circumstances in which the policy is premised, and the resources and ability of the jurisdiction to address the issue.

5

The term "Consider" is used throughout the CPPs and uses the plain and ordinary meaning, "to think about something carefully, typically before making a decision".

8

9

10

The term "Coordinate" is meant to encourage, and require where appropriate, a jurisdiction to participate in conversations and other forums at an inter-jurisdictional level. Coordination may be necessary, to achieve the intent of a policy or to address a regional issue. "Coordination" in itself, does not require the adoption or creation of policies or regulations. A jurisdiction may, or not, find it in their best interest, and choose to adopt policies or regulations as a result of their coordination efforts.

13 14

15

16

Terms such as "Assist", "In conjunction with", "Cooperatively", and the like, are similar in nature to the concept of "Coordinate" in that they are usually associated with an issue that requires participation at in inter-jurisdictional level. These terms, however imply a more active role in the conversation by providing local perspective, data and analysis, and staff time to achieve the intent of the policy.

17 18

Terms such as "Plan for", "Adopt", "Designate", and the like, imply that an action may be necessary to assure the policy is implemented and are usually associated with requirements of the Growth Management Act or VISION 2050. It is up to the local control of the jurisdiction to determine the scope and content of the plan, adopted material, or designated item.

20

22

23 24

19

Terms such as "Support", "Encourage", "Promote", "Advance", and the like, are usually associated with an issue or scenario that requires an inter-jurisdictional approach to achieve the intent of the policy. Jurisdictions are expected to, as local circumstances and applicability allow, give credence to the issue or scenario and assist where possible, to further the intent of the policy.

25



# Affordable Housing

#### Introduction

2

3

4

7

8

9

10

11

12

13

14

15

16

17

18 19

20

21

22

23 24

25

26

27

28

29

30

31

32

33

34

35

36

37 38 Housing determines health. Whether one has accessible, affordable, safe, healthy, and stable housing affects one's ability to attain full health potential. Those with fair and equitable access to attainable and stable housing experience less stress and better mental well-being. Conversely, individuals and families experiencing homelessness are constantly exposed to high health and safety risks.

Housing location has a direct link to access to opportunities. Co-locating affordable and attainable housing with living wage jobs, schools, parks, and other amenities can reduce cost burdens for every household, improve our economy, enrich social life, support health, and improve quality of life. Healthy and adequate housing meets basic human needs and minimizes threats to health and safety, such as allergens and other hazards. Resilient housing located away from potential hazards can lessen the stresses of the changing climate, increase household and community resiliency, and prevent negative health impacts.

#### Background - Growth Management Act

# The Washington State Growth Management Act mandates that counties and cities encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and

#### Resource:

This <u>Housing and Health Logic Model</u> provides a menu of evidence-based policies and strategies to improve health, well-being and quality of life.

encourage preservation of the existing housing stock. [RCW 36.70A.020(4)]. The term "affordable housing" is defined in RCW 36.70A.030(2) as follows:

- (2) "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:
  - (a) For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or
  - (b) For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

The Washington State Growth Management Act requires the adoption of countywide planning policies establish a consistent county-wide framework from which county and city comprehensive plans are developed and adopted. RCW 36.70A.210 requires each county to adopt policies for housing which, .3, at a minimum, "consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution" [RCW 36.70A.210(3)(e)].

A countywide housing planning policy shall at a minimum, address the following:

"Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;"

The Washington State Growth Management Act also identifies mandatory and optional plan elements. 2 [RCW 36.70A.070 and .080]. A Housing Element is a mandatory plan element that must at a minimum 3 comply with 2021 E2SHB 1220.

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

Thus, the land use element, relying upon estimates of future population, growth, average numbers of persons per household, and land use densities, and assumptions about what type of housing each economic segment will need will indicate how much (and where) land needs to be made available to accommodate the identified housing needs. The capital facilities, transportation and utilities elements 12 then provide choices about when and how public facilities will be provided to accommodate the projected housing, by type, density and location and other factors such as equitable distribution of public investments.

#### 15 Background - VISION 2050

The Multicounty Planning Policies (MPPs), named VISION 2050 and produced by the Puget Sound Regional Council (PSRC), include policies and actions as well as the Regional Growth Strategy, which promotes a focused regional growth pattern and serves as a guide for counties and cities as they set local growth targets through their countywide processes to implement the strategy. PSRC and local jurisdictions are expected to address these actions through their planning and work programs.

#### Policies

8

9

10

11

13

14

16 17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

- Explore and identify opportunities to reutilize and redevelop existing parcels where AH-1 rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation and with Policy AH-8 regarding displacement.
- AH-2 Plan to meet their affordable and moderate-income housing needs goal by utilizing a range of strategies that may include a Housing Action Plan and will result in the preservation of existing housing, and the production of new, affordable and moderateincome housing that is safe and

Washington State is consistently considering new legislation related to affordable housing and mandates on City's regulatory authority. Jurisdictions are expected to adhere to this legislation regardless of the CPPs. The CPPs should be updated if mandated by State legislation.

healthy. Jurisdictions should consider the availability and proximity of public transportation, governmental and commercial services necessary to support residents' needs, and prioritize density and investment in these areas.

2.1 Jurisdictions should consider adopting reasonable measures and innovative techniques (e.g., moderate density housing, clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher- density affordable and moderate-income housing stock on residentially zoned vacant and underutilized parcels.

- AH-3 Determine the extent of the need for housing affordable for all economic segments of the population, with special attention paid to the historically underserved, both existing and projected for its jurisdiction over the planning period, and shall encourage the availability of housing affordable to all economic segments of the population for each jurisdiction.
  - 3.1 Affordable housing needs not typically met by the private housing market should be addressed through more coordinated countywide and regional approaches/strategies.
  - 3.2 Each jurisdiction may adopt plans and policies for meeting its affordable and moderate income housing needs in a manner that reflects its unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation.
    - 3.2.1 Jurisdictions with designated regional centers should consider incorporating affordable housing allocations as part of their adopted allocations for these centers.
  - Each jurisdiction should plan to accommodate a sufficient supply of permanent supportive housing as defined in RCW 36.70A.030 (16), foster care housing, and those requiring special needs housing (i.e., the elderly, developmentally disabled, chronically mentally ill, physically disabled, homeless, persons participating in substance abuse programs, persons with AIDS, and victims of domestic violence) that is equitably and rationally distributed throughout the County.
- AH-4 Establish a countywide housing affordability program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management. All jurisdictions should cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing for households.

In the fall of 2018, local elected leaders began holding roundtable discussions to address housing affordability in Pierce County. In 2019, this 'Mayor's Roundtable' group began calling itself the **South Sound Housing Affordability Partners (SSHAP)**. In late 2021, 14 governments signed an interlocal agreement which established an Executive Board of the member governments, an Advisory Board of key housing stakeholders, a budget for SSHAP staff, and the potential for a capital fund. As a regional coalition of cities, the Puyallup Tribe of Indians, and Pierce County, SSHAP aims to support a vision of affordable, attainable, and accessible housing in Pierce County.

https://www.piercecountywa.gov/SSHAP

- 4.1 All jurisdictions should jointly explore opportunities to develop a countywide funding mechanism and the potential for both voter-approved measures (bond or levy), and nonvoter approved sources of revenue to support the development of housing affordable to all economic segments.
- 4.2 All jurisdictions should jointly pursue state legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable housing.
- 4.3 All jurisdictions should explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects.

1 2 3 4	coordina involvem		ictions should explore the expansion of existing non-profit partnerships, increased tion with local public housing authorities, a county-wide land trust, as well as future nent of larger County employers, in the provision of housing assistance for their
5 6	4.5		ons should evaluate inclusionary or incentive zoning measures as a condition of zones and development.
7 8 9	4.6	dwelling	y contained communities- in unincorporated Pierce County shall contain a mix of units to provide for the affordable and moderate-income housing needs that will ed as a result of the development.
10 11	AH-5		identify opportunities to reduce land costs for non-profit and for-profit developers rdable housing.
12 13 14	5.1	surplus l	ons should explore options to dedicate or make available below market-rate and also identify opportunities to assemble, reutilize, and redevelop existing or affordable housing projects.
15 16	5.2	-	ictions should review and streamline development standards and regulations to their public benefit, provide flexibility, and minimize costs to housing.
17 18	AH-6		, shall periodically monitor and assess their success in meeting the housing needs to te their 20-year population allocation.
19 20 21	6.1	local sou	ons should utilize the available data and analyses provided by federal, state, and rces to monitor their progress in meeting housing demand as part of the required Management Act comprehensive plan update process.
22 23 24 25	6.2	evaluate	ride housing allocations shall be monitored with each Buildable Lands Report and d to determine if countywide needs are being adequately met; the evaluation dentify all regulatory, programmatic, and financial measures taken to address the n need.
26 27 28		6.2.1	Each jurisdiction should provide, if available, the quantity of affordable housing units created, preserved, or rehabilitated since the previous Buildable Lands Report.
29 30		6.2.2	Jurisdictions should consider using a consistent reporting template for their evaluations to facilitate the countywide monitoring and assessment.
31 32 33		6.2.3	In conjunction with the Buildable Lands Report, a report should be forwarded from GMCC to the Pierce County Regional Council (PCRC) addressing the progress in developing new affordable housing.
34 35 36	AH-7	middle-incor	encourage homeownership opportunities for low-income, moderate-income, and me families and individuals while recognizing historic inequities in access to ship opportunities for communities of color.
37 38	AH-8		should identify potential physical, economic, and cultural displacement of low-



investments, private redevelopment, and market pressure, and use a range of strategies to prevent and minimize, the cultural and physical displacement and mitigate its impacts to the extent feasible.

8.1 Metropolitan Cities, Core Cities, and High-Capacity Transit Communities will develop and implement strategies to address displacement in coordination with the populations identified of being at risk of displacement, including residents, local community groups, and neighborhood-based small business owners.

See VISION 2050 Background in "Growth Targets" Chapter and "Urban Growth Areas" Chapter for additional information on the Regional Growth Strategy and regional geographies.

# Agricultural Conservation and Lands

#### Introduction

2

4

5

7

8

16

17

18 19

20 21

22

2324

33

Agricultural lands serve an important purpose to Pierce County and the region at large. Accessible food and goods sources are necessary to support a growing population. There are ongoing pressures to develop agricultural lands, so preservation of these lands is crucial because once they are developed with improvements there is often not an opportunity to return the land for agricultural purposes in the future. While most remaining agricultural lands are within the unincorporated rural area, the preservation of agricultural lands impacts the well-being within all jurisdictions.

Pierce County's Comprehensive Plan outlines the requirements to be designated as Agricultural
Resource Lands to meet the Growth Management Act (GMA) requirements; however, cities and towns
may also adopt their own policies to preserve Agricultural Resource Lands within their respective
jurisdictions. These natural resources are an important part of the regional economy, providing jobs, tax
revenue, valuable products, and raw materials for local use and export. Agricultural lands also provide
aesthetic, recreational, and environmental benefits to the public while contributing to the diverse
character of Pierce County.

#### Background - Growth Management Act

The Washington State Growth Management Act identifies the maintenance and enhancement of natural resource-based industries, including productive agricultural industries, and the conservation of productive agricultural lands as planning goals to guide the development and adoption of comprehensive plans and development regulations. [RCW 36.70A.020(8)]. While the expression of planning goals in the Growth Management Act is linked to "natural resource industries," including productive timber and fisheries, a separate policy for Agricultural Lands has been developed because of their unique importance in Pierce County and their relationship to urban growth area boundaries and policies.

25 The designation of agricultural lands per the Growth Management Act includes lands "that are not 26 already characterized by urban growth and that have long-term significance for the commercial production of food or other agricultural products." [RCW 36.70A.170(1)(a)]. The Washington 27 28 Administrative Code Section 365-196-480 includes guidelines for designating agricultural lands pursuant to RCW 36.70A.050. Although the Growth Management Act does not expressly require a countywide 29 planning policy on agricultural lands, the requirement was added by the Interlocal Agreement: 30 31 Framework Agreement for the Adoption of the Countywide Planning Policy (Pierce County Council 32 Resolution No. R91-172, September 24, 1991).

#### Background - VISION 2050

VISION 2050 recognizes agricultural resource lands under the Natural Resource Lands regional geography. Since the agricultural land in the central Puget Sound region is among the most productive in Washington State VISION 2050 also recognized that the loss of these lands, along with their productivity, has impacts on the environment, including air and water quality and quantity, our economy, and ultimately the health of the region's people. Under the Regional Growth Strategy, they are to be permanently protected from incompatible uses and fragmentation.

VISION 2050 identifies threats to the region's agricultural lands, including urban development, incompatible adjacent land uses, and the loss of supporting services. VISION 2050 seeks to permanently



protect these key agricultural resource lands. The Multicounty Planning Policies calls for conserving the 2 region's natural resource lands, establishing best management practices that protect the long-term 3 integrity and productivity of these lands, limiting the conversion of these lands, and ensuring that 4 development does not adversely impact these lands. 5 **Policies** AG-1 6 Jurisdictions choosing to designate agricultural lands of long-term commercial significance, shall 7 do so using the methodology and criteria stated in WAC 365-190-050. Cities are encouraged to 8 coordinate their agricultural resource lands designations with the County and adjacent 9 jurisdictions and are encouraged to adopt the same criteria. 10 Consistency with WAC 365-190-050 shall be based on the following factors: 11 The land is not already characterized by urban growth; 12 1.1.2 The land is used or capable of being used for agricultural production; and 13 1.1.3 The land has long-term commercial significance for agriculture. 14 1.2 Consider food security issues, including providing food supplies for food banks, schools and institutions, vocational training opportunities, and preserving heritage or artisanal foods. 15 Consider the minimum amount of agricultural land county-wide necessary to maintain 16 1.3 17 economic viability for the agricultural industry, and retain businesses supporting agriculture 18 such as processors, suppliers, distributors, and equipment dealers. 19 1.4 Agricultural lands should be designated through consultation with the public and 20 stakeholders such as, local conservation districts, and organizations promoting farming and local agricultural producers. 21 22 Jurisdictions choosing to designate agricultural land, shall achieve agricultural preservation AG-2 23 through: 24 2.1 Implementing agricultural area zoning that maintains large minimum lot sizes in agricultural 25 areas, prohibition of conversion to non-farm uses and urban scale development, and flexible 26 approaches such as clustering; 27 2.2 Buffering agricultural areas from urban development; 28 2.3 Avoiding location of major new roads or capacity expansions in agricultural areas unless 29 management is controlled to inhibit intrusion of non-farming uses;



"Anti-nuisance" laws to protect agricultural activities from being defined as a public

zones for agricultural development rights and between jurisdictions, including the

Transfer of development rights within the jurisdiction, including the designation of receiving

nuisance;

2.4

2.5

2.6

2.7

Purchase of development rights;

designation of receiving zones by local agreement;

Lease of development rights for a term of years;

30

31

32

33

34

35

1	2.8	Preferential tax treatment ("use value assessment");
2 3 4 5	2.9	Other innovative techniques including, but not limited to, purchase-leaseback through issuance of bonds, university purchase for research, and prevention of the formation of improvement districts or the creation of benefit assessments within designated agricultural preservation areas; or
6	2.10	Reduced fee structure for agricultural related permitting.
7 8 9 10	nor pra	isdictions choosing to designate agricultural lands, shall address the effect of practices on a-point source pollution and groundwater impacts including the use of "best management ctices" to reduce pesticides and fertilizers, and minimize risk to human health and the vironment.
11	AG-4 Juri	isdictions choosing to designate agricultural lands, shall work to:
12	4.1	Protect agricultural areas from encroachment by incompatible uses;
13	4.2	Encourage related development such as farmers markets and roadside stands;
14 15 16	4.3	Protect smaller-sized agricultural parcels which are not individually viable for agricultural Production but, which are within a large area of more viable parcels should be considered for designation; and
17 18	4.4	Provide agricultural surface water drainage and avoid draining of water from high-density residential areas to agricultural lands.
19 20		isdictions choosing to designate agricultural lands, shall address the conversion of agricultural d from agricultural to non-agricultural use by:
21	5.1	Establishing criteria for zoning changes and comprehensive plan amendments; and
22 23 24	5.2	Establishing legal and financial mechanisms so that property owners realize economic value that would have accrued from conversion, but land remains in agricultural use if within Urban Growth Areas.
25 26 27 28 29	are the del	isdictions choosing to designate agricultural lands, shall ensure that prime agricultural lands preserved and protected by the enactment of appropriate land use controls; or by including land in the urban growth area boundary of a municipality only if the municipality has ineated standards and criteria relating to preserving the agricultural lands, and transfer and chase of development right programs.
30 31		isdictions choosing to designate agricultural lands, shall coordinate agricultural land servation policies with other Countywide Planning Policies through:
32 33 34	7.1	Correlating agricultural land preservation policies with urban growth area policies and with public facility and service provision policies to avoid the extension of urban services to areas intended for continued agricultural use;
35 36 37	7.2	Ensuring that public facility and service extension, even if not directly serving the agricultural lands, do not stimulate the conversion of agricultural land or make its preservation and protection more difficult; and

- 7.3 Joint jurisdictional planning of agricultural land.
- AG-8 Encourage the development and implementation of community plans and programs, such as community gardens and farmers' markets, to support agricultural farmland, and aquatic uses that facilitate the production and distribution of fresh and minimally processed healthy foods, and encourage equitable access to those resources.

# **Amendments and Transitions**

#### Introduction

The Pierce County Countywide Planning Policies is a living document that fosters coordination between jurisdictions within Pierce County. It is anticipated that the Countywide Planning Policies will be amended periodically to address current topics and needs. The Amendments and Transition policies establish the framework to amend and ratify the Countywide Planning Policies.

#### Policies

- AT-1 Countywide Planning Policies adopted pursuant to the Growth Management Act may be amended by Pierce County and ratified by the municipalities in the county.
  - 1.1 Ratification of amendments to the Countywide Planning Policies requires the affirmative vote of 60% of the affected governments in the county representing a minimum of 75% of the total Pierce County population as designated by the State Office of Financial Management at the time of the proposed ratification.
  - 1.2 Demonstration of ratification shall be by execution of an interlocal agreement or the absence of a legislative action to disapprove a proposed amendment.
    - 1.2.1 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.
  - 1.3 An amendment to the Countywide Planning Policies or to any individual policy (all hereinafter referred to as proposed amendments) may be initiated by the County or any municipality in the county or by the Pierce County Regional Council. The proposed amendment shall include the following:
    - 1.3.1 The exact language of the proposed amendment (shown in "strike out" for deletions and "highlight" for additions); and
    - 1.3.2 A brief explanation of the need for the proposed amendment, including the factors, data or analyses that have changed since the original adoption of the Countywide Planning Policies and/or the experiences with the existing Countywide Planning Policies that have prompted the proposed amendment.
  - 1.4 A proposed amendment to the Countywide Planning Policies shall be initially referred to the Pierce County Regional Council (PCRC) for analysis and recommendation.
- AT-2 The PCRC shall have the following responsibilities in addition to those already specified in the Interlocal Agreement: Framework Agreement for the Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R2006-8, dated March 21, 2006):
  - 2.1 Development of model, uniform implementation methodologies for the County, and all cities in the County, to be used at their discretion;
  - 2.2 Assistance in resolution of interjurisdictional disputes;



## **Amendments and Transitions**

1	2.3	Input to joint planning issues in Urban Growth Areas;
2	2.4	Input with respect to Countywide facilities;
3	2.5	Advice and consultation on phased development, short plats, vested rights and related issues;
5	2.6	Coordination of these responsibilities with the Puget Sound Regional Council;
6 7	2.7	Making a recommendation on the respective location of municipal and the County Urban Growth Area boundaries consistent with these policies;
8	2.8	Making a recommendation with regard to dissolution of the Boundary Review Board;
9 10	2.9	Monitoring development in the County, including population and employment growth and its effect on the development capacity within urban growth areas; and
11	2.10	Advice and consultation on population, housing, and employment growth targets.

## **Buildable Lands**

#### Introduction

While the County is the administrator of the Buildable Lands Program per the Growth Management Act, the cities and towns are necessary partners and major contributors to the monitoring and evaluation program and use the information in their local comprehensive planning. It is important to have consistent policies and coordination within the Countywide Planning Policies to implement the Program across all jurisdictions. Background – Growth Management Act

RCW 36.70A.215 requires seven counties, including Pierce County, to evaluate whether a county and its municipalities are achieving urban densities within urban growth areas and housing production rates consistent with adopted growth targets. To do this, the counties and municipalities are to compare growth and development assumptions, targets, and objectives contained in the Countywide Planning Policies and the County and city and town comprehensive plans with actual growth and development that has occurred. At a minimum, the evaluation is to determine if there is sufficient suitable land to accommodate the countywide population projection and determine the density of housing that has been constructed and amount of land developed for commercial and industrial uses within the urban growth area, and identify regulations that impact the achieved densities. Detailed procedures, standards, and definitions for implementing this policy and complying with RCW 36.70A.215 are found in the current report titled Pierce County Buildable Lands, Procedures for Collecting and Monitoring Data, hereinafter referred to as the Procedures Report.

#### **Policies**

- BL-1 Pierce County in cooperation with Pierce County cities and towns shall establish a Pierce County Buildable Lands Program to provide a Countywide monitoring and analysis mechanism to meet the requirements of 36.70.A.215 Buildable Lands.
  - 1.1 The Program shall be coordinated through Pierce County Planning and Land Services.
  - 1.2 The focus of the Buildable Lands Program shall be an analysis of annual development data as related to locally adopted comprehensive plan goals and policies and targets, the calculation of residential and employment land capacity as compared to the 20-year need, and identification of actions to rectify inconsistencies.
  - 1.3 The primary product of the Buildable Lands Program shall be the publication of a Buildable Lands Report in the timeframe required by RCW 36.70.A.215, the first being by September 1, 2002.
- BL-2 Each municipality within Pierce County shall provide information on land development activities to the County and assist in an inventory of buildable lands. The County and municipalities shall follow the guidelines specified in the Procedures Report for the collection, monitoring, and analysis of development activity and potential residential/employment capacity.
  - 2.1 Municipalities are encouraged to submit the annual development data by June 1 of each year.
  - 2.2 Pierce County shall summarize the submitted annual development data by zoning classification for each jurisdiction.





Pierce County and the municipalities within it.

built-out projects within the observation period since the previous Buildable Lands Report for

1	6.1	The results of the consistency evaluation m	ay be reported in a separate report.
2	6.2	The consistency evaluation should be comp latest Buildable Lands Report if it is not incl	leted within one year of the publication of the uded in the report.
4	6.3	Pierce County shall be the responsible agen	cy for conducting the evaluation.
5 6 7 8	6.4	achieving at least the average net density o	the observed density resulted in a jurisdiction f 4 dwelling units per acre as stipulated in Urban d Orderly Development and Provision of Urban of these Countywide Planning Policies.
9 10	6.5		the observed density within a jurisdiction was orporated within the residential capacity analysis.
11 12 13	6.6	The consistency evaluation shall compare the population with the housing unit capacity canalysis.	ne housing needs associated with the allocated alculated through the residential capacity
14 15	6.7		ne land needs associated with the employment lated through the employment capacity analysis.
16 17	6.8	The consistency evaluation shall compare the adopted housing targets.	ne observed housing production rates to the
18 19	6.9	The consistency evaluation report shall be f review and comment.	forwarded to the respective jurisdictions for
20 21 22 23 24 25 26 27 28 29 30		production rates and densities and ensure suitable land to accommodate future population and employment needs. In addressing the inconsistencies, the County and municipalities shall identify reasonable	f the Buildable Lands Report identifies a lack of capacity urisdictions may be required to take "reasonable measures" necessary to assure a jurisdiction can accommodate allocated growth. Reasonable measures may include updating and/or clarifying development regulations, rezoning property, increasing density, and other actions aimed at assuring growth can be accommodated.
31 32		Each respective jurisdiction shall be responsible inconsistency as determined by that jurisdiction	-
33 34 35 36 37		Disputes between and among jurisdictions regardanalysis of land development activities and residualities, shall be resolved by first attempting to through a designated mediation process agreed matter shall be referred to the Pierce County Residuality and the process of the pr	dential and employment capacity analysis reach an agreement through negotiation or able to all parties. In case of an impasse, the
38 39		The County should establish an opportunity for feedback on the various aspects of the Buildable	· · · · · · · · · · · · · · · · · · ·



- 9.1 An ad hoc committee should be re-established every time the Buildable Lands Report is developed to review appropriate development information, assumptions, and methodology applied to calculate the residential and employment capacity analysis.
- BL-10 Pierce County and its cities and towns are not obligated to fulfill the countywide planning policies for the Buildable Lands Program if GMA is amended with provisions suspending the requirements of RCW 36.70A.215.



## Centers

2

4

7

9

10

11

12

13

14

17

18

24

25

26

28

31 32

33

34

35

#### Introduction

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 hub 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.

- 15 C-1 The purpose of Regional Growth Centers and Countywide Centers is to:
- 16 1.1 Prioritize locations for accommodating growth;
  - 1.2 Strengthen existing development patterns;
  - 1.3 Promote housing opportunities close to employment;
- 19 1.4 Support development of an extensive multimodal transportation system which reduces dependency on automobiles;
- 21 1.5 Reduce congestion and improve air quality; and
- 22 1.6 Maximize the benefit of public investment in infrastructure and services.
- 23 C-2 The purpose of Manufacturing/Industrial Centers is to:
  - 2.1 Recognize strategically located concentrations of industrial activity as essential resources for the local economy;
  - 2.2 Protect and leverage critical and difficult-to-replace freight infrastructure;
- 2.3 Preserve the industrial land base in the long term;
  - 2.4 Support family/living wage jobs;
- 29 2.5 Emphasize the importance of freight movement; and
- 30 2.6 Preserve the county's supply of industrial land.
  - C-3 Regional Growth Centers and Countywide 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.



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

#### Resource:

This Land-use & Community Design and Health Logic Model provides examples of evidence-based policies and strategies that jurisdictions may incorporate into local plans to create healthy natural and built environments for various types of centers

an 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.

22 23

24 25

26

27

28

29

12

13

14 15

16

17

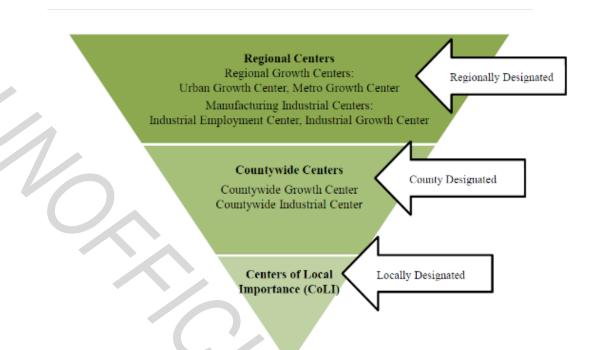
18 19

20 21

#### 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.



3

4 5

6

7

8

21

22

#### 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**

- 9 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
- 11 Comprehensive Plan. The Comprehensive Plan shall include policies aimed at focusing growth within the
- 12 Center and along corridors consistent with the applicable criteria contained within the Countywide
- 13 Planning Policies. The County or municipality shall adopt regulations that reinforce the Center's
- 14 designation.
- 15 Beginning in 2019, and once every two years thereafter, the Pierce County Regional Council (PCRC) shall
- 16 invite jurisdictions to submit requests for designation of new Centers. Said request shall be processed in
- 17 | accordance with established procedures for amending the Countywide Planning Policies.
- 18 Each jurisdiction seeking to designate a new Countywide Center shall provide the PCRC with a report demonstrating that the proposed Center:
- 20 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 Coordinating



- 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.

#### 19 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 through 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

2526

27

28 29

30

31

32

33

34

35

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.

#### 36 Regional Growth Centers

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 2 Regional Growth Centers have been adopted into the PSRC Regional Growth Strategy: 3 Tacoma Central Business District 4 Tacoma Mall 5 Lakewood 6 **Puyallup Downtown** 7 Puyallup South Hill 8 **University Place** C-7 9 Jurisdictions that designate a Center within its Comprehensive Plan shall encourage density and 10 development to achieve targeted growth. Any of the following approaches could be used to implement Center development by: 11 12 Encouraging higher residential densities within Centers; Avoiding creation of large blocks of single-use zones; 13 7.2 7.3 Allowing for greater intensity of use within Centers; 14 15 7.4 Increasing building heights, greater floor/area ratios within Centers; Minimizing setbacks within Centers; 16 7.5 17 7.6 Allowing buildings to locate close to street to enhance pedestrian accessibility; Encouraging placement of parking to rear of structures; or 18 7.7 19 7.8 Reducing parking requirements based on type of use, demographics, and other factors. 20 C-8 Designated Centers are expected to receive a significant share of projected growth in 21 conjunction with periodic disaggregation of Countywide population allocations. C-9 22 Centers shall provide necessary capital facilities needed to accommodate the projected growth 23 in population and employment. 24 C-10 Streetscape amenities (landscaping, furniture, etc.) should be provided within Centers to create 25 a walkable environment. Street cross-sections should incorporate planters, street trees, 26 sidewalks, traffic-calming features, and other features to promote walking. 27 C-11 Agencies should coordinate efforts and cooperate in the development of Centers to ensure that 28 services and infrastructure are designed to promote physical, mental, and social health in both 29 the natural and built environments. 30 Jurisdictions should incorporate strategies into plans and regulations for Regional Growth C-12 Centers and Countywide Growth Centers that encourage affordable housing, especially near 31 32 High-Capacity Transit areas. 33 C-13 To encourage transit use within Centers, jurisdictions should establish mechanisms to limit the 34 use of single-occupancy vehicles. Such mechanisms could include: 35 13.1 Charging for parking; 36 13.2 Limiting the number of off-street parking spaces;



1		13.3	Establishing minimum and maximum parking requirements;
2		13.4	Implementing Commute Trip Reduction (CTR) measures and other transportation demand management measures;
4 5		13.5	Developing commuter programs for multiple employers not otherwise affected by the CTR law; or
6		13.6	Providing nonmotorized transportation facilities.
7 8	C-14	Centers	s receive a high priority for the location of high-capacity transit stations and/or transit
9 10	C-15	_	residential densities and uses that support high-density residential should be located transit stops within Centers and seek opportunities to:
11		15.1	Create a core area to support transit and high occupancy vehicle use;
12 13		15.2	Allow/encourage all types of transit facilities (transit Centers, bus pullouts, etc.) within Centers; and
14 15		15.3	Establish incentives for developers to provide transit and transportation demand management supportive amenities.
16	C-16	Provisio	ons for nonmotorized transportation shall be provided, such as:
17		16.1	Bicycle-friendly roadway design;
18		16.2	Wider outside lane or shared parking/bike lanes;
19		16.3	Bike-activated signals;
20		16.4	Covered, secure bicycle parking at all places of employment;
21		16.5	Bicycle racks; or
22		16.6	Pedestrian pathways.
23	C-17	Jurisdic	tions should consider incentives for development within Centers, such as:
24		17.1	Streamlined permitting;
25		17.2	Financial incentives;
26		17.3	Density bonuses or transfer of development rights;
27		17.4	Using SEPA provisions to streamline environmental review; and
28		17.5	Shared mitigation, such as stormwater detention and joint parking.
29 30	C-18		al Growth Centers should be planned to have fast and frequent high-capacity transit, as other modes of transportation options.
31 32 33	C-19 Jurisdictions should individually and collectively coordinate with transit agencies to improve transit service infrastructure and efficiency within and between Countywide and Regional Centers.		



2	C-20		•	onmotorized networks should be designed to promote efficient transit services, ovision for facilities such as bus stops.	
3 4 5	C-21	each of	Regional Growth Centers, Countywide Centers and employment centers should be connected to each other via multiple modes of transit in order to strengthen the region's economy and connect communities, housing and jobs.		
6 7 8	C-22	of the i		sition to zero-emission vehicles by encouraging private and public development ture needed to support electrification of the transportation system within and s.	
9 10	C-23			rtation investments that provide alternatives to single-occupancy vehicle travel vel options to and within Centers and along corridors connecting Centers.	
11	C-24	Designa	ation requ	uirements for Regional Growth Centers (RGCs):	
12 13		24.1	Consiste Policies.	ency with specific criteria for Centers adopted in the Countywide Planning	
14 15		24.2	Consiste criteria.	ency with the Puget Sound Regional Council's current Regional Growth Center	
16 17		24.3		ter's location in the County and its potential for fostering a logical and desirable vide transportation system and distribution of Centers.	
18 19		24.4		ration of the total number of Centers in the County that can be reasonably ed based on projected growth over the next twenty years.	
20 21 22 23		24.5	includin within t	mental analysis, which shall include demonstration that urban services, g an adequate supply of drinking water, are available to serve projected growth ne Center and that the jurisdiction is capable of ensuring concurrent urban to new development.	
24 25 26		24.6	provisio	diction designates a Center, it must also adopt the Center's designation and ns in its Comprehensive Plan and development regulations to ensure that targeted to Centers is achieved and urban services will be provided.	
27		24.7	Centers	shall be characterized by all of the following:	
28			24.7.1	Clearly defined geographic boundaries;	
29			24.7.2	Intensity/density of land uses sufficient to support high-capacity transit;	
30			24.7.3	A diversity of land uses;	
31			24.7.4	Pedestrian-oriented land uses and amenities;	
32			24.7.5	Pedestrian connections shall be provided throughout;	
33			24.7.6	Urban design standards which reflect the local community;	
34 35			24.7.7	Provisions to reduce single-occupancy vehicle use, especially during peak hours and commute times;	



1			24.7.8	Provisions for bicycle use;
2			24.7.9	Sufficient public open spaces and recreational opportunities, including placemaking and public gathering places;
4			24.7.10	Uses which provide both daytime and nighttime activities; and
5			24.7.11	Located in urban growth areas.
6 7				ing/Industrial Centers (MIC)
8 9 10 11 12 13 14 15 16	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.			
17 18 19 20 21 22 23		rce Cour Freder Port of Sumne South	nty: ickson Tacoma r/Pacific Tacoma –	uring/Industrial Centers have been adopted into the Regional Growth Strategy  Candidate Manufacturing/Industrial Center (not adopted – targeting 2024 for tion by PSRC)
24 25	C-25	Focus a	_	nt share of employment growth in designated regional manufacturing/industrial
26	C-26	Provisi	ons to acl	nieve targeted employment growth should include:
27 28		26.1		ation and encouragement of the aggregation of vacant land parcels sized for cturing/industrial uses;
29 30		26.2		ion of land uses which are not compatible with manufacturing/industrial, cturing/industrial supportive, and advanced technology uses;
31 32		26.3	_	the size and number of offices and retail uses as accessory use and only to e needs of employees within a Center; and
33 34		26.4	Reuse a for the I	nd/or intensification of the land use consistent with the mix of uses envisioned MIC.
35 36 37 38 39	as roads, rail, and various trucking facilities. Nonmotorized facilities and transit services should be creatively provided when it makes sense and is safe, providing the MIC with alternative			



strategies if transit is unavailable or is not feasible.

1 2 3	C-28	housin	acturing/Industrial Centers should be connected to centers of concentrated employee g, via a transportation network that prioritizes transit, facilities for carpooling, and other ative modes of transportation.		
4 5 6	C-29	within	ensportation system, including, but not limited to, road, rail, dock, and port terminal, Manufacturing/Industrial Centers shall be built, protected, and maintained to modate existing and future industrial uses.		
7	C-30			should support transportation capital improvement projects which improve ement of goods to, in, and from Manufacturing/Industrial Centers.	
9 10 11	C-31	transiti	on of fre	te and public development of the infrastructure needed to support the ight carriers and delivery fleets to alternative fuels and technologies, such as f vehicles and conversion to renewable fuels.	
12 13 14 15	C-32	develo <sub>l</sub> exercis	port the health and well-being of employees in employment centers, encourage the pment of nearby rest and recreation opportunities for employees, such as on-site e facilities, outdoor recreation areas, and trail and sidewalk systems that promote g/biking and community connections.		
16 17 18 19	C-33	are clos	ourage the development of accessory uses in MICs that provide services for employees that close to work sites, such as food services, health services, etc. to better serve the needs of e daytime population and to reduce vehicle miles traveled. Accessory uses should aplement, not compete with industrial uses.		
20 21	C-34	To be o	designated as a Regional Manufacturing/Industrial Center (MICs), the following criteria e met:		
22 23		34.1		ency with specific criteria for Manufacturing/Industrial Centers adopted within ntywide Planning Policies and the Multicounty Planning Policies.	
24 25		34.2		ration of the Center's location in the County and region, especially relative to and proposed transportation facilities.	
26 27 28 29		34.3	that are	ration of the total number of Manufacturing/Industrial Centers in the County needed over the next twenty years based on projected need for cturing/industrial land to satisfy regional projections of demand for cturing/industrial land uses.	
30 31		34.4		mental analysis, which shall include demonstration that the jurisdiction is of concurrent service to new development.	
32 33 34		34.5	•	on within the jurisdiction's Comprehensive Plan of the Center's designation and ons to ensure that job growth targeted to the Manufacturing/Industrial Center is d.	
35		34.6	Manufa	cturing/Industrial Centers shall be characterized by:	
36			34.6.1	Clearly defined geographic boundaries;	
37 38			34.6.2	Intensity of land uses sufficient to support alternatives to single-occupancy	



1 2		34.6.3	Direct access to regional highway, rail, air, and/or waterway systems for the movement of goods;	
3		34.6.4	Provisions to prohibit housing; and	
4		34.6.5	Identified transportation linkages to high-density housing areas.	
5	34.7	Jurisdict	tions having a designated Manufacturing/Industrial Center shall:	
6 7		34.7.1	Plan for and fund capital facility improvement projects which support the movement of goods;	
8 9		34.7.2	Coordinate with utility providers to ensure that utility facilities are available to serve such Centers;	
10		34.7.3	Facilitate land assembly;	
11		34.7.4	Assist in recruiting appropriate businesses;	
12		34.7.5	Encourage employers to participate in Commute Trip Reduction programs; and	
13 14 15		34.7.6	Ensure that land uses in MICs are of the appropriate types to promote employment growth, and that MICs are protected from incompatible adjacent uses, through zoning, buffers and other mechanisms.	
16				
17 18 19 20 21	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			
22 23 24 25	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			
26 27 28 29	and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas,			
30 31	-		<b>Centers</b> serve as important local industrial areas. These areas support living wage in the county's manufacturing/industrial economy.	
32 33		•	limited number of additional Centers may be designated through amendment of g Policies consistent with the basic standards and process included below.	
34 35 36 37	activiti core o	ies, includ f small- to	owth Centers are local focal points where people come together for a variety of ing business, shopping, living, and recreation. These Centers may include the medium-sized cities and may also be located in unincorporated urban areas. ide Centers include a strong public presence because they are the location of	



city hall, main street, and other public spaces.

1	C-36	Countywide Growth Centers should be developed as complete neighborhoods to allow residents
2		and workers in the centers to walk to daily necessities, amenities and services.

- C-37 Encourage focused growth and infill in Countywide Growth Centers by streamlining development standards and regulations for residential and commercial development and public projects, especially around high-capacity transit station areas.
- C-38 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 job units per gross acre, per PSRC.
- 11 C-39 Countywide Centers are potential candidates for designation as Regional Centers.
- 12 Pierce County has the following Countywide Growth Centers:

Sumner Town Center	<ul> <li>Proctor (Tacoma</li> </ul>
--------------------	-------------------------------------

- 6<sup>th</sup> Avenue (Tacoma)
- Lincoln (Tacoma)

3

4

6

7

8

9

10

13 14

15

- Lower Pacific (Tacoma)
- McKinley (Tacoma)
- Narrow (Tacoma)
- James Center (Tacoma/Fircrest/University Place)

- a)
- South Tacoma Way (Tacoma)
- Tacoma Central (Tacoma)
- Upper Pacific (Tacoma)
- Upper Portland Avenue (Tacoma)
- Ruston Point (Tacoma/Ruston)
- Downtown Bonney Lake

infrastructure.

C-40 To be designated as a Countywide Center, the following criteria shall be met.

Countywide Growth Center	Countywide Industrial Center
<ul> <li>Center must meet each of the following criteria:</li> <li>Identified as a Center in the local Comprehensive Plan and adopted regulations.</li> <li>Identified as a Countywide Center in theCountywide Planning Policies.</li> <li>Located within a city, multiple adjacent cities, or unincorporated urban area.</li> </ul>	<ul> <li>Center must meet each of the following criteria:</li> <li>Identified as a Center in the local Comprehensive Plan and adopted regulations.</li> <li>Identified as a Countywide Center in theCountywide Planning Policies.</li> <li>Located within a city, multiple adjacent cities, or unincorporated urban area.</li> </ul>
Demonstration that:	Demonstration that:
<ul> <li>The Center is a local planning and investment priority:</li> <li>Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended</li> <li>Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure.</li> </ul>	<ul> <li>The Center is a local planning and investment priority:</li> <li>Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended</li> <li>Clear evidence that area is a local priority for investment, such as planning efforts or</li> </ul>

The Center is a location for compact, mixed-use
development, including:

- A minimum existing activity unit density of 10 activity units per acre
- 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
- Capacity and planning for additional growth of 16 activity units per acre or more.

The Center supports industrial sector employment:

- Minimum 1,000 existing jobs and/or 500 acres of industrial land
- Defined transportation demand management strategies in place
- At least 75% of land area zoned for core industrial uses\*
- Industrial retention strategies in place
- Capacity and planning for additional growth
- Important county role and concentration of industrial land or jobs with evidence of longterm demand.

The Center supports multimodal 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 served by transit services.

\*"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 Multicounty 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

1 2

3

4

5

6

7 8

9

10

11

12 13

14

15

2	C-41	Pierce County. CoLIs may be allowed in an urban unincorporated area.	
3 4 5	C-42	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.	
6 7	C-43	The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.	
8	C-44	Each jurisdiction defines the role that the CoLI plays in supporting planned growth.	
9 10	C-45	A variety of appropriate transportation options and walkable design should be available or planned within a CoLI.	
11	A CoLI	shall be locally adopted; approval by the PCRC or other regional organization shall not	
12	be requ	uired.	
13 14	1.	A jurisdiction shall document how an area meets the design features of a CoLI in its Comprehensive Plan.	
15 16	2.	The documentation should include examples, plans, or other information that supports the designation of a CoLI.	
17 18	3.	An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's Comprehensive Plan.	
19 20	4.	A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for existing and planned development.	
21 22	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.	
23 24			
25 26	1.	The notice shall be provided to the PCRC 60 days (minimum) prior to the expected date of adoption.	
27 28	2.	The notice shall provide information that identifies the location of the proposed CoLI and documents how the location meets the CoLI policies.	
29 30 31 32 33 34	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		

# Community and Urban Design

### Introduction

Urban design is the careful planning and shaping of a community's built environment in such a way that maintains the objectives and interests of the community. Traditionally combining the practices of architecture together with planning and landscape design, urban design addresses the way people perceive and interact with the built environment to achieve a unique sense of place and community. Additionally concepts of transportation compatibility, increased density, equity, plan implementation, and environmental protection can be addressed through community and urban design policies and regulations. Community and Urban design principles can be used by jurisdiction to assure the local history and uniqueness of a community is not lost to the accommodation of future growth.

## Background - Growth Management Act

The Washington State Growth Management Act identifies as a planning goal to encourage development in urban areas and to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. To encourage this type of urban development that has increased density, and is compact and serviced by multiple transportation alternatives, it requires close attention to the urban design, community context and character, in order to function effectively and consistent with the vision of an individual community. The Growth Management Act does not expressly require that the County adopt a planning policy on urban design; however, VISION 2050 and the Multicounty Planning Policies provide goals and policies related to regional design and urban design.

### Background - VISION 2050

VISION 2050 called for identifying and protecting significant visual and cultural resources that preserve community character. It calls for designing facilities throughout the region that advance community development, and for creating parks and civic spaces. VISION 2050 also advances redevelopment and infill as opportunities for revitalizing communities, including along linear corridors (such as low-scale retail strips along the thoroughfares). Open space and parks at a variety of scales create public amenities, contribute to the character of communities, and provide opportunities for recreation and physical activity.

### **Policies**

- CU-1 Incorporate community and urban design principles consistent with VISION 2050 to create communities that:
- 31 1.1 Impart a sense of place;
  - 1.2 Preserve local character;
  - 1.3 Provide for mixed uses and choices in housing types;
  - 1.4 Encourage walking, bicycling, and transit use; and

#### **Resource:**

This Land Use & Community Design and Health Logic Model contains a menu of strategies and policies to support placemaking and built form, universal design, and biophilic principles to improve a sense of place, health and well-being, and livability.



CU-2 Design public buildings and public spaces that contribute to the unique sense of community and a sense of place.

5 6 J-3 Design transportation projects and other infrastructure to achieve community development objectives and improve the community.

7 8 9 CU-4 Promote context-sensitive design of transportation facilities, both for facilities to fit in the context of the communities in which they are located, as well as applying urban design principles for projects in centers and transit station areas.

# Economic Development and Employment (Urban)

#### Introduction

The prosperity of a region's economy relies on thriving natural and built environments, healthy people, and a supportive business climate. Our region's outstanding environment and location relative to international markets are key elements for economic success. Land-use policies that encourage job growth in the communities where people live, promote a better jobs/housing balance across the region.

Abundant natural resources, a beautiful setting, and vibrant communities with housing affordable to local workers make communities more attractive to businesses operating in a global economy.

Infrastructure planning must consider future ecommerce, information, and data needs.

Capitalizing on the region's competitive advantages while maintaining healthy and vibrant communities requires policies throughout Pierce County that balance conservation and growth while avoiding displacement and fragmentation of marginalized communities.

## Background - Growth Management Act

The Washington State Growth Management Act mandates that counties and cities encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities [RCW 36.70A.020(5)]. Additionally, the Growth Management Act expressly requires that the County adopt a planning policy on countywide economic development and employment [RCW 36.70A.210(3)(g)].

#### 23 Background - VISION 2050

VISION 2050 recognizes that a robust economy is integral to our environmental, social, and financial well-being. It acknowledges that a healthy and diverse economy is vital for paying for public services, supporting arts and cultural institutions, and building our communities. The Multicounty Planning Policies for economic development in VISION 2050 focus on business, people, and places.

An emphasis is placed on a better balance of equitable job creation among the counties to broaden opportunity and create a better jobs-housing balance. Importance is also placed on small and locally owned businesses, because they create jobs, can offer family-wage jobs, and make vital contributions to the sustainability of the region's economy and prosperity. VISION 2050 recognizes the region's

economic well-being is also dependent upon the safe and reliable movement of people, goods and services, and information and includes provisions for prioritizing economic development and transportation funding to centers.

### **Policies**

EC-1 Jurisdictions will work to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining

#### **Resource:**

The Pierce County <u>Economic Development & Health Logic Model</u> includes strategy and policy ideas aimed at creating inclusive economies and improving human and environmental health.





2	2.6	attract appropriate businesses and industries, particularly those that diversify the economic base and provide living-wage jobs;
4 5	2.7	Encouraging the location of investment in areas served by public transit and adequate transportation facilities, with emphasis on connecting underserved populations with jobs;
6 7	2.8	Maintaining and enhancing natural resource-based industries, including productive timber, agriculture, fishing and mining;
8 9 10	2.9	Targeting the appropriate creation and retention of specific firms and industries within established and emerging industry clusters that export goods and services, import capital, and have growth potential;
11 12	2.10	Promoting high-quality and accessible educational, job training, and cultural opportunities, particularly for those facing unique obstacles and/or those with special needs;
13 14 15	2.11	Steering investments to community and economic development initiatives that elevate economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions; or
16 17	2.12	Fostering opportunities and a supportive environment for business startups, small businesses, and women- and minority-owned businesses.
18 19		an for sufficient growth and development balancing fiscal/economic costs and benefits rived from different land uses by:
20	3.1	Ensuring an appropriate mix and balance of land uses;
21	3.2	Reducing inefficient, sprawling development patterns;
22 23	3.3	Encouraging developments that include active transportation options and access to transit reducing pressures on transportation facilities with limited capacities;
24 25 26	3.4	Coordinating the provision of public facilities and services and/or ensuring that new development supports the cost of public facility and service expansions made necessary by such development;
27	3.5	Promoting development in areas with existing available public facility capacity;
28	3.6	Encouraging joint public/private development as appropriate;
29 30	3.7	Concentrating, and planning for, a significant amount of investment in designated Centers [see Centers chapter for policies]; and
31 32 33	3.8	Planning for the efficient flow of people, goods, services, and information throughout the region with infrastructure investments, particularly in and connecting designated Centers [see the Centers chapter for policies].
34 35		ork to strengthen existing businesses and industries and to add to the diversity of economic portunity and employment by:
36	4.1	Assisting in maintaining a viable market for existing businesses;

4.2	Utilizing public financing mechanisms, where appropriate, to strengthen existing businesses;
4.3	Making information, technical assistance, and loans available for business expansion, innovation, and job creation;
4.4	Protecting existing viable businesses from incompatible neighbors and from displacement;
4.5	Streamlining permit processing;
4.6	Striving to maintain adequate public facilities and service levels;
4.7	Evaluating regulatory and other constraints to business investment and operations and minimizing the effect of such constraints;
4.8	Supporting the contributions of the region's and county's culturally and ethnically diverse communities in fostering local businesses and helping the region and the county continue to expand its international economy;
4.9	Identifying, supporting, and leveraging the retention of key regional and local assets to the economy unique to our region's position as an international gateway, such as seaports, airports, educational facilities, research institutions, health care facilities, military installations, long-haul trucking facilities, and manufacturing facilities; and
4.10	Supporting the regional food economy including the production, processing, wholesaling, and distribution of the region's agricultural food and food products to all Pierce County communities. Emphasize improving access for those communities with limited healthy, affordable, culturally-relevant food options.
	vide both the private sector and the public sector with information necessary to support and mote economic development by:
5.1	Coordinating the collection and dissemination of information with various local governments; and
5.2	Cooperating with private and quasi-private entities and sharing information to attract new industries.
	4.3  4.4  4.5  4.6  4.7  4.8  4.9  4.10  EC-5 Proproproful

# Education

#### Introduction

A high-quality educational system is integral to a thriving, livable community, and is key to the health of its residents. Educational facilities are an important part of public infrastructure; not only do they provide space for students, but they also provide open space, recreation areas, and community gathering space. Further, access to education increases economic and social opportunity in underserved areas and populations, supporting goals toward equity for all residents. In turn, a well-educated population supports a healthy economy through both a skilled work force and the desirability for businesses to locate in the region.

## 10 Background - Growth Management Act

The Washington State Growth Management Act does not identify education as a planning goal to guide the development and adoption of comprehensive plans and development regulations. Neither is education listed as a planning policy requirement in the Growth Management Act. However, the list of topics identified in the Growth Management Act is intended to delineate only the minimum policy requirements. Education is identified as an additional policy area in the Interlocal Agreement: "Framework Agreement for the Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R91-172, September 24, 1991)".

## 18 Background - VISION 2050

VISION 2050 contains policies related to education obtainment, services, and the siting of education facilities. It calls for ensuring accessible and high quality education and skills-training programs to all of the region's residents and integrates the provision of education facilities and services with care for the environment. VISION addresses the provision of educational facilities and services that are provided to both urban and rural populations by calling for the siting of schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans. It also calls for locating 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.

### **Policies**

- ED-1 "Educational Facilities" means all public and private educational facilities.
- ED-2 Strive to achieve excellence in education and to offer diverse educational opportunities to be made available to all residents of the County, cities, and towns by:
- 32 2.1 Developing a broad tax base;
  - 2.2 Encouraging coordination between educational and employment requirements; and
  - 2.3 Working to ensure that the region and the county has high quality and accessible training programs that give people opportunities to learn, maintain and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.
  - ED-3 Coordinate with other institutions or governmental entities responsible for providing educational services, in order to ensure the provision of educational facilities along with other



1 2		necessary public facilities and services and along with established and planned growth patterns through:
3	3.1	The capital facilities plan element;
4	3.2	The land use element;
5	3.3	School site location decisions;
6 7 8	3.4	Coordination and, if necessary, formal interlocal agreements between school districts and other governmental entities exercising land use planning, regulation, and capital improvement planning functions;
9 10	3.5	The possible use of impact fees, voluntary advancements, and regulatory requirements for a portion of school facility financing;
11 12	3.6	Encouraging of joint (municipal/school district) use of playgrounds, parks, open-spaces and recreational facilities;
13	3.7	Supporting for sufficient funding of educational facilities and services; and
14	3.8	Supporting for the provision of educational facilities and services to meet specialized needs.
15	ED-4	Coordinate with educational facilities by:
16 17	4.1	Incorporating school facility location criteria, developed in conjunction with the local school district, in the local comprehensive plan;
18	4.2	Including school districts in the comprehensive planning process;
19 20 21	4.3	Developing a common base of data and sharing the data with school districts concerning population, household, and school-age population projections, non-educational capital facility needs, and land uses; and
22 23 24	4.4	Initiating dialogues with school districts about school district boundaries and service areas in relation to municipal boundaries, designated urban growth areas, annexation plans, and service extension plans and policies.
25 26	ED-5	Determine specific siting requirements for all public and private educational facilities and meet specific educational facility needs by:
27 28	5.1	Locating schools in a manner that is consistent with the local comprehensive plan, including the capital facilities element;
29 30 31	5.2	Deciding all facility locations, types and sizes with consideration for the provision of other necessary public facilities and services and the compatibility and effect of the provision of such facilities on land use and development patterns; and
32 33	5.3	Working toward standards that would prioritize the location of these facilities to be in urban areas, with consideration to existing facilities in rural areas.



# Environment

#### Introduction

2 3

4

5

7 8

9

11

12

13

14

15

16

17

18

22 23

25

26

27

28

29

30

31

32

33

34

35

36 37

38 39

40

41

The quality of life and natural beauty of Pierce County are inherently tied to the environment and its protection for future generations. Open spaces, natural resource lands, environmentally sensitive areas, and clean air and water all play an important role in the quality of life and outdoor activities enjoyed by all the residents of Pierce County. Further, it is recognized that active recreation opportunities, natural resource protection, and the attraction of open space, contribute to the economic well-being of the county; both through direct spending and through the desirability of property near recreation, open space, and natural resources

No single entity can adequately protect all 10 aspects of the environment. Water flows from the easternmost portion of the County at the summit of Mt Rainier through the County and its Municipalities, across both privately and publicly owned lands, and flows into the Puget Sound. This is just one example of the necessity for comprehensive and consistent countywide policies related to protecting the environment.

19 The health of the natural environment directly 20 impacts human health. Contact with and access 21 to a healthy natural environment has the ability

#### Resource:

This Natural Environment and Health Logic Model provides a menu of evidence-based policies and strategies to improve the environmental and human health.

This Parks, Recreation & Open Space Logic Model offers research-backed policies and strategies to improve physical activity, social interaction, health, and wellbeing.

24

equally as much damage to human health.

# Background – Growth Management Act

The Washington State Growth Management Act identifies the following as planning goals related to protection of the environment:

to provide a host of benefits to overall human health. Conversely, a polluted environment can cause

- Maintain and enhance natural resource-based industries, including productive timber, agricultural and fisheries industries.
- Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop park.
- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Although the Growth Management Act does not expressly require a countywide planning policy on natural resources, open space, and protection of environmentally sensitive lands, the addition of such a policy is specifically identified in the Pierce County Interlocal Agreement: "Framework Agreement for the Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R-91-172, September 24, 1991)".

### Background – VISION 2050

VISION 2050 provides numerous policies for protection of the environment, all aimed at implementing the stated Environmental Goal - "The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem."

The 2018 Regional Open Space Conservation Plan maps the regionally important open spaces and identifies regionally important access and improvement opportunities. Recovery of the Puget Sound and implementation of the Puget Sound Partnership's Action Agenda are emphasized by VISION 2050. Beyond preparing for the impacts of climate change by implementing resilience and mitigation strategies, VISION 2050 identifies "substantially reduces emissions of greenhouse gases that contribute

to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 12 13

levels by 2030 and 80% below 1990 levels by 2050)."

#### Policies

2

4

6

9

10

11

14 15

16

17

18

19

31

32

33

34

35

36

- ENV-1 Act in a coordinated manner to identify, designate, and conserve resources, and to protect open space and environmentally sensitive lands, and to reduce the production of greenhouse gases and the effects of climate change.
- ENV-2 Countywide natural resources identified and designated pursuant to this chapter shall be maintained and enhanced through one or more of the following means:
- 20 2.1 Conservation;
- 21 2.2 Conservation combined with planned use;
- 22 2.3 Planned use;
- 23 2.4 Enhancement;
- 24 2.5 Education;
- 25 2.6 Preservation;
- 26 2.7 Purchase/acquisition;
- 27 2.8 Regulatory approaches;
- 2.9 28 Compensable approaches;
- 29 Transfer of development rights programs; or
- 30 2.11 Mitigation banking.

ENV-3 Environmentally sensitive lands, for the purpose of the Policy includes all designated critical areas pursuant to RCW 36.70A.030(6) including, but not limited to, wetlands, aquifer recharge areas, fish and wildlife habitat, geologically hazardous lands and shall also include water supply areas, shorelines, creeks, streams, lakes, rivers, deltas, frequently flooded areas, estuaries, and unique geologic features such as canyons. Jurisdictions shall maintain the following relationships, as applicable, between environmentally sensitive lands and development:



1	3.1	Give priority to protection of environmentally sensitive lands.		
2	3.2	Develop standards and criteria for limiting development, if allowed, in the County or in municipal comprehensive plans.		
4 5	3.3	Provide protection for environmentally sensitive lands through the provision of appropriate buffers where development is allowed.		
6	3.4	Adopt a "no net loss" approach.		
7 8	3.5	Utilize positive incentives for conservation.	"No net loss" is intended to halt the introduction of new	
9 10 11 12 13	3.6	Utilize transfer of development rights, purchase of development rights, or other flexible, clustered or compensatory regulatory approaches.	impacts resulting from new development. This standard aims to maintain, or improve, function of environmental systems, through implementation of appropriate policies and regulations. Both protection and restoration may be appropriate to achieve "no net loss".	
14 15	3.7	Designate environmentally sensitive lands of local, county and s	statewide significance.	
16 17	3.8	Educate all segments of the commu objectives.	nity concerning the importance of these Policy	
18 19	3.9		h as wetland banking and other mechanisms, to riven environmental stewardship and protection.	
20 21 22	6		uget Sound Partnership and/or other entities with the species, habitat, and biodiversity of the Puget Sound, e plans and regulations.	
23 24 25 26	ENV-5		alth, and natural benefits of maintaining and improving shall work cooperatively and consistently with each chapter through measures such as:	
27 28 29	5.1	, , ,	g, conserving, enhancing, and/or protecting, as ugh the adoption of specific elements in the county and	
30	5.2	Developing appropriate implementa	ation strategies and regulations;	
31 32	5.3	Adopting local capital improvement chapter;	programs designed to achieve the objectives of this	
33 34 35	5.4	_	among the programs of governmental entities, including vernmental agreements, so as to be consistent with the	
36 37	5.5	Using integrated and interdisciplinal assessment; or	ry approaches for environmental planning and	



1 2 3	5.6	Using the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by the local, state, or federal government.
4 5 6 7 8	ENV-6	All jurisdictions in the County should explore the opportunities, benefits, challenges, political will and logistics of creating a Pierce County coalition to address the impacts of climate change on a regional scale. Recognize the clear and present danger posed by climate change, and its potential to drastically impact quality of life, the natural and built environment, and human health and safety for future generations.
9	ENV-7	Consider the following regarding natural resources:
10 11 12	7.1	Placing a primary emphasis on maintaining, enhancing, conserving, and/or protecting, as appropriate, designated and identified natural resources including lands of local, county, and statewide significance;
13 14 15	7.2	Developing and applying criteria for limiting development (where development may be allowed) so as to maintain, enhance, and conserve identified and designated important, productive or economically viable natural resources or natural resource-based industries;
16 17	7.3	Ensuring the provision of buffers to protect environmentally sensitive lands where economic use of natural resource lands will cause adverse impacts;
18	7.4	Adopting a "no net loss" approach where applicable;
19	7.5	Utilizing positive incentives to ensure conservation over time;
20 21 22	7.6	Utilizing transfer of development rights; purchase of development rights; conservation easements; or other compensable approaches (see CPPs for Agricultural Lands and Open Space);
23	7.7	Educating all segments of the community concerning the importance of the CPP objectives;
24	7.8	Emphasizing the prevention of air and water quality degradation;
25 26	7.9	Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands;
27 28	7.10	Support the sustainability of designated resource lands. Conversion of lands to other uses is strongly discouraged; and
29 30	7.11	Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.
31 32 33 34	ENV-8	Determine the amount of development permitted on environmentally sensitive lands according to the nature of the area sought to be protected and do so on a case-by-case basis in conjunction with SEPA and critical areas regulations. Enhancements to environmentally sensitive lands, consistent with these policies, may be allowed.
35 36	ENV-9	All jurisdictions are encouraged to exceed federal, state and regional environmental quality standards where possible.



1 2 3 4	e e	ecognizing the unique interconnectedness between conomy, all jurisdictions, as well as other government in the properties of the solution with oncluding, but not limited to, policies which address:	ntal entities, shall consider policies on
5	10.1	Urban growth areas;	
6	10.2	Contiguous orderly development and the provision	of urban services to such development;
7	10.3	Capital facility siting;	
8	10.4	Transportation efficiency;	
9	10.5	Siting of transportation facilities;	
10	10.6	Operations and maintenance of transportation faci	lities;
11	10.7	Infill development;	
12	10.8	Affordable housing;	
13	10.9	State and local Shoreline Master Programs;	
14 15 16	10.10	Goals and mandates of federal and state land jurisd State Department of Natural Resources, the U.S. Fo and Tribal governments; and	
17	10.11	Watershed management.	
18 19 20 21	а	ce open space, for the purpose of this Policy, includes fe reas, greenbelts/natural buffers, scenic and natural a r unique resources.	
22 23 24	S	lan for and provide access to open space for all egments of the population regardless of race, ocial, physical ability or economic status.	"Underserved populations" generally refers
25 26 27 28	12.1	Consider adoption of increased measures to ensure the creation and retention of adequate nearby (within ½ mile proximity) access to open space for residents of urban areas.	to people who are impacted by the action at hand but are often (usually unintentionally) missing from the planning process and plan implementation.
29 30	12.2	Consider adoption of proactive measures to increase equity in access to open space for underse	erved populations.
31	ENV-13 P	lan for the provision and designation of open space	considering and including the following:
32	13.1	Environmentally sensitive lands may also include o	pen space and/or greenbelt areas.
33 34	13.2	Open space areas planned, created, maintained, ar areas.	nd/or enhanced within urban growth
35	13.3	Open space is defined in conjunction with recreation	on and facilities.



1 2	13.4	Open space and environmentally sensitive lands can create linkages across jurisdictional boundaries and coordination needs to occur between entities.
3	13.5	Open space cluster design should be included in development regulations.
4	13.6	Natural buffering should be included as part of development design.
5	ENV-14 J	urisdictions may make the following uses of open space:
6	14.1	Recreational areas, including parks (golf courses, picnic areas, bicycle, equestrian and walking trails) and general recreation;
8	14.2	Uses as considered on a case-by-case basis; and
9	14.3	Uses derived from community definition (i.e., greenbelts).
10 11		ncourage new housing to locate outside of designated open spaces, or in a compatible ashion (i.e., clustered design) with open space designations.
12	ENV-16 F	legulate open space through tools such as:
13 14 15	16.1	Zoning and subdivision ordinances, including but not limited to cluster and minimum lot size zoning with required open space, overlay zones and/or open space, and adequate off-site public facility regulations;
16	16.2	Development impact fees for park and open space acquisition;
17	16.3	Dedication of land or money in-lieu of land;
18	16.4	Designation of open space corridors;
19	16.5	Soil conservation measures;
20	16.6	Wetlands, shorelines, floodplain, or other environmentally sensitive lands ordinances;
21	16.7	Development agreements; or
22	16.8	Protection and encouragement of urban tree canopy coverage.
23 24		cooperatively inventory existing and potential open space by creating local and regional lanning inventories.
25 26		authorize the following, or other similar methods of retaining open space land or wildlife orridors:
27	18.1	Public acquisition of property in fee simple or through development easement acquisition;
28 29	18.2	Private acquisition with covenants, conditions and/or restrictions limiting the use of the property to open space;
30	18.3	Alternatives to public purchase, including, but not limited to:
31 32		18.3.1 Flexible zoning, subdivision and regulatory approaches designed for protection or preservation;
33		18.3.2 Land trust;



1		18.3.3	Conservation easement;	
2		18.3.4	Transfer of development rig compensable regulatory app	hts, purchase of development rights, and other proaches;
4		18.3.5	Rails-to-trails;	
5		18.3.6	Donations;	
6		18.3.7	Preferential assessments;	
7		18.3.8	Planned developments;	
8		18.3.9	Dedications;	
9		18.3.10	Impact fees;	
10		18.3.11	View easements; or	
11		18.3.12	Use value assessments.	
12	18.4	Retentio	on of existing open space thro	ough:
13		18.4.1	The designation of natural r	esource lands of statewide significance;
14 15		18.4.2	Required open space preser established by Pierce Count	vation within and without Urban Growth Boundaries y;
16		18.4.3	Coordination with agricultur	ral landowners and right to farm policies; and
17 18		18.4.4	Preserving and enhancing si across jurisdictional bounda	gnificant regional open space networks and linkages ries.
19 20 21 22	ENV-19	Recognizir impacts to developm	the health of the Puget Sour ent and stormwater regulation	er in Pierce County flows to the Puget Sound, consider and in long range planning efforts and the adoption of ons.
23 24 25	ENV-20		nplementation of the nd Partnership's action	The <b>Puget Sound Partnership</b> is the state agency leading the region's collective effort to restore and protect Puget
26 27 28 29 30 31 32	ENV-21	natural ha conservati southern r species lis Endangere	protect, and aim to restore bitat critical for the ion of salmonid species, resident orcas and other ted under the federal ed Species Act, whenever e, through actions such as:	Sound. The Puget Sound Partnership brings together hundreds of partners to mobilize partner action around a common agenda, advance Sound investments, and advance priority actions by supporting partners. <a href="https://www.psp.wa.gov/">https://www.psp.wa.gov/</a>
33	21.1	Adoptin	g comprehensive plan policie	es that seek to protect, maintain, or restore aquatic



ecosystems and associated upland habitat;

1 2 3	21.2	Considering creation of a Public Benefit Rating System under the Current Use Assessment Program (RCW 84.34) or other Tax Incentive Programs that includes a higher priority for fish and wildlife habitat conservation areas;
4 5	21.3	Considering fish and wildlife habitat conservation areas when designating land use designations and companion zoning regulations;
6	21.4	Amending existing critical area regulations, as necessary, to protect fish and wildlife habitat conservation areas from development impacts;
8 9	21.5	Addressing fish passage barriers and retrofit with fish friendly passages, as part of publicly funded projects;
10 11	21.6	Retrofitting storm water systems associated with public infrastructure to meet current standards, as part of publicly funded projects;
12	21.7	Utilizing low impact development standards and techniques;
13	21.8	Reconnecting floodplains and creation of off channel habitat; or
14 15 16	21.9	Partnering with others who are seeking to promote species recovery and to protect, enhance, and restore critical habitat such as the tribes, federal and state entities, non-profit organization, and private sector groups and businesses.
17 18		dopt comprehensive plan policies and regulations to protect and enhance natural cosystems, and reflect natural constraints and protect sensitive features, such as:
19 20	22.1	Preserving and enhancing habitat to prevent species from inclusion on the endangered species list and to accelerate their removal from the list;
21	22.2	Identifying and protecting wildlife corridors both inside and outside the urban growth area;
22 23 24	22.3	Preserving and restoring native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems; or
25 26	22.4	Reducing the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risks to human health and the environment.
27 28		oordinate watershed planning and land use planning activities and implementation activities within a watershed boundary by undertaking actions such as:
29	23.1	Participating in local watershed council meetings and planning processes;
30 31	23.2	Recognizing that watershed planning may be useful in analyzing changes in stream hydrology, flooding, water quality and capital facilities under different land use scenarios;
32 33	23.3	Evaluating the use of vegetation retention, tree conservation, and maximum impervious surface standards;
34 35	23.4	Utilizing watershed boundaries instead of jurisdictional boundaries for plans and studies whenever possible;



1 2 3	23.5	Considering the implications of planning and implementation activities on natural environmental and built systems that are located outside jurisdictional boundaries but within the shared watershed; or	
4 5	23.6	Updating land use plans and regulations, in consideration of the information that is contained within watershed plans.	
6	ENV-24	Coordinate on watershed planning for the purposes of:	
7 8	24.1	Maintaining natural hydrological functions, ecosystems and watersheds and, where feasible, restore to a more natural state;	
9 10	24.2	Restoring, when feasible, freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value;	
11 12	24.3	Identifying and addressing the impacts of climate change and sea level rise on hydrological systems; and	
13 14	24.4	Maintaining and enhancing the ecological, social, and economic benefits provided by a healthy Puget Sound.	
15 16		Work together to identify and protect natural habitat corridors that cross jurisdictional boundaries.	
17 18	25.1	Establish informational sharing workshops or present information at established coordinating committees.	
19 20	25.2	Whenever possible, utilize watershed boundaries instead of jurisdictional boundaries for plans and studies.	
21	25.3	Establish a common method for assessing the habitat needs for sensitive species.	
22 23		Coordinate watershed/aquatic restoration planning and implementation activities within a watershed.	
24 25 26 27	26.1	Consider the implications of planning and transportation projects, and implementation activities not only within jurisdictional boundaries, but also the implications of decisions and activities on habitat for critical fish species that is located outside jurisdictional boundaries but within the shared watershed.	
28 29	26.2	Encourage involvement with local drainage districts and watershed councils in planning process.	
30 31 32 33		ironment  Maintain or enhance water quality through adoption of stormwater regulations to control runoff and best management practices to maintain natural aquatic communities and beneficial uses.	
34 35		Encourage green building (LEED), low impact development, and other similar technique to reduce the production of greenhouse gases and the impact to climate change, from	



construction materials, methods, and maintenance of the resulting built environment.

1 2		Consider the need for, and encourage electric ar private and public development projects and lon			
3 4	·				
5 6	29.2	Establish parking regulations and developmen alternative fuel vehicle infrastructure and active			
7	ENV-30	Support and incentivize, where feasible, develop	ment that	::	
8 9 10	30.1	Offers new and innovative inter-disciplinary approaches to address climate change, greenhouse gas production and environmental stewardship; and within the building indu			
11 12 13	30.2	interior design to encourage construction of h	Utilizes biophilic principles for exterior and/or interior design to encourage construction of healthy buildings and facilities to promote healthy people.		
15 Management health, e 16 ENV-31 Work cooperatively toward creating and implementing benefits a 17 methodologies designed to determine the effectiveness urban en		building and city-scale, this idea has health, environmental, and economic benefits for building occupants and urban environments, with few drawbacks.			
21 22	31.1	Monitoring and evaluation strategies should be that can be used to evaluate future policy cho			
23 24	31.2	Whenever practicable, adoption of local plans watershed basin plans, should include monito			
25 26 27	31.3	Use the best information available at all levels of planning, especially scientific information.		vailable science" means current scientific ation used in the process to designate,	
28 29 30 31		32 Recognize that the best available science to address listed species recovery issues is a		protect, or restore critical areas, that is derived fr a valid scientific process as defined by WAC 365- 195-900 through 365-195-925.	
32 33		how well the objectives of listed species recovery and critical habitat preservation/restor			
34	32.1	Consider the results of pilot developments in I	and use p	lanning.	
35 36		Ensure that all residents, regardless of social or ewith minimal exposure to pollution.	economic	status, live in a healthy environment	

ENV-34 Locate development in a manner that minimizes impacts to 2 natural features and promote the use of innovative Under GMA, all jurisdictions in Pierce 3 environmentally sensitive development practices, including County are required to adopt 4 design, materials, construction, and on-going maintenance. "Critical Areas Ordinance" to identify and protect wetlands, aguifer ENV-35 5 Mitigate noise caused by traffic, industries, and other recharge areas, fish and wildlife 6 sources or adjust land uses as appropriate to secure the habitat conservation areas, 7 same result. frequently flooded areas, and 8 ENV-36 Jurisdictions, shall cooperatively work together to create geologically hazardous areas. (RCW 9 and adopt modifications to their Critical Areas Regulations 36.70A.060 10 that include the best available science for the protection of existing habitat, wetlands, estuaries, and riparian areas by 11 12 avoiding negative impacts. 13 36.1 Encourage the removal of invasive species and the replanting of natural vegetation. 14 36.2 Encourage local community groups in critical habitat restoration and enhancement efforts. 15 36.3 Utilize incentives to encourage landowners to retain, enhance, or restore critical habitat. 16 36.4 Develop complementary, coordinated, 17 integrated, and flexible approaches for "Stream typing" is a Washington State Department of 18 the collection, analysis, and sharing of Natural Resources (DNR) classification system of streams 19 monitoring information (e.g., GIS data, and other water bodies that identifies whether or not 20 hydrologic and hydraulic analysis. streams/waterbodies are used by fish, and whether or not streams experience perennial or seasonal flow. 21 ENV-37 Utilize a single system for stream typing, https://www.dnr.wa.gov/forest-practices-water-typing accepted as the best available science. 22 Air Quality 23 ENV-38 Reach and maintain air pollution attainment level/standards for carbon monoxide, greenhouse 24 25 gases, particulates, and toxics as determined by the Environmental Protection Agency or the 26 Puget Sound Clean Air Agency. 27 ENV-39 Strive to improve the countywide overall air quality for greenhouse gases, particulates, and 28 toxics through measures such as: 29 39.1 Providing education to the community about the sources and implications of particulate 30 matter, greenhouse gases, and air toxics; 31 39.2 Coordinating and partnering across jurisdictional boundaries on air quality issues, strategies, funding opportunities, and education efforts; 32 39.3 Employing methods to reduce particulates by improving indoor and outdoor wood burning 33 34 activities, reducing wood as a primary source of heat, and encouraging the use of low or no 35 emission heat sources; 36 39.4 Strengthening efforts to reduce pollutants from construction activities (i.e., fugitive dust);



Strengthening efforts to reduce pollutants from transportation activities by:

39.5

1 2 3 4		39.5.1	Including pollution reduction method cleaner fuels and vehicle programs, to pedestrian infrastructure, and partner non-motorized facilities, linear trails	for example, elering to constr	lectric charging stations, bike and uct intra-jurisdictional trails and
5		39.5.2	Reducing vehicle miles traveled and	auto depende	ncy; and
6 7		39.5.3	Designing and prioritizing compact c daily goods and services.	ommunities ar	nd neighborhood accessibility for
8 9	39.6		ng air toxics emissions through freight ove change-out programs, and various		
10 11	39.7		ing the use and duty-specific needs of s of transitioning to electric vehicles o		
12	Climate Cl	nange			
13 14 15 16 17 18 19 20	c r a a le a	ooperational and regulation regulation of the second contract of the	ons, individually or through on with coalitions, state, and/or gencies, shall assess existing plans ations, and update as necessary, to appacts from climate change, sea and climate resiliency, as a to each jurisdiction's unique nces.	"a change in particular a c century onwo	ange" is defined by the Oxford Dictionary a global or regional climate patterns, in change apparent from the mid to late 20th ards and attributed largely to the increased ospheric carbon dioxide produced by the u
21 22	40.1		er planning actions and enting regulations to address impacts	from climate of	change, such as:
23 24 25 26 27 28		40.1.1	Addressing adaptation and mitigation and sea level rise in applicable long replanning documents such as shoreling plans, comprehensive plans, subarear planned actions, transportation imporplans, utility plans, etc;	range ne master n plans,	"Climate resilience" is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbance
29 30 31 32		40.1.2	Requiring the incorporation of clima measures in all new development, en new critical infrastructure and public and	specially	related to climate and climate change.
33 34 35 36		40.1.3	Adopting measures to avoid, mitigat disproportionately impacted commucommunities of color, populations wresidents.	inities, includir	ng Black, Indigenous, and
37 38	40.2	Conside actions	er adopting regulations to avoid impac as:	ts from sea lev	vel rise by undertaking such
39		40.2.1	Strengthening regulations for 500-ve	ear flood plains	s and other at-risk areas to

prevent location of essential public facilities and hazardous uses;

1 2 3		40.2.2	Locating critical infrastructure outside flood plains, shorelines, and other at-risk locations to the extent possible; where not possible, design and construct infrastructure to withstand climate change impacts; and
4 5		40.2.3	Adopting regulations to require climate-responsive measures when redevelopment or improvements to existing development take place.
6 7			et State mandates on climate change and the reduction of greenhouse gases, and hievement of regional greenhouse gas emission reduction goals.
8 9 10	e	ntities, sh	ns, individually or through coordination with coalitions, state, and/or regional all work to identify, address and mitigate the adverse impacts of climate change on ealth, particularly that of populations at a greater risk of climate change impacts.
11 12			, incentivize, and require where appropriate, the development community to reduce proposed projects on climate change by undertakings such actions as:
13 14	43.1		e green development building standards (e.g., LEED and equivalent) in both public ate development and operations;
15	43.2	Utilize lo	ow impact development techniques;
16 17	43.3	Incentivi sources;	ze projects that exceed minimum standards, and/or provide for low carbon power
18 19 20	43.4		ate with the development community to encourage the use of pilot projects and innovative approaches to address climate change and greenhouse gas production;
21 22 23	43.5	Include an analysis (i.e., supplemental greenhouse gas/climate change impact worksheet) of climate change impacts and potential mitigation when conducting an environmental review process under the State Environmental Policy Act.	
24 25		-	otect and restore the carbon sequestration potential of environmentally sensitive aral resources, and open space through actions such as:
26 27	44.1		evelopment into urban areas and centers to prevent and reduce the urbanization of ally sensitive areas and natural resources; and
28	44.2	Encoura	ge countywide carbon sequestration through:
29 30		44.2.1	Increasing the amount of vegetation and canopy cover in urban areas by coordinating the preservation and growth of open space; and
31 32		44.2.2	Developing a comprehensive strategy to maintain and restore vegetation and increase canopy cover in rural areas.
33	ENV-45 S	upport en	ergy management technologies as well as zero emission and renewable energy sources.
34 35	45.1	•	te with regional initiatives and efforts toward the development and use of energy ment technologies.



1 2 3	45.2	Reduce greenhouse gases by expanding the use of biofuels, energy efficiency/conservation, zero emission and renewable energy sources within municipal and private development and operations.
4 5	45.3	Investigate and pursue opportunities for district heating (thermal energy on a neighborhood scale).
6	45.4	Investigate and pursue opportunities for landfill methane sequestration.
7 8	45.5	Adjust development standards to allow, encourage, and preserve opportunities for renewable energy infrastructure.
9	45.6	Encourage the electrification of transportation systems.
10 11		nclude climate change mitigation strategies in local transportation planning through actions such s:
12 13	46.1	Cooperating with regional and countywide transportation initiatives to develop strong regional public transportation options;
14	46.2	Increasing alternatives to driving alone;
15 16	46.3	Encouraging private and public development of transit-oriented development adjacent to transit stations and transit areas, to reduce the need for personal vehicle use;
17 18	46.4	Prioritizing transportation investments that reduce vehicle miles traveled and greenhouse gas emissions; or
19	46.5	Considering the electrification of agency owned fleets.



# **Essential Public Facilities**

#### Introduction

There are certain types of land use, buildings, and infrastructure that are necessary for a well-functioning society but that often receive little or no public support when they are proposed or sited or improved. The primary components of the definition of an "essential public facility" (EPF) is that it (1) provides a public service; and (2) is difficult to site. In order to ensure that they are able to be established and then to operate, the GMA identifies planning for EPFs as required, and sets out the processes by which they must be allowed.

RCW 36.70A.200 and WAC 365-196-550 discuss how essential public facilities are identified and must be addressed in county and city comprehensive plans. Consistent with countywide planning policies, counties and cities should create their own lists of "essential public facilities," to include at a minimum those set forth in RCW 36.70A.200. EPFS do not have to be publicly owned, and include both new and existing facilities. In addition, EPFs may include the expansion of existing essential public facilities or support activities and facilities necessary for an essential public facility.

### Background - Growth Management Act

The Washington State Growth Management Act requires that the comprehensive plan of the County and of each municipality in the County include a process for identifying and siting essential public facilities [RCW 36.70A.200(1)]. "Essential public facilities" include those facilities that are typically difficult to site, such as airports, marine port facilities, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six (6) years. Facilities may be added to the list at any time. The Growth Management Act further mandates that no local comprehensive plan or development regulation may preclude the siting of essential public facilities [RCW 36.70A.200(5)].

The GMA requires coordination between cities and large ports, which are designated essential public facilities under RCW 36.70A.200 and RCW 47.06.140.

<u>WAC 365-196-550</u> further defines requirements for the process for identifying and siting essential public facilities, both existing and new, and on how they should be incorporated into local comprehensive plans and permitting approaches.

#### **Policies**

- EPF-1 Adopt a policy in local comprehensive plan, regarding the siting of essential public capital facilities of a Countywide or statewide nature.
  - 1.1 Essential public facilities include airports, marine port facilities, large ports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse



1 2			s, mental health facilities, group homes, and secure community transition facilities as in RCW 71.09.020. They must have a useful life of 10 years or more and be either:
3 4		1.1.1	A Countywide facility which has the potential for serving the entire County or more than one jurisdiction in the County; or
5 6		1.1.2	A statewide facility which serves or has the potential for serving the entire state, or which serves less than the entire state, but more than one county.
7 8	EPF-2 Identify lands useful for public purposes and incorporate such designations in local comprehensive plans.		
9 10	EPF-3		te a policy and process in local comprehensive plans to identify and site essential lities. The process and policy shall include the following components:
11 12 13	3.1	location	rement that the state provide a justifiable need for the public facility and for its in Pierce County based upon forecasted needs and a logical service area, and the tion of facilities in the region and state; and
14 15 16	3.2	and of a	rement that the state establish a public process by which the residents of the County offected and "host" municipalities have a reasonable opportunity to participate in the ection process.
17	EPF-4	Local Com	prehensive Plan policies shall be based upon the following criteria:
18	4.1	Specific	facility requirements:
19		4.1.1	Minimum acreage;
20		4.1.2	Accessibility;
21		4.1.3	Transportation needs and services;
22		4.1.4	Supporting public facility and public service needs and the availability thereof;
23		4.1.5	Health and safety;
24		4.1.6	Site design;
25		4.1.7	Zoning of site;
26		4.1.8	Availability of alternative sites;
27		4.1.9	Community-wide distribution of facilities; and
28		4.1.10	Natural boundaries that determine routes and connections.
29	4.2	Impacts	of the facility:
30		4.2.1	Future land use compatibility;
31		4.2.2	Existing land use and development in adjacent and surrounding areas;
32		4.2.3	Existing zoning of surrounding areas;
Į.	I		



1		4.2.4	Existing Comprehensive Plan designation for surrounding areas;
2		4.2.5	Present and proposed population density of surrounding area;
3		4.2.6	Environmental impacts and opportunities to mitigate environmental impacts;
4 5		4.2.7	Physical, social, emotional and mental health impacts and opportunities to mitigate health impacts of those living in the vicinity;
6		4.2.8	Effect on agricultural, forest or mineral lands, critical areas and historic, archaeological and cultural sites;
8		4.2.9	Effect on areas outside of Pierce County;
9		4.2.10	Effect on designated open space corridors;
10		4.2.11	"Spin-off" (secondary and tertiary) impacts; and
11 12		4.2.12	Effect on the likelihood of associated development being induced by the siting of the facility.
13	4.3	Impacts of the facility siting on urban growth area designations and policies:	
14		4.3.1	Urban nature of facility;
15		4.3.2	Existing urban growth near facility site;
16		4.3.3	Compatibility of urban growth with the facility;
17		4.3.4	Compatibility of facility siting with respect to urban growth area boundaries; and
18		4.3.5	Timing and location of facilities that guide growth and development.
19 20	EPF-5	Ensure that the facility siting is consistent with the adopted County and municipal comprehensive plans, including:	
21 22	5.1	The futubelow;	ure land use map and other required and optional plan elements not otherwise listed
23	5.2	The ide	ntification of lands for public purposes in the land use element;
24	5.3	The cap	ital facilities plan element and budget;
25	5.4	The utili	ities element;
26	5.5	The rural element;	
27	5.6	The tran	nsportation element;
28	5.7	The hou	ising element;
29 30	5.8	The con	nprehensive plans of adjacent jurisdictions that may be affected by the facility siting;
31	5.9	The regi	ional general welfare considerations.



1	EPF-6	Local policies may include standards and criteria related to:
2	6.1	The time required for construction;
3	6.2	Property acquisition;
4	6.3	Control of on- and off-site impacts during construction;
5	6.4	Expediting and streamlining necessary government approvals and permits if all other elements of the County or municipal policies have been met;
7 8 9	6.5	The quasi-public or public nature of the facility, balancing the need for the facility against the external impacts generated by its siting and the availability of alternative sites with lesser impacts;
10	6.6	Zoning of area around site to protect against encroachment;
11 12	6.7	Impacts of climate change, economic, and health impacts when siting and building essential public services and facilities;
13	6.8	Addressing rising sea water by siting and planning for relocation;
14	6.9	Facility operations;
15 16	6.10	Health and safety (consider use of health impact assessment tools when developing and evaluating planning projects to identify possible impacts of projects on community health);
17	6.11	Nuisance effects;
18 19	6.12	Maintenance of standards congruent with applicable governmental regulations, particularly as they may change and become more stringent over time; and
20	6.13	Sustainable development practices.
21 22	EPF-7 Locally adopted policies on facility siting shall be coordinated with and advance other plan goals including, but not necessarily limited to, the following:	
23	7.1	Reduction of sprawl development;
24	7.2	Promotion of economic development and employment opportunities;
25	7.3	Protection of the environment;
26	7.4	Positive fiscal impact and on-going benefit to the host jurisdiction;
27	7.5	Serving population groups needing affordable housing;
28 29	7.6	Receipt of financial or other incentives from the state and/or the County or other municipalities;
30	7.7	Fair distribution of such public facilities throughout the County and state; and
31	7.8	Requiring state and federal projects to be consistent with this policy.



# Fiscal Impact

#### Introduction

2

4

8

9

10

11

12

13

14 15

16

17

18

19

The Washington State Growth Management Act requires that the Countywide Planning Policies address "an analysis of fiscal impact" [RCW 36.70A.210(3)(h)]. However, the legislature did not define the scope of the required fiscal impact analysis. During the legislative proceedings a number of alternatives were discussed, ranging from fiscal analysis of the policies themselves, fiscal analysis of the comprehensive plans and implementing regulations, fiscal analysis of governmental decisions affecting jurisdictional responsibilities and/or boundaries and fiscal analysis of significant public and private development projects. From these alternatives, the County, and each municipality, has determined that at the Countywide Planning Policy level fiscal impact analysis will be required only for governmental decisions affecting jurisdictional responsibilities and/or boundaries and significant public and private development projects.

#### **Policies**

- FI-1 The purposes of fiscal impact analysis are to assess the relative costs of providing public facilities and services, with the public revenues that will be derived from: (a) decisions affecting jurisdictional responsibilities and/or boundaries and (b) significant public and private development projects.
- FI-2 Use the results of any required fiscal impact analysis as one of the factors in determining acceptance, modification, or rejection of the proposal/project.



# **Growth Targets**

#### Introduction

2 3

4

5

8 9

10

11

12 13

14 15

16

17

18 19

20

25

26 27

28 29

30 31

32

33

34

35 36

37

38

39

40 41 Countywide growth targets are informed by the Washington State Office of Financial Management (OFM) per the Growth Management Act and by the Regional Growth Strategy within VISION 2050. It is necessary for the County and all 23 cities and towns to participate in and coordinate the allocation of growth targets using information from the OFM and Puget Sound Regional Council while considering the unique characteristics and needs of each jurisdiction.

## Background – Growth Management Act

The Growth Management Act (GMA) requires comprehensive plans to be consistent with the twentyyear population forecast from the Office of Financial Management (OFM). VISION 2050 builds on GMA and establishes Multicounty Planning Policies for the Puget Sound region. The Regional Growth Strategy set forth in VISION 2050, provides guidance for the distribution of future population and employment growth over 30 years through the year 2050 within the Central Puget Sound Region. This strategy, in combination with the O FM's population forecasts, provides a framework for establishing growth targets consistent with the requirements of the GMA. Consistent with VISION 2050, 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 addressing 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.

21 The population projections developed by OFM are based on previous growth trends that are projected 22 over the next 20 years and represent a population increase based on existing policy and development 23 trends. The growth targets developed by PSRC are based on a forecast consistent with the OFM 24 projections for the four counties and their jurisdictions so they are within the scope of GMA; however, the growth targets are allocated to regional geographies based on policy direction to focus growth in areas with planned or funded high-capacity transit, regional growth centers, and manufacturing/industrial centers.

#### Background –VISION 2050

The Regional Growth Strategy (RGS) in VISION 2050 distributes growth targets to six regional geographies based on their size, function, and access to high-capacity transit, shown below in descending order of accommodating the highest to lowest shares of growth:

- Metropolitan Cities Tacoma
- Core Cities Auburn, Lakewood, Puyallup, University Place.
- High-Capacity Transit Communities DuPont, Fife, Fircrest, Sumner, Mid-County Community Planning Area, Parkland-Spanaway-Midland Community Plan Area, and South Hill community Plan Area.
- Cities and Towns Bonney Lake, Buckley, Carbonado, Eatonville, Edgewood, Gig Harbor, Milton, Orting, Pacific, Roy, Ruston, South Prairie, Steilacoom, Wilkeson.
- Urban Unincorporated Areas Pierce County Urban Unincorporated Areas.
- Rural Areas Pierce County Rural.



The RGS also recognizes Natural Resource Lands as a geography that is not allocated growth and two other regional geographies that plan for their own respective growth:

- Major Military Installations
- Indian Reservation Lands

Countywide growth targets should be adopted consistent with VISION 2050 as reasonably possible in an effort to "bend the trend" of future growth to more closely conform to the Regional Growth Strategy. Achievement of the future envisioned by VISION 2050 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. There may be factors outside a jurisdiction's control that cause the actual growth to exceed or not achieve the adopted target. These factors may create a need to recognize frontor back-loaded growth scenarios. GMA comprehensive plans and associated development projects implemented and vested prior to 2008 also affect the ability to shift trends toward the policy-adjusted growth targets as set by the Multicounty Planning Policies

To recognize the challenges in achieving the policy-adjusted growth targets, a regional geography and/or jurisdiction(s) may provide documentation to acknowledge constraints related to achieving VISION 2050 guidance. 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.

#### **Policies**

2

3

4

5

6

9

10

11 12

13

14 15

16

17

18 19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

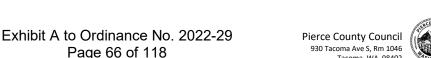
34 35

36

37

38

- Jurisdictions shall cooperatively develop and propose objective standards and criteria to develop growth targets for housing and employment within the range set by the State Office of Financial Management's Countywide growth forecasts and taking into account the VISION 2050 Regional Growth Strategy forecasts and the availability and concurrency of public facilities and services with the impact of development.
  - 1.1 The County shall work with cities and towns to allocate targets within each regional geography based on the VISION 2050 Regional Growth Strategy.
    - 1.1.1 The Growth Management Coordinating Committee (GMCC) may establish working groups based on the regional geographies identified in VISION 2050 to allocate draft targets to their respective jurisdiction.
      - 1.1.1.1 The GMCC will forward recommended targets to Pierce County Regional Council (PCRC), including any documentation that supports the recommendation to be considered as findings.
    - 1.1.2 The PCRC shall review and make a recommendation to the Pierce County Council on proposed growth targets, including any documentation that supports the recommendation to be considered as findings.
      - 1.1.2.1 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 2 3		1.1.	recommendatio	nty Council amends the PCRC's growth target n, the PCRC shall be provided time to review and modifications prior to Council adoption.
4 5		1.1.		impasse, the affected jurisdiction may appeal the o the GMHB after the growth targets are adopted.
6 7 8	GT-2			ponsible body for adopting housing and employment pject to appeal to the Growth Management Hearings
9 10	2.1		argets shall be attached for ease of reference.	I to the Countywide Planning Policy (CPP) publications
11		2.1.1 App	endix A shall be update	d to reflect future County Council action.
12 13 14		upd		nsidered a component of the CPPs and, accordingly, an not constitute an amendment to the CPPs requiring y jurisdictions.
15 16	GT-3	Jurisdictions shoul comprehensive pla		growth targets when updating their local
17 18 19 20	3.1	jurisdiction is <sub>l</sub> be developed	planning to accommod	nber of residents, housing units, or jobs a given ate within the appropriate planning horizon and are to countywide process that ensures all jurisdictions are in.
21 22 23	3.2	annexations m	-	d on jurisdictional boundaries at time of adoption, any he growth targets would require reconciliation of ections per GT-5.
24 25	3.3	•	ormational tools integr tial and employment la	ated into local land use plans to assist in formulating nd needs.
26 27 28	GT-4			rs and/or Regional Manufacturing/Industrial Centers enters in their local comprehensive plans consistent
29 30 31	GT-5	• •	omprehensive plans ma	adopted targets based on VISION 2050, potential y be necessary to align with the adopted targets and
32 33	5.1	•		nall monitor the local projections to determine if the he adopted targets over time.
34 35 36	GT-6	jurisdictions may r	•	tes of jurisdictions in Pierce County are adopted, , make a request to the Pierce County Council to adjust t growth targets.



Once a jurisdiction makes such a request, the County should survey the other jurisdictions to determine if other requests will be made. If so, the County may wait until other requests are made before moving forward with the reconciliation process.



## Health, Healthy Communities, and Healthy Community Planning

### Introduction

Health is a state of complete physical, mental, and social well-being, and not merely the absence of disease (World Health Organization).

The way we design and build our communities can affect our physical, social and mental health. Not every neighborhood across our County offers health-promoting opportunities, such as connected sidewalks, reliable public transit, affordable housing, safe parks and open space, healthy foods, and other amenities. As a result, not every County resident is given a fair opportunity to attain one's full health potential.

**Social Determinants of Health** are those social, economic, and environmental factors or conditions in which people are born, live, work, and age. (<u>Healthy People 2020</u> and <u>US Centers for Disease Control and Prevention</u>). These factors or conditions in our neighborhoods significantly affect our health.

**Health disparity** is the gap or difference in health status between different groups of people, including race, income, education and geographic location. It's a particular type of health difference that is closely linked with social, economic, and/or environmental disadvantage. (Healthy People 2020).

**Health equity** is the attainment of the highest level of health for all people. (<u>Healthy People 2020</u>).

To enable everyone to enjoy a good quality of life, we need healthy communities. These are places where all individuals have access to healthy social, economic, built and natural environments that give everyone the opportunity to live to the fullest, regardless of race and ethnicity, gender, income, age, abilities, or other socially defined circumstances.

### 21 Background - Washington State Growth Management Act

There's a strong research evidence showing that urban sprawl adversely reduces our quality of life. The Washington State Growth Management Act (GMA) (Chapter 36.70A RCW) was adopted to acknowledge the fact that uncoordinated and unplanned growth poses a threat to the environment, sustainable economic development, and the quality of life in Washington.

The two-fold purpose of the GMA is to protect the environment by encouraging development in urban areas while reducing sprawling into undeveloped lands, and to enhance the state's high quality of life. Each GMA goal has a bearing on our health and a potential to improve community livability. How we plan for urban growth, transportation, housing, economic development, parks and open, etc., impacts our physical, social and mental well-being. Thus, the

Quality of Life is a broad multi-dimensional concept comprised of two domains—"individual health and well-being" and "neighborhood livability". The first domain includes physical health and social, emotional and mental well-being. The second relates to those rich opportunities in our neighborhoods affording one to fully enjoy life, such as access to living wage jobs, affordable housing, reliable transit, good schools, safe parks and protected natural areas, etc. (US Centers for Disease Control and Prevention).

Countywide Planning Policies apply a health-in-all-policies approach to integrate health into individual planning elements.

### **Relationship between GMA Goals and Health**—A Few Examples:

- Urban growth: Compact growth can improve walkability to access daily services and enhance community interactions to build social capital of its residents.
- Reduce sprawl: Research evidence shows that sprawling low-density developments have significant negative health impacts from increased obesity, poor diets, death from vehicular crashes, reduced physical activity, lower community involvement, and increased stress.
- Transportation: Physical and social connectivity and walkability benefit individual health and well-being
  as well as improve neighborhood livability.
- Housing: The affordability, location, and quality of housing have all been independently linked to health.
- Economic development: Research indicates a direct linkage between the income and economic opportunities of a community and individual health outcomes. Access to living-wage jobs and greater economic opportunities can improve financial stability and make individuals healthier.
- Open space and recreation: Trails, parks, and green space provide opportunities for individuals to escape the concrete built environments, recreate and socially interact, and connect with the nature.
- Environment: Clean air and water are crucial to the health of the ecosystem and region's population.
- Citizen participation and coordination: Civic engagement and citizen participation in both the planning process and the community at large can empower communities and instill a sense of belonging and ownership, which in turn benefit health.

Background - VISION 2050

Puget Sound Regional Council's Vision 2050 envisages that the Central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a specular natural environment, and an innovative, thriving economy. The region will be made up of healthy people living and working in places and

Equity and health are two desirable outcomes specifically targeted to address public health. Vision 2050 operationalizes these two outcomes for planners to achieve: Equity: All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential. Health: Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives. Vision 2050 embeds health discussions throughout different chapters of the Multicounty Planning Policies. Specifically, under "Development Patterns", the goal is to create walkable, compact, and equitable transit-oriented communities to promote physical health and social well-being, build strong communities with a sense of identity, and make healthy communities more accessible for all

neighborhoods offering diverse opportunities for people of all backgrounds and incomes to attain their full health potential. Among others, it calls out "health and equity" as desired outcomes for the region to achieve. Thus, policies and strategies ensuring health and equity are incorporated throughout the Countywide Planning Policies.

Policies

2

3

4 5

6

7

8

9

10

11 12

13 14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38 39

40

41 42

43

Each planning element in the Countywide Planning Policies is vital to human health and well-being. Specific policies relating to each planning element, like transportation, housing, economic development, environment, etc. are integrated into topic-specific chapters throughout the Countywide Planning Policies.

This chapter provides the high-level, overarching policies that support healthy community planning practices to achieve healthy communities and improve quality of life.

- Incorporate human health considerations into each planning element of comprehensive plans, including subarea plans. Prioritize planning practices (e.g. processes, policies, programs, projects and investment decisions) to support mental, social and physical wellbeing for all.
- H-2 Apply a "Health-In-All-Policies" framework that considers and integrates healthy community planning when making planning and other policy decisions.
- H-3 Identify and mitigate health and equity impacts of policy, regulation, or development proposals. This may include:
  - 3.1 Seeking to consider the health ramifications of physical and built environment impacts when conducting SEPA reviews;
  - 3.2 Utilizing a Health Impact Assessment when Environmental ImpactStatement (EIS) is required;
  - 3.3 Applying equity tools or other data-informed analyses to assess health and equity impacts, with particular emphasis on negative impacts to underserved populations;
  - 3.4 Identifying, integrating, and implementing mitigation actions in collaboration with the affected populations;
  - 3.5 Developing public investment evaluation criteria to prioritize public

investments to address health disparities; or

Healthy community planning is both an "approach" and a "process" which integrates evidence-based health strategies into community planning, transportation and land-use decisions. Its purpose is to create vibrant, equitable and safe places with abundant opportunities for all to live, work and play (American Planning Association). Its evidence-informed approach helps develop or prioritize planning practices (such as processes, policies, programs and projects, etc.) that support mental, social, and physical well-being for all. Its process simultaneously generates livable natural and built environments, viable economic development, and equitable societies to improve those non-medical (i.e. social, economic and environmental) factors affecting one's health.

**Health-in-all-policies** is a collaborative approach that integrates and articulates health considerations into policy-making across sectors to improve the health of all communities and people. (<u>US Centers for Disease Control and Prevention</u>)

Health Impact Assessment (HIA) is a process that helps evaluate the potential health effects of a plan, project, or policy before it is built or implemented. HIA brings potential positive and negative public health impacts and considerations to the decision-making process for plans, projects, and policies, such as transportation and land use. An HIA provides practical recommendations to increase positive health effects and minimize negative health effects. (US Centers for Disease Control and Prevention). It typically involves six steps: screening, scoping, assessment, recommendations, reporting and monitoring. It's an opportunity for the affected communities and vulnerable populations to address health disparities. CDC provides a Health Impact Assessment Tool and Other Types of Health Assessments. APA has a Health Impact Assessment's Role in Planning and Toolkit. Tacoma-Pierce County Board of Health adopted Resolutions recommending the use of HIA in conjunction

1 2 3		3.6	Implementing development standards potential negative health impacts from	and conditions to prevent, minimize, and mitigate development activities.		
4 5	H-4		gfully engage and empower all people, inities. This may include:	, particularly the underserved, in planning for		
6 7		4.1	Increasing familiarity with health data social and environmental determinan	ata, community-based/grassroots organizations, ants of health, and health inequities;		
8		4.2	Making special efforts to outreach an aspirations of underserved population	d understand community needs and the ns;		
10 11		4.3	Working with populations experiencing for collective efficacy;	ng health disparities and strengthen their capacity		
12 13		4.4	Including special needs and diverse podemographics or historically undersease	opulations representative of your jurisdiction rved; or		
14 15 16		4.5		v short- and long-range policy, land use, fect the public health of the entire community, and ealth outcomes.		
17 18 19 20	H-5	health of encoura promot	department, developers, community org age healthy developments that e and improve physical and social	public service providers, local government, the local ganizations, and all segments of the community to		
<ul><li>21</li><li>22</li><li>23</li><li>24</li><li>25</li><li>26</li></ul>	H-6	Apply e plannin	ing for all.  vidence and performance-based ag practices to carry out healthy unity planning. This may include:  Conducting livability needs assessment to help identify	The differences in one's opportunity and freedom to "control over destiny" often lead to health disparities. Engaging the underserved populations, either underrepresented or low-income, in the planning process by hearing, understanding and responding to their concerns can improve their health		
27 28 29			needs, opportunities and threats, including, but not limited to, health and equity issues, to			
30 31			inform local comprehensive or subarea plan development;	Resource: TPCHD's Healthy Community Planning Toolbox includes		
32 33 34 35 36		6.2	Collecting, analyzing and interpreting health and other evidence-based data to support comprehensive or strategic planning;	<u>Planning Process Tools</u> , <u>Policy Intervention Tools</u> , <u>Health-in-all-policies Tools</u> and a <u>Health Lens Analysis Tool</u> . It also contain resources such as Community Profiles, <u>Livability Needs Assessment</u> , and <u>Built Environment</u> <u>Performance Measure Samples</u> . For data or other		
37 38 39		6.3	Identifying health-supporting policies and strategies based on well-founded research evidence;	assistance, contact Tacoma-Pierce County Health Department		
	I					

- 6.4 Developing, monitoring and managing meaningful built environment metrics and health outcomes to gauge implementation progress in collaboration with the public; or
- 6.5 Periodically revisiting goals and evaluating related policies and action strategies based on performance outcomes to improve health in collaboration with the affected public.

## Historic, Archaeological, and Cultural Preservation

### Introduction

2

16

17

18

19

20

21

22

23

24

25

26

2728

29

30

31

32

33

34

35

36

37

38 39

40

41

42

43

44

3 The preservation of historic, archaeological, and 4 cultural resources is integral to a community's identity and sense of place. The protection, access 6 to, use, and public awareness of Tribal Cultural 7 Resources is vitally important to the continuation of traditional cultural ways of Sovereign Nations. Tribal 9 Cultural Resources are recognized as non-renewable 10 resources that require management to assure their 11 benefit to past, present, and future Tribal History. 12 Cultural resources are generally defined as 13 prehistoric and historic sites, structures, landscapes, 14 districts, and any other physical evidence associated 15 with human activity considered important to a

The Department of Archaeology and Historic Preservation (DAHP) is Washington State's primary agency with knowledge and expertise in historic preservation. We advocate for the preservation of Washington's irreplaceable historic and cultural resources - significant buildings, structures, sites, objects and districts - as assets for the future.

https://dahp.wa.gov/

culture, a subculture, or a community for scientific, traditional, religious, or any other reason determined by the Tribe. Tribes have a substantial interest in protecting, accessing, and controlling their cultural resources. Many of these resources may be protected by tribal, state, or federal laws.

- Purpose is to establish a meaningful consultation process with local Federally recognized tribes.
- Consideration of Tribal Cultural Values in determination of project impacts and mitigation.
- Consultation ends when either parties agree to mitigation measures or avoid a significant effect on Tribal Cultural Resources or a party, acting in good faith and after reasonable effort concludes that mutual agreement cannot be reached.
- Public agencies shall, when feasible, avoid damaging effects to Tribal Cultural Resources.
- Mitigation measures agreed upon during consultation shall be recommended for inclusion in environmental document.

## Background – Growth Management Act

The Washington State Growth Management Act mandates that counties and cities identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance. [RCW 36.70A.020(13)]. The term "significance" is not defined. However, it is well-recognized that the federal and state governments have programs that have been in operation for some

time by which land, sites, structures and districts of national or state significance may be placed on the National Register of Historic Places or State Register of Historic Places, respectively. Certain cities have also adopted local programs to designate land, sites, and structures of local significance. Although the Growth Management Act does not require a countywide planning policy on historic, archaeological and cultural preservation, that requirement was added by the Interlocal Agreement: "Framework Agreement for the Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R91-172, September

Historical, archeological and cultural resources are valuable community capitals that can knit communities together, improve walkability, and help people relates to the past and their roots. They can also help reduce stress and crime.

**Resource:** This Land Use & Community Design and Health Logic Model offers a menu of strategies and policies to support historic, architectural, arts and cultural resources that would ultimately improve a sense of place and identity.



24, 1991)".

### Background - VISION 2050

VISION 2050 promotes the preservation of significant visual and cultural resources, in addition to historic and archeological resources, and also contains policies that promote urban design techniques to preserve these assets in recognition of the economic value of sense of place. Furthermore, VISION 2050 recognizes the importance of culturally significant sites and coordination between tribes and local jurisdictions, including a new policy that recognizes how development could impact those sites and the importance of interjurisdictional coordination.

### **Policies**

- HAC-1 Utilizing applicable federal, state, and local designations, and in cooperation with the Indian tribes, all jurisdictions shall identify the presence of federal, state, and local historic, archaeological and cultural lands, sites, and structures, of significance within their boundaries.
  - 1.1 In instances where the County or municipalities are making land use decisions resulting in more intense development, those jurisdictions should contact tribal historic preservation officers to identify potential cultural resource impacts.

The "Tribal Consultation, Coordination and Lands Compatibility" Chapter provides additional guidance to protect invaluable Tribal historical resources.

- HAC-2 Consider the potential impacts of development to culturally significant tribal sites.
  - 2.1 The County and each municipality should reach out to the Department of Archaeology and Historic Preservation to verify the presence of cultural resources through available databases.
  - 2.2 The County and each municipality should contact local tribal historic preservation officers to determine likelihood of impact to potential cultural resources when reviewing development proposals that involve ground disturbance.
- HAC-3 Jurisdictions may, utilizing County standards or locally-developed standards, identify and designate local historic, archaeological and cultural lands, sites, and structures of significance within their boundaries.
  - 3.1 Recommendations for local designations may be made by any person or entity or by any municipality or governmental body.
  - 3.2 The municipality may designate an individual, commission or committee to be responsible for review of recommendations and to forward such recommendations on to the legislative body.
  - 3.3 Designations shall only be made by the local legislative body if the land, site, or structure has only local significance.
  - 3.4 All such designations shall be reflected in the land use element of the comprehensive plan.
  - 3.5 Any municipality may request that the County's Landmarks Commission and/or staff provide assistance in designating land, sites, or structures; if sought, such assistance may be provided pursuant to an interlocal agreement.

1 2 3	3.6	by the 0	ation of significant lands, sites, and structures shall be encouraged or accomplished County, and each municipality in the County, through any one or a combination of owing techniques, as determined to be appropriate by the local legislative body:
4		3.6.1	Designation;
5		3.6.2	Incentives for preservation;
6		3.6.3	Loans and grants;
7		3.6.4	Public purchase;
8		3.6.5	'on-development' easement;
9		3.6.6	Development rights transfer;
10		3.6.7	Restrictive covenants;
11 12		3.6.8	Regulations for protection, maintenance, and approval of appropriate development;
13 14		3.6.9	Plans/policies/standards for preservation as set by the U.S. Department of the Interior; and/or
15		3.6.10	Certified local government designation.
16 17 18	3.7		tions may utilize one or more of the following criteria, or others as may be ined to be appropriate, to make designation decisions for recommended lands, sites, tures:
19		3.7.1	Archaeological, historic, or cultural "significance";
20		3.7.2	Condition;
21		3.7.3	Uniqueness;
22		3.7.4	Accessibility;
23		3.7.5	Cost/benefit;
24		3.7.6	Extent to which land, site, or structure is undisturbed;
25		3.7.7	Presence of incompatible land uses or activities;
26		3.7.8	Presence of environmental, health, or safety hazards;
27		3.7.9	Tourism potential;
28		3.7.10	Educational value; and/or
29		3.7.11	Consent of owner.
30 31 32	3.8	more of	islative body of the County, and each municipality in the County, may utilize one or f the following criteria or others as may be determined to be appropriate, to make a gnation decision:
33		3.8.1	Error in historical/archaeological/cultural research for the original designation.
34 35		3.8.2	Economic hardship for the owner leaving no reasonable use of the land, site, or structure.
36		3 8 3	Deterioration of lands site or structure



- 3.8.4 Discovery of other (better) examples of lands, sites, or structures.
- 3.8.5 Presence of land, site, or structure on state or federal registers.
- HAC-4 Encourage public education programs regarding historic, archaeological, and cultural lands, sites, and structures as a means of raising public awareness of the value of maintaining those resources.
- HAC-5 Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's and the county's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.

## Military Installations and Compatibility

### Introduction

2

3

4

8

9

10

11 12

13

14

15

16 17

18 19

20

21

22

23 24

25

26

32

34

35

36

37

Military readiness can be severely impacted by growth and general congestion near bases, and access is important to maintain for installations and surrounding communities. Installations serve as hubs for both employment and population, and it is important to work together on growth planning in and around bases. This ensures the welfare, safety, and security of community members and military personnel. Limiting incompatible uses adjacent to military installations can take several forms, from adopting development guidelines that restrict height or land uses to analyzing how transportation impacts from new development affect military transportation routes. Background - Growth Management Act

Military installations are of particular importance to the economic health of the state of Washington and it is a priority of the state to protect the land surrounding our military installations from incompatible development. A comprehensive plan, amendment to a plan, a development regulation or amendment to a development regulation, should not allow development in the vicinity of a military installation that is incompatible with the installation's ability to carry out its mission requirements. (RCW 36.70A.530(3).)

Per RCW 36.70A.530(4), as part of the requirements of RCW 36.70A.070(1), each county and city planning under RCW 36.70A.040 that has a federal military installation that employs one hundred or more personnel and is operated by the United States department of defense within or adjacent to its border, including Joint Base Lewis-McChord (JBLM), shall notify the commander of the military installation of the county's or city's intent to amend its comprehensive plan or development regulations to address lands adjacent to military installations to ensure those lands are protected from incompatible development. The county or city shall follow notice requirements as stated in RCW 36.70A.530(5).

Per RCW 36.70A.085(3), cities that include all or part of a port district with annual operating revenues in excess of twenty million dollars may include a marine industrial port element. Such port elements must be developed collaboratively between the city and the applicable port. All 23 cities and towns in Pierce County are located with the Port of Tacoma District.

WAC 365-196-430(2)(b) states that local comprehensive plan transportation elements' goals and policies 27 should address freight mobility 28

29 including port facilities, truck, air, rail, 30 and water-based freight.

The Port of Tacoma has been classified as one of 23 strategic ports 33 for the US military and is part of the **National Port Readiness Network** (NPRN) designed to ensure readiness of commercial ports to support deployment.

The South Sound Military Community Partnership (SSMCP) is a partnership of more than 50 members: cities, counties, tribes, nonprofits, corporations, organizations, and Joint Base Lewis-McChord who seek to bridge military and civilian communities through innovative and flexible partnerships and performing mutually beneficial work in the South Sound. https://cityoflakewood.us/southsound-military-and-communities-partnership/



### Background - VISION 2050

Per the VISION 2050 Regional Centers Framework, regional expectations for Major Military Installations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options;
- Support for multimodal commute planning and mode split goals for the installation; and
- Completed Joint Land Use Study or similar coordinated planning effort.

### **Policies**

2

3

4

5

6

7

8

9

10

11

12

17

18

19

20 21

- MI-1 Recognize the beneficial land use, housing, and transportation impacts of Joint Base Lewis-Mc Chord (JBLM) as well as the land use, housing, and transportation challenges for adjacent and nearby communities in local comprehensive plans and policies.
- 13 MI-2 Protect military lands from encroachment by incompatible uses and development on adjacent land in local comprehensive plans and polices and implementing regulations.
- 15 MI-3 Notify JBLM regarding regional and local planning actions, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.
  - MI-4 Project Selection Criteria: Incorporate criteria into countywide infrastructure evaluation processes that would allow for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. Funding for such projects will be consistent with the goals and policies of VISION 2050, including support for regional centers and progress toward greenhouse gas emissions reductions targets.
- 23 MI-5 Recognize in local comprehensive plans that the Port of Tacoma has been classified as one of 23 strategic ports for the US military and is part of the National Port Readiness Network (NPRN) designed to ensure readiness of commercial ports to support deployment.



## **Rural Areas**

### Introduction

2 3

4

5

7

8 9

10

12 13

14 15

16

17

18

19

20

21

22

24

25

26 27

28

29

30 31

32

33

34

35

36

37

38

39

A major cornerstone of the Growth Management Act and VISION 2050 is to concentrate growth in the urban areas and preserve rural areas and resource lands. Rural lands are located outside of the urban growth area and are separate from natural resource lands. 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.

### 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, 11 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 selfemployment; 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.

#### Background – VISION 2050 23

VISION 2050 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 2050 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 2050 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.

### **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.



1	Developr	nent Patterns
2	RUR-2	Ensure that development in rural areas is consistent with the countywide and regional vision.
3	RUR-3	Prohibit urban densities in rural areas.
4 5 6	RUR-4	Avoid creating new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine local, countywide, regional, and State growth management goals.
7 8 9 10	4.1	In the event that a proposal is made for creating a new fully contained community, the County shall make the proposal available to the Pierce County Regional Council, other counties, and Puget Sound Regional Council for advance review and comment on countywide and regional impacts.
11 12 13	RUR-5	Explore the application of tools and strategies to address vested development and better align future growth with the expectations envisioned within the Puget Sound Regional Council VISION 2050 Regional Growth Strategy.
14	RUR-6	Ensure that development occurring in rural areas is rural in character.
15 16	RUR-7	Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas.
17 18	RUR-8	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.
19 20 21	RUR-9	Minimize impacts to rural lands and contribute to improved ecological functions and more appropriate use of rural lands through innovative and environmentally sensitive land use management and development practices.
22 23	RUR-10	Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.
24	Public Se	rvices
25 26 27	RUR-11	Do not provide urban services in rural areas. Design services for limited access when they are needed for schools or to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.
28 29	RUR-12	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.
30 31 32	RUR-13	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.
33		



# Transportation Facilities and Strategies

### Introduction

2 3

4

5

8

9

10

12

13 14

15

16 17

18 19

20 21

22

23

24 25

26

27 28

29

30

The population and employment growth in the Puget Sound region poses challenges to the functionality and sustainability of the transportation system. It is paramount that Pierce County jurisdictions work together, and with adjacent Counties and regional partners to address transportation with environmentally sound and equitable multimodal solutions.

Transportation connects people to people, places and resources. It can either be a conduit or a barrier for people of different backgrounds to access employment, medical care, recreation and other opportunities. Effective, equitable and affordable mobility choices integrated into our transportation network support a cleaner environment, better quality of life, a healthy economy, social justice, and positive health outcomes. 11

## Background – Growth Management Act

The Washington State Growth Management Act identifies transportation facilities planning and, specifically, encouraging efficient multimodal transportation systems based on regional priorities and coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include: (i) land use assumptions used in estimating travel; (ii) traffic impacts to state-owned transportation facilities resulting from land use assumptions (iii) facilities and services needs; (iv) financial analysis; (v) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; (vi) demand management strategies; and (vii) a pedestrian and bicycle component.

The Commute Reduction Efficiency Act of 2006 (RCW 70A.15.4000) goal is to reduce congestion on the roadway network and help address the air pollution issues within the urban areas. This act requires local governments to work with their larger employers to develop and implement strategies for reducing their single occupant auto trips. Jurisdictions affected by the commute trip reduction (CTR) law are required to develop local CTR plans that include the documenting of local transportation setting of the affected work sites and the strategies by which the rate of single occupant vehicle use may be reduced.

### Background – VISION 2050

VISION 2050 is the shared regional plan for moving toward a sustainable and more equitable future. 32 The goal statement of the Vision 2050 multicounty transportation planning policies is "the region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific 33 emphasis on an integrated regional transit network that supports the Regional Growth Strategy and 34 35 promotes vitality of the economy, environment, and health.

VISION 2050 offers an integrated approach to addressing land use and transportation, along with the 36 37 environment, economic development and equity. It calls for a clean, sustainable transportation future 38 that supports the regional growth strategy. Sustainable transportation involves the efficient and 39 environmentally sensitive movement of people, information, goods and services – with attention to 40 safety, health and access to opportunity. Sustainable transportation minimizes the impacts of



transportation activities on our air, water, and climate. It includes the design of walkable cities and bikeable neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

The transportation-related multicounty planning policies in VISION 2050 are presented in four groups.
 The first group of policies speaks to the Regional Transportation Plan and calls for maintaining,
 preserving, and operating the existing transportation system in safer, cleaner, more efficient, and

equitable ways. The second group of policies call for developing the multimodal transportation system

to support the economy of the region by investing in a transportation system that attracts and retains businesses and skilled labor in the region, including freight, rail, and aviation infrastructure. The third

10 group of policies addresses protection of the environment, including investment in zero emission

11 vehicles, low carbon fuels and other clean energy options along with providing infrastructure sufficient

12 to support widespread electrification of the transportation system. This section also speaks to resiliency

13 in preparing the transportation system for disaster, reducing stormwater pollution, and enhancing fish

14 passage. The fourth and final group of policies focuses on innovation, by preparing for changes in

15 transportation technologies and mobility patterns, to support communities with a sustainable and

16 efficient transportation system.

GMA and VISION 2050 contain requirements and guidance for creating and implementing sound transportation solutions. RCW 36.70A.210 describes the requirements for CPPs, which include "policies for countywide transportation facilities and strategies." The following policies are intended to meet the intent of GMA and VISION 2050 and provide guidance to the County, Cities and Towns, and other public agencies in guiding their comprehensive planning.

### Policies

2

3

8 9

17 18

19

20

21

2223

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

### General

- TR-1 Promote a sustainable and coordinated multi-modal transportation system that aligns with the Regional Transportation Plan and the Regional Growth Strategy and provides current and future generations with transportation infrastructure and services that offer mobility for all users in an equitable, efficient, clean, and cost effective manner.
  - 1.1 Plan and implement programs for the design, construction, and operation of transportation facilities for all users, including motorists, freight, transit users, pedestrians, bicyclists, and other active transportation modes.
  - 1.2 Jurisdictions shall consider the interrelationship of their transportation and land use planning and implementation on neighboring jurisdictions' transportation systems.
    - 1.2.1 Coordinate roadway functional classifications across jurisdictional lines and promote predictability in design and character of roadways.
  - 1.3 Identify solutions to address deficiencies on regional facilities, including collaboration with the Washington State Department of Transportation (WSDOT) when the deficiency is on a State Highway.
- TR-2 Improve safety in the transportation system by working toward the State's "<u>Target Zero</u>", zero death and disabling injury goal.



1	TD 2 Ea	or the nurness of this Policy, consistent with definitions of			
1 2 3 4 5	es fa fo ar	or the purpose of this Policy, consistent with definitions of ssential public facilities in the CPPs, WAC 365-196-550 and acilities of statewide significance in RCW 47.06.140, the ollowing existing and new transportation services and facilities re part of the Countywide multimodal network and should be ddressed in local Comprehensive Plans, as applicable:	be Scooters/E-Scooters Skateboards/Longboards		
7	3.1	State and federal highways;	Mobility Assist Devices Other human-powered devices		
8 9 10 11	3.2	Roads, including major highways, arterials and collectors, and any local streets that are part of the national system and designated by the Federal Highway Administration as Nati Intermodal Connectors or Critical Urban or Rural Freight Corrid			
12 13	3.3	Transit facilities and services including bus, rail, vanpool, parat transit hubs and stations;	ransit, park and ride lots, and		
14	3.4	Waterborne transportation (ferries, cargo shipping);			
15	3.5	Airports (passenger and freight);			
16	3.6	Rail systems and facilities (passenger and freight);			
17	3.7	Active transportation facilities;			
18	3.8	Major passenger intermodal terminals excluding all airport fac	lities and services;		
19 20	3.9	Marine port facilities and services that are related solely to mainternational and interstate trade;	rine activities affecting		
21	3.10	Key freight transportation corridors serving these marine port	facilities;		
22	3.11	Regional transit authority facilities as defined under RCW 81.12	12.020;		
23	3.12	Parking facilities;			
24	3.13	Facilities related to carpooling and transportation demand ma	nagement; and		
25	3.14	Port cargo facilities.			
26 27 28	TR-4 Co	ness and Equity consider, whenever feasible, equity, inclusion, and access to opporable mplementing programs and actions.	rtunity when developing and		
29 30	4.1	Prioritize investments for historically underserved populations convenient access to jobs, education, health care, social service	•		
31 32 33		4.1.1 Target active transportation and transit investments areas with higher concentrations of low-income, nor youth, and disabled populations.			



1 2	4.2		current and past inequities in info	rastructure development when planning and
3 4 5	4.3	adopted,		nd/or the Countywide Equity Index, when ities in order to prioritize transportation
6 7 8	4.4		ities when developing plans	ation system on historically underserved
9 10 11 12 13 14 15 16 17 18 19 20	4.5	Develop plans to meet Americans with Disabilities Act (ADA) requirements and guidance, including facilitating ease of access for the disability community and retrofitting non-compliant sidewalks and walkways.  Coordinate with tribal governments on joint planning and project implementation consistent with the policies under the Tribal Consultation, Coordination, and Lands Compatibility Chapter.		PRSC's Opportunity Index and Mapping:  Areas of opportunity is based on an "Opportunity Index", which combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The level of opportunity score (very low, low, moderate, high, very high) is determined by sorting all census tracts into quintiles based on their index scores <a href="https://www.psrc.org/opportunity-mapping">https://www.psrc.org/opportunity-mapping</a>
21 22 23 24	TR-5 Pro	omote and alth and w	ell-being, such as improving the d	sive transportation system options that support lesign of local street patterns to support walking, ctivity, physical activity, health and well-being.
25 26 27 28 29	5.1	on best p	mplete streets policies based practices and implement capital ments to support a safe and nultimodal environment such	"Complete Streets" are policy and design principles to plan for, design, operate and maintain, streets that are accessible, safe, convenient and comfortable for all users and abilities regardless of their form of transportation.
30 31 32		5.1.1	Traffic calming and other measures to increase safety and visibility for active transport	ration modes;
33		5.1.2	Connecting on-street facilities to	trails;
34		5.1.3	Green spaces and other pedestr	ian-friendly amenities; and
35 36		5.1.4	A corridor approach that looks for roadway cannot accommodate a	or opportunities on parallel facilities when a single all modes.
37	5.2	Work wit	th School Districts to enhance safe	ety at and near school sites.

1 l	]	5.2.1	Create Safe Routes to School Plans	
1 2 3		5.2.1	that identify capital improvements around school sites.	Safe Routes to School is a Washington state and Federal Highway Administration funded program
4 5		5.2.2	Identify and pursue funding source for improvements around schools.	which was created to enable and encourage children to walk and bicycle to school safely, thereby encouraging a healthy and active lifestyle from an
6 7	5.3	policies a	a wide range of strategies and aimed at improving health and well-	early age.
9			cluding universal design standards, tes to destinations, etc.	
10	Land Use/	Transpor	tation Integration	
11 12			patibility between land use and com on facilities by:	munity development objectives and
13	6.1	Requirin	g new transportation facilities and/o	r services in areas in which new growth is
14		appropri	ate or desirable to be phased within	a twenty-year time frame consistent with the
15		Regional	Growth Strategy.	
16		6.1.1	Prioritizing multimodal transportat	ion improvements to support the land
17			development patterns of the	
18			Regional Growth Strategy,	
19			especially within Regional	Resource:
20			Growth Centers and	This Transportation and Health Logic Model contains a host
21			Manufacturing/Industrial	of transportation strategies and policies to improve human
22			Centers and on corridors	and environmental health.
23			serving these Centers.	
24		6.1.2	Focusing capital projects,	
25				ve transportation, near high-capacity transit
26			stations and stops, in regional and	local centers and along corridors connecting
27			centers.	
28	6.2	Discoura	ging the extension of new roadways	and road capacity expansion into designated
29				oven need to serve travel between two urban
30		areas or	between a satellite rural city or town	and the urban area and/or another city or
31		town.		
32		6.2.1	Access management strategies sho	uld be implemented with such roadway
33		0.2.1	improvements in order to prevent	·
	6.3	l laim = m:	·	
34	6.3		-	t does not create demands exceeding the
35 36		-		ing mitigation that includes supporting transit plans and the Regional Growth Strategy.
30				
37	6.4	_	_	are of travel in modes other than the
38		automob	pile, such as implementing the follow	ing strategies:

1		C 1 1	Encouraging or requiring					
1 2 3 4 5		6.4.1	Encouraging or requiring mixed use development and Transit Oriented Development (TOD) in Centers;	According to the Institute for Development and Transportation Policy: <b>Transit Oriented Development (TOD)</b> , means integrated urban places designed to bring people, activities, buildings, and public space together,				
6 7 8 9		6.4.2	Designating high density land uses in transit/transportation corridors and designated TOD sites;	with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and healthful combination of mobility modes, at the lowest				
10 11 12 13		6.4.3	Considering dedications and impact fees to provide public transit capital improvements within the public right-of-way	financial and environmental cost, and with the highest resilience to disruptive events.				
14 15 16		6.4.4		ignal improvements as allowed by state law; or lks, bike facilities, trails, and/or other active				
17 18 19 20	dev to p	romote cooperation and coordination among transportation providers, local government, and evelopers, wherever feasible, to ensure that joint- and mixed-use developments are designed promote and improve physical, mental, and social well-being and improve the natural and uilt environments.						
21 22 23 24 25	TR-8 Wo	ight, and Aviation, and Military Installations ork in cooperation with WSDOT and Port authorities to plan and implement projects and ograms to meet freight mobility and access needs, including planning for needed capital provements, and the establishment of programs designed to maintain, preserve and expanding eight rail capacity.						
26 27	8.1	Participate in interjurisdictional efforts to improve access to regional airports and rail facilities.						
28 29 30 31	8.2	Industrial efficient i	Centers and Port facilities on con	mprove access within and to Manufacturing necting corridors and roadway systems for trucking and rail, while minimizing impacts and				
32 33 34 35 36	8.3	operation compatib (FAA) and	n of military airfields and general a uility standards such as those publi	e appropriate, to protect the continued viation airports by using adopted land shed by the Federal Aviation Administration of Transportation (WSDOT) to discourage n adjacent land.				
37 38 39		8.3.1		es recommended in Joint Base Lewis-McChord S), as described in the Essential Public Facilities uning Policies.				



### Sustainability and the Environment 2 TR-9 Jurisdictions shall address environmental impacts of transportation policies, project 3 implementation, and operations wherever practicable through: 4 9.1 Programming capital improvements and transportation facilities designed to alleviate and 5 mitigate impacts on land use, air quality and energy consumption such as high-occupancy 6 vehicle lanes, public transit infrastructure, bicycle/pedestrian facilities, and designated truck 7 freight corridors; 8 Locating and/or constructing transportation improvements so as to discourage adverse 9 impacts on water quality and other environmental resources; 9.3 Retrofitting fish passages and storm systems to meet best available science and standards of 10 practice as part of publicly and privately funded transportation improvement projects; 11 Prioritize improvements to deficient structures that contribute to fish blockage. 12 13 9.4 Combining infrastructure projects where possible, for instance, constructing road and sewer projects in same time window; and 14 15 9.5 Strengthening efforts to reduce pollutants from transportation activities by: 16 9.5.1 Including pollution reduction 17 methods through technologies such as the use of cleaner fuels 18 An intelligent transportation system is an advanced 19 and vehicle programs, for application which aims to provide innovative services 20 example, electric charging relating to different modes of transport and traffic 21 stations, bike and pedestrian management and enable users to be better informed and 22 infrastructure, intersection make safer, more coordinated, and 'smarter' use of 23 control strategies such as transport networks. 24 roundabouts and signal 25 modifications and bike and pedestrian infrastructure partnering to construct (including trails and other active 26 27 transportation facilities); 9.5.2 28 Reducing vehicle miles traveled 29 and auto dependency; **TSMO** is a set of strategies that focus on operational 30 9.5.3 Designing and prioritizing improvements that can maintain and even restore the 31 compact communities and performance of the existing transportation system before 32 neighborhood accessibility for extra capacity is needed. This may enable transportation 33 daily goods and services; and agencies to "stretch" their funding to benefit more areas 34 9.5.4 Implementing and coordinating and customers. TSMO also helps agencies balance supply 35 **Intelligent Transportation** and demand and provide flexible solutions to match 36 Systems (ITS) and changing conditions. 37 **Transportation Systems** 38 Management and Operations 39 (TSMO) technology to reduce congestion.



1 2			efficiency, such as exclusive bus lanes and transit signal priority as allowed by state law.
3	12.2		opportunities to densify jobs and create workforce development opportunities o Manufacturing/Industrial Centers.
5 6			shall work with transit agencies to ensure consistency and efficiency of existing and timely expansion of all types of service to serve the urban area.
7 8	13.1		acquire, and preserve rights-of-way to better accommodate existing and future ignments.
9 10	13.2		te expansion of public transit benefit area boundaries as development occurs and wth areas are planned.
11 12 13	13.3	requiring	laboratively to increase transit ridership and instill a sense of safety for riders by transit stop improvements (if near existing or planned route), or other multimodal improve access to transit as part of SEPA transportation mitigation requirements.
14 15 16 17	13.4	operation will conta	inating Capital Infrastructure planning with transit agencies to ensure a safe in of transit throughout the system for the users and fleet. The County and Cities act the transit agency when considering capital infrastructure improvements or along an existing service route that apply to:
18		13.4.1	Curb radius adjustments;
19 20		13.4.2	Intersection improvements (adjustments to signal phasing/timing, and type of intersection control); and
21		13.4.3	Sidewalk/Crosswalk additions.
22 23	13.5		the interrelationship and connectivity of different agencies and modes of transit commuter rail, light rail, bus rapid transit, and local transit.
24 25 26	13.6	Avenue/	laboratively and pursue funding for bus rapid transit, including the Pacific SR 7 line and additional routes, to support regional and local growth plans, rly in designated Regional Growth Centers and High-Capacity Transit Communities.
27 28 29 30	TR-14 C	onsider the VSDOT) road	ards and Concurrency impacts of local planning activities on neighboring jurisdictional (inclusive of dway facilities when developing and administering a jurisdiction's performance level of service (LOS) standards.
31	14.1	Designat	e or adopt performance standards or LOS per RCW 36.70A.108, such as:
32		14.1.1	Roadways and intersections;
33 34 35		14.1.2	Existing and planned measures used for transit performance standards or LOS (e.g., hours of service, headways, pedestrian environment, accessibility, safety, rider comfort, reliability, transfer necessity, cost, and travel time);

1 2		14.1.3		nce standards or LOS that measure multiple modes of travel, including asportation; or	
3 4			14.1.3.1	Seek regional guidance and agreement on the application of multimodal measures.	
5 6	14.2			agreements, where necessary, to establish uniform, coordinated rds or service levels between jurisdictions for countywide facilities.	
7	TR-15 Ad	opted per	formance st	andards or LOS may be:	
8 9	15.1		Set below existing levels thereby allowing reserve capacity for growth and minimizing the need for new capital investment;		
10 11	15.2			vels (thereby increasing comfort and convenience of travel, enhancing ent and minimizing some environmental impacts;	
12	15.3	Set at exi	isting levels	(thereby allowing new development to mitigate full marginal impacts;	
13 14			ferent level nd freight co	s of service in different zones, especially in designated centers and on prridors;	
15	15.5	Set at dif	ferent level	s of service based on facility classifications;	
16	15.6	Set to me	easure mult	iple modes of travel (e.g. transit, bicycling and/or walking); or	
17 18 19	15.7	Transpor	tation for H	standards developed by the Washington State Department of lighways of Statewide Significance and directly from standards leget Sound Regional Council for regionally significant state highways.	
20 21 22	ар	proved bu	t unbuilt de	of transportation facilities, taking into account existing development, velopment, current and future roadway conditions, and multiple modes h utilization of one or more of the following:	
23	16.1	Capacity-	-to-demand	thresholds;	
24 25	16.2	•	, 0	upon method for measuring the availability of person and freight sed on current and future demand including phased capacity; and/or	
26	16.3	Appropri	ate standar	ds of design across jurisdictional lines.	
27	TR-17 Ad	dress subs	tandard pe	rformance or LOS for existing facilities by one or more of the following:	
28	17.1	Designat	ing funding	mechanisms;	
29 30	17.2		ng facility ne t existing de	eeds in capital improvement and transportation improvement programs eficiencies;	
31	17.3	Using tra	nsportation	demand management;	
32 33	17.4	_	nsportation	systems management to promote cost effective methods of moving such as:	



1 2		17.4.1	Exclusive lanes, signal priority, queue jumps and/or other measures to expedite transit and freight travel; or
3		17.4.2	Traffic management such as ramp meters and travel time notices to maximize the performance of the system.
5	17.5	Providing	g infrastructure to allow for travel by active transportation modes; or
6 7 8	17.6	strategie	ng regional facilities through inter-jurisdictional collaboration and coordinated s for addressing deficiencies, including involvement from WSDOT when the issue is e Highway.
9	TR-18 Add	dress cond	currency through the following methods:
10 11	18.1		ransportation facilities needed to accommodate new development within six years opment approval.
12 13	18.2		v development to a level that can be accommodated by existing facilities and planned for completion over the next six years.
14 15	18.3		ge new and existing development to implement measures to decrease congestion ance mobility through transportation demand and congestion management.
16 17	18.4	•	solutions to address deficiencies on regional facilities, including collaboration with when the deficiency is on a State Highway.
18 19 20	TR-19 Pro	tect trans	ations, and Preservation portation sportation investments and assets through the proper operations, maintenance, and to provide safe, efficient, and reliable movement of people, goods, and services.
21	19.1	Reduce I	ife-cycle costs through effective preservation and maintenance programs.
22 23	19.2	•	nt best practice recommendations including those contained in the Regional tation Plan.
24	19.3	Promote	increased funding for maintenance, operations, and preservation.
25 26 27 28 29 30 31	TR-20 Adv for tra and the	vance the disasters nsportation d procedu county a	resilience of the transportation system by incorporating redundancies, preparing and other impacts, and coordinated planning for system recovery by using on-related preparedness, prevention, mitigation, response, and recovery strategies res adopted in the emergency management plans and hazard mitigation plans of nd Cities, Ports, and those contained in the Washington State Comprehensive Management Plan.
32 33	20.1		resilience in the transportation system to prepare for a variety of imminent and disaster events, including but not limited to:
34		20.1.1	Pandemics;
35		20.1.2	Earthquakes;



1		20.1.3	Tsunamis;
2		20.1.4	Flooding;
3		20.1.5	Lahars;
4		20.1.6	Fires;
5		20.1.7	Windstorms;
6		20.1.8	Winter storms;
7		20.1.9	Terrorism;
8		20.1.10	Cyberattacks; and
9		20.1.11	Climate change impacts.
10 11 12		orporate t	nnologies echnological advances into transportation system planning that is coordinated ictions and transit agencies where feasible and applicable:
13 14 15	21.1	vehicle fl	te in efforts to expand electrification and other zero emissions technology in eets, transit, and freight mobility. (including unmanned aerial delivery, maritime and aircraft).
16 17	21.2	•	te in efforts to expand infrastructure for electric vehicles, consistent with ments to the power infrastructure in utility provider plans.
18 19		21.2.1	Implement and encourage new electric and other zero emissions vehicle charging or fueling stations at public and private locations.
20 21		21.2.2	Incorporate provisions for charging stations into development regulations and building codes.
22	21.3	Plan for t	he deployment of autonomous vehicles in the transportation system.
23 24 25 26	21.4	Transpor (TSMO) t	orridor systems management efforts by implementing and coordinating Intelligent tation Systems (ITS) and Transportation Systems Management and Operations echnology, including the use and installation of information systems for operating as on roads and at rail crossings.
27 28		21.4.1	Coordinate with private mapping vendors to integrate accurate roadway representations and real-time information into wayfinding apps.
29 30	21.5	•	nd coordinate incident response team efforts along State highways and arterials salternate routes for state facilities.
31 32 33		ve for sus	tainable funding sources and consider a number of financing measures, including ed to:
34	22.1	General r	evenues;



1	22.2	Fuel taxes;
2	22.3	Toll roads and other user fees;
3	22.4	Bonding;
4	22.5	Congestion pricing;
5	22.6	Public/private partnerships, and public/public partnerships;
6 7 8	22.7	Assessment and improvement districts, transportation benefit districts, facility benefit assessments, traffic transportation impact fees, tax increment financing, dedication of right-of-way and voluntary funding agreements;
9	22.8	Grants; or
10	22.9	Others, as may be appropriate.

## Tribal Consultation, Coordination, and Lands Compatibility

### Introduction

2

14 15

16 17

18 19

20

21

22 23

28 29

30

32

33

34 35

3 There are several Tribes within Pierce County with reservations and/or federally adjudicated treaty 4 rights within the County. These Tribes are parties to treaties with the United States Government in 5 which certain rights and privileges both on and off reservation were articulated and remain in effect. Through the Treaty of Medicine Creek (1854) and Treaty of Point Elliot (1855) tribes ceded their land which allowed for Pierce County and local jurisdictions to incorporate. The responsibility of local 8 jurisdictions to uphold aspects of those treaties is essential to Tribes. Tribes have, responsibilities, 9 interests, and treaty rights that are not only on reservation but can extend well off reservation 10 boundaries. Not having Tribes as part of the regional picture of growth has led to historical conflict over the impact development sometimes has over treaty resources. Including Tribes in the framework of 11 local planning will better characterize how the Pierce County region grows collectively and deliver more 12 13 certainty to our communities.

As sovereign governments, Tribes have jurisdiction and interests over several areas throughout the County. The Federal Government designated reservations through the signing of treaties where Tribes relinquished all claim to their traditional territory. The purpose of these reserves was to provide housing, the ability to hunt and fish, and the opportunity to provide facilities for education and healthcare. Most of these responsibilities were first placed on the Federal Government, but now have been moved in the interest of self-determination to Tribal Governments. Treaty Rights, like fishing and hunting occur both within the Reservation & Usual and Accustomed areas where Tribes ceded their traditional territory. That is why it is important that in order to maintain the integrity of treaties, local governments should recognize the complex issues related to land use and planning when considering Tribal lands and treaty resources.

## 24 Background – Growth Management Act

As part of RCW 36.70A.210(4) Federal agencies and Indian Tribes may participate in and cooperate with the countywide planning policy adoption process. Adopted countywide planning policies shall be adhered to by state agencies.

### Background – VISION 2050

Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign Tribal nations enrich the region through environmental stewardship, cultural heritage, and economic development, and collaborate with local governments to shape the region's future.



As part of Vision 2050 Federally recognized Indian Tribes were included as part of many regional planning processes. Like all governments, Tribes engage in land use planning and economic development to provide jobs, housing, and services, as well as the infrastructure to support and plan for growth of their land base and reservations. As sovereign nations, Tribes are not required to plan under the Growth Management Act but recognize the importance of coordination and cooperation

Treaties are the highest law of the land. The Treaty of Medicine Creek (1854) and The Treaty of Point Elliot (1855) are the Treaties that encompass the ceded land of Pierce County. The Treaties and the designation of reservations guaranteed specific rights. Those rights can extend beyond reservations throughout the ceded areas as usual and accustomed grounds and stations.

The Washington State Centennial Accord (1989) and

agreements that provide a framework for government-to-government relationships and implementation

procedures to assure the execution of that relationship.

Millennium Agreement (1999) are Tribal-State

11 with all governments to deal with the challenges and benefits of growth and development.

### Policy Intent

2

3

4

5

6

7

8

9

10

12

13 14

15

16

17

18

34

The following Countywide Planning Policies formulate best practices to consult and coordinate land use matters between Tribes and local jurisdictions. Local jurisdictions should continue to follow notification and consultation protocols where State and Federal laws exist (For example Section 106 cultural resources, project specific Federal permits conditioning consultation with Tribes, specific laws requiring consultation like the 1989 Settlement Agreement). The purpose of these policies is to support both formal and informal communication between each government and provide flexibility in handling land

- 19 use matters where there is no existing guidance.
- 20 They follow recommendations outlined by the
- 21 Washington State Centennial Accord and the
- 22 Millennium Agreement.
- Additionally, the chapter addresses Tribal landcompatibility and Treaty Rights. As the trustee for
- 25 Tribes, the Federal Government may intervene when
- 26 Federal obligations to Tribes are not being fulfilled.
- 27 | These policies recognize the unique designation of reservation land and provide proactive measures
- 28 working with local jurisdictions to protect treaty rights. The policies serve the mutual interest to resolve
- 29 conflicts before development occurs.

### 30 Tribes Definition

- 31 | For the purposes of following and implementing the following countywide planning policies "Tribe" is
- 32 defined as all Federally recognized Tribes with reservations and adjudicated rights within the exterior
- 33 boundaries of Pierce County.

### **Consultation Definition**

35 Consultation means the process of seeking, discussing, and considering the views of other participants,

36 and, where feasible, seeking agreement. The process may be formally outlined by State and Federal

37 | law. Consultation may also be conducted informally over matters related to the normal planning

38 process. This definition is supportive of both acts. The goal of consultation is to further the

39 government-to-government relationship with Tribes and local jurisdictions, and ensure the mutual

40 respect for the rights, interests, and obligations of each government.



### **Policies**

- TC-1 Tribes and jurisdictions should notify each other when making significant land use decisions that may have potential impacts to the other jurisdiction and provide opportunity for consultation.
  - 1.1 Meaningful and substantial opportunities for early and continuous Tribal government participation and consultation should be incorporated into regional and local planning activities.
  - 1.2 The County and each municipality are encouraged to work with Tribes to understand common interests and issues of concern over development and planning. Tribal and local governments should seek regular input from one another so they are properly consulted on significant land use decisions of interest.
  - 1.3 A Tribe, the County, or municipality may request on a government-to-government basis to develop a memorandum of agreement that defines how and under what circumstances the local governments and Tribe will formally consult with each other when making significant land use decisions.
  - 1.4 These agreements will recognize the importance of early and continuous Tribal government participation in regional and local planning activities, acknowledging a Tribe's status as a sovereign government with a unique history and interest in the land and natural environment while providing the framework for opportunities to promote the open communication regarding land uses and development that may impact the other jurisdiction.
  - 1.5 Jurisdictions are encouraged to review the Treaty of Medicine Creek, Treaty of Point Elliot, Puyallup Land Claims Settlement Agreement, Centennial Accord and Millennium Agreement, and other relevant governing authorities when developing these agreements.
  - 1.6 Tribal consultation is commonly cited in Federal and State legislation or through preexisting agreements. The purpose of this policy is to support those existing agreements and legislation. Some municipalities may have no agreements in place regarding Tribal consultation. It is encouraged that those municipalities work with local Tribes to develop guidelines for notification and consultation over significant land use decisions.
- TC-2 Separate from any other obligation to consult with each other, Tribes, the County, and each municipality should coordinate planning efforts and notify each other of opportunities to comment regularly.
  - 2.1 All Tribal, County, and municipal government agencies shall be included in public notice and comment procedures of other jurisdictions. Examples of this include adding interested Tribes to SEPA notification lists or streamlining project notifications to be sent to Tribes when a project may be near a reservation or Tribal land.
  - 2.2 Tribal, County, and municipal governmental agencies should coordinate planning efforts among jurisdictions, agencies, federally recognized Tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.
  - 2.3 All Tribal, County, and municipal governmental agencies are encouraged to keep one another informed about matters of local and regional interest by mutually agreeable means and schedule.



TC-3 Upon the request of a Tribal Council, The County and each applicable municipal government 1 2 within a Tribal reservation will explore with the requesting Tribe voluntary agreements for 3 coordinated land use permitting and code enforcement with Tribes. 4 3.1 As part of these agreements, the County and each applicable municipal government on a 5 Tribal reservation may work with Tribes to develop ongoing administrative processes to 6 jointly discuss and comment on permit applications, including and not limited to development activities on reservations and development impacting Tribal treaty rights; and 8 may identify enhanced opportunities to include Tribal governments in joint comprehensive 9 and other long-range planning activities. 10 3.2 As part of these agreements, the County and each municipal government shall provide an opportunity to include Tribal governments in joint comprehensive and other long-range 11 planning activities. 12 13 TC-4 Strive to protect Tribal reservation lands from encroachment by incompatible land uses and 14 development both within reservation boundaries and on parcels abutting the reservation 15 boundary. 16 4.1 Recognize adopted Tribal land use plans within or adjacent to their respective jurisdiction. 17 4.2 Recognize the unique Federal designation and purpose of reservation lands for Tribes to 18 provide a diversity of services, housing, jobs, and preserving the rights to hunt, fish, and 19 gather. 20 4.3 Consider amendments that identify approaches to provide consistency and compatibility 21 between their respective comprehensive plan's land use designations and policies and 22 comprehensive plan. 23 4.4 Jurisdictions shall regularly coordinate with Tribes regarding regional and local planning 24 within reservation boundaries and on parcels abutting the reservation boundary, 25 recognizing the mutual benefits and the possible potential for impacts. 26 4.5 Tribes and jurisdictions will work with one another to seek solutions for resolving 27 inconsistencies between local comprehensive plans and Tribal plans, within the 28 requirements of Federal, State, and local laws. 29 TC-5 Jurisdictions shall update their comprehensive plan during its next amendment cycle to 30 incorporate ways to preserve Tribal treaty rights when notified by Tribes of their presence in a 31 particular location. 32 5.1 All Jurisdictions shall consider the potential impacts to Tribal treaty fishing, hunting, and 33 gathering grounds, which may include the development patterns in their comprehensive 34 plans.

Consideration of impacts may appear in in a variety of ways such as goals, policies,

implementation measures, and other forms of documentation.

5.2

35

## **Urban Growth Areas**

### Introduction

2

3

4

7

8

10

11

12

14

15

16

17

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

When following the goals and requirements of the Growth Management Act, it is important to balance coordination of focusing growth within the urban growth area with protection of the individual identities and spirit of the cities towns, the rural areas and unincorporated urban communities.

The Countywide Planning Policies are intended to be the consistent "theme" of growth management planning among Pierce County jurisdictions. The policies also establish processes and mechanisms designed to foster open communication and feedback among the jurisdictions.

## Background - 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 13 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" 18 (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)].

37 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 38 orderly development, the provision of urban services to such development [RCW 36.70A.210(3)(b)], and 39 40 the coordination of joint county and municipal planning within UGAs [RCW 36.70A.210(3)(f)].

### Background - VISION 2050

2

3

4

5

6

9

10

11 12

13

14 15

16

17

18 19

20

21

22

23

25

26

27

28

29

30

31 32

33

34

35

36

37

38

39

40

41

42

VISION 2050 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 in a sustainable way. VISION 2050 calls for directing development to the region's existing urban lands, especially in centers and near transit, while limiting growth on rural lands. The Regional Growth Strategy found in VISION 2050 allocates 98 percent of the region's future population growth and 99 percent of its employment growth into the existing urban growth area. Urban Areas are divided into five distinct groups: Metropolitan Cities, Core Cities, High-Capacity Transit Communities, Cities and Towns, and Unincorporated Urban (outside of High-Capacity Transit Communities. Additional geographies include Rural, Natural Resources Lands, and Military Installations. Tribal lands are acknowledged as overlapping the various geographies. VISION 2050 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 2050 recognizes that transit oriented 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 2050 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 2050 identifies 29 regional growth 24 centers. These places play an important role as locations of the region's most significant business, governmental, and cultural facilities. The 18 jurisdictions that have one or more regional growth centers are expected to accommodate a significant portion of the region's residential growth (64 percent) and employment growth (79 percent).

VISION 2050 calls for local jurisdictions with regional growth centers to adopt housing and employment targets for each center. Ten 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 2050 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 2050 include wastewater and stormwater systems, solid waste, energy, telecommunications, emergency services, and water supply. An overarching goal of VISION 2050 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 2050. 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 2 public services.

VISION 2050 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.

#### **Growth Targets** 6

3

4

7

8

10

11 12

13

14

15

16

17

18

19

20

21

23

24

25

26

27 28

29

30 31

32

33

34

35 36

37

38

39

40

The Regional Growth Strategy set forth in VISION 2050 provides guidance for the distribution of future population and employment growth through the year 2050 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 2050, 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.

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 22 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.

### 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.

### **Urban Facilities and Services**

Beyond inter-jurisdictional coordination, services provided within our communities by special purpose districts are of vital importance to our residents. Consistent with the adopted regional strategy, these districts will be part of future individual and group negotiations under the Countywide Planning Policies.

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



Buckley

Carbonado

Eatonville

Wilkeson

South Prairie

Rov

**Freestanding Cities and Towns:** 

recognize that it is appropriate for the County and municipalities to continue to provide sewer transmission and treatment services. Freestanding Cities and Towns

Freestanding cities and towns are incorporated communities separated from the contiguous urban growth area and surrounded by unincorporated rural areas. These communities are a significant part of Pierce County's diversity and heritage. They have an important role as local trade and community centers. These communities continue to be the primary providers of shopping, job and service needs of both their residents and residents in neighboring rural areas. Development patterns in these communities reflect the size and scale

10 appropriate for smaller towns and should continue to support their walkable 11

12 town centers. They also contribute to the variety of development patterns and

13 housing choices within the county. As municipalities, these cities and towns

provide many urban services. Under the 14

15 Growth Management Act, these communities are a designated urban growth area.

### Policies

2

3 4

9

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34 35

36

37

38

### Designating Urban Growth Areas

- 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 the Pierce County Regional Council (PCRC).
    - The PCRC may refer the proposed designations to the Growth Management 1.1.1 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 The Urban Growth Area and Potential Annexation Area designations shall only be changed in accordance with Countywide Planning Policy UGA-3.
    - 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 2050's Regional Growth Strategy. Jurisdictions shall, however, consider the adopted growth targets when updating their local comprehensive plans.
- UGA-2 The following specific factors and criteria shall dictate the size and boundaries of urban growth areas:
- 39 2.1 Size



2		projected the follow	to occur over the succeeding 20-year planning period taking into account ving:
4 5		2.1.1.1	Land with natural constraints, such as critical areas (environmentally-sensitive land);
6		2.1.1.2	Greenbelts and open space;
7 8 9		2.1.1.3	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;
10 11		2.1.1.4	Existing projects with development potential at various stages of the approval or permitting process (i.e., the "pipeline");
12 13		2.1.1.5	Land use patterns created by subdivisions, short plats or large lot divisions;
14 15		2.1.1.6	Build-out of existing development and areas which are currently only partially built out; and
16		2.1.1.7	Follow existing parcel boundary lines.
17	2.2 Bou	ndaries	
18 19	2.2.2		e following shall be considered in determining the location of urban rea boundaries:
20		2.2.1.1	Geographic, topographic, and manmade features;
21		2.2.1.2	Public facility and service availability, limits and extensions;
22		2.2.1.3	Jurisdictional boundaries including special improvement districts;
23		2.2.1.4	Location of designated natural resource lands and critical areas;
24 25		2.2.1.5	Avoidance of unserviceable islands of County land surrounded by other jurisdictional entities; and
26		2.2.1.6	Destination 2030 urban/rural line and PSCAA burn ban line.
27 28 29 30 31	sufficient in size period. Expansion	nagement Act to accommod on of the UGA	requires Pierce County to designate an Urban Growth Area (UGA) that is ate the projected urban population growth for the 20-year planning requires a demonstrated countywide need for additional residential or the expansion results in a no net gain in capacity within the countywide

Urban growth areas must be of sufficient size to accommodate the urban growth

Effectively, until there is a demonstrated need, any application to expand the UGA to accommodate new growth would need an accompanying application to reduce the UGA in another area. This is a difficult

adequate amount of buildable land needed to accommodate the planned growth, as documented in the

32 UGA. It is expected that Pierce County and its cities and towns, collectively, will continue to contain an



past Buildable Lands Reports.

33

34

35

1

2.1.1

endeavor for individuals and jurisdictions. To address this, the following policies establish a UGA Capacity Bank (Bank) that allows for credits of residential and employment capacity to be formally established and deposits made associated with areas removed from the UGA. A jurisdiction may make a request to the Pierce County Regional Council to use all or a portion of the capacity credits deposited in the Bank to offset additional capacity associated with a proposed UGA expansion.

- UGA-3 Urban Growth Area boundaries designated by the County pursuant to the Growth Management Act may be amended by Pierce County and accepted by the municipalities in the county pursuant to the same process by which the Urban Growth Areas were originally adopted and pursuant to subpolicies UGA-1. and UGA-2.
  - 3.1 An amendment to Urban Growth Area boundaries may be initiated by the County or any municipality in the County.
  - 3.2 A proposed amendment to Urban Growth Area boundaries shall include:
    - 3.2.1 A map indicating the existing Urban Growth Area boundary and the proposed boundary modification;
    - 3.2.2 A statement indicating how, and the extent to which, the proposed boundary modification complies with each of the factors listed in subpolicies UGA-2.2, 2.4, 2.5 and 2.6;
    - 3.2.3 A statement indicating the factors, data or analyses that have changed since the designation of the initial Urban Growth Area boundaries and/or the experience with the existing Urban Growth Area boundaries that have prompted the proposed amendment; and
    - 3.2.4 Documentation, if applicable, that an adequate number of capacity credits have been authorized to be withdrawn from the Urban Growth Area Capacity Bank as set forth in UGA 3.5
  - 3.3 The Urban Growth Area of a jurisdiction may be expanded only if:
    - 3.3.1 The jurisdiction's observed development densities are consistent with the planned density assumptions as documented in the most recently published Buildable Lands Report as required by RCW 36.70A.215; and
    - 3.3.2 There is a demonstrated need for additional residential or employment capacity within the Urban Growth Area affiliated with an individual jurisdiction and a demonstrated need countywide; the expansion results in a no net gain to the countywide Urban Growth Area; or an adequate number of capacity credits from the Urban Growth Area Capacity Bank are available and have been authorized to be used; and
    - 3.3.3 The consistency evaluation, as required through the Countywide Planning Policies on Buildable Lands, policies BL-6. and BL-7., identifies an inconsistency between the observed and planned densities, the jurisdiction shall either:
      - 3.3.3.1 demonstrate reasonable measures were adopted to rectify the inconsistencies. Documentation shall also be submitted that



summarizes the monitoring results of the effectiveness of the measures in rectifying density inconsistencies; or

- 3.3.3.2 document updated development data that indicates consistency.
- 3.4 To ensure the orderly development of urban lands, predictability in the provision of urban services, and the eventual annexation of Urban Growth Areas, Pierce County may incorporate criteria into its Comprehensive Plan policies for evaluating amendments proposing to remove properties from the Urban Growth Area. The criteria should, at a minimum, include the existing development pattern and density, vested development applications, and infrastructure and service needs to accommodate the existing and future residents. In general, any lands proposed to be removed from the Urban Growth Area shall be rural in character and not require any urban level infrastructure or service needs.
- 3.5 Pierce County, in conjunction with its cities and towns, may establish and utilize an Urban Growth Area Capacity Bank for unincorporated lands that are removed from the Urban Growth Area.
  - 3.5.1 Portions of the existing Urban Growth Area, which are rural in character or where it has been determined that urban services will not be available, may be removed from the Urban Growth Area
  - 3.5.2 The land capacity associated with undeveloped or underutilized properties removed from the Urban Growth Area may be placed in the Urban Growth Area Capacity Bank in the form of housing and/or employment capacity credits.
    - 3.5.2.1 The land capacity for underdeveloped and underutilized properties shall be calculated using the methodology and assumptions incorporated in the most recent Pierce County Buildable Lands Report.
  - 3.5.3 The Urban Growth Area may be expanded using capacity credits from the Urban Growth Area Capacity Bank.
    - 3.5.3.1 The banked capacity credits should only be utilized for the expansion of the Urban Growth Area when the area is affiliated with a city or town through the designation of a Potential Annexation Area.
  - 3.5.4 Pierce County Regional Council is the body for authorizing distribution of capacity credits from the Urban Growth Area Capacity Bank.
  - 3.5.5 The Pierce County Regional Council shall establish an application and review process for authorizing use of capacity credits.
  - 3.5.6 The Pierce County Regional Council shall consider the following preference in the distribution of capacity credits:
    - 3.5.6.1 Cities and towns that have not had a Potential Annexation Area since 1996;



1 2 3		3.5.6.2	Cities and towns that have had a reduction in their Potential Annexation Area that has resulted in deposits into the Urban Growth Area Capacity Bank;
4 5		3.5.6.3	Cities and towns that have annexed all of their associated Potential Annexation Areas; and
6		3.5.6.4	The creation of logical city or town boundaries.
7 8	3.5.7		towns utilizing capacity credits to expand its Urban Growth Area must ate a commitment to annex the associated property.
9 10	3.5.8		anty will provide an annual report to the PCRC identifying the number of capacity credits in the Urban Growth Area Capacity Bank.
11 12 13	3.5.9	not requir	on in the Pierce County Transfer of Development Rights (TDR) program is ed when the Urban Growth Area is expanded using capacity credits from Growth Area Capacity Bank.
14 15			ment to the Urban Growth Area boundaries shall be referred to the PCRC ecommendation.
16 17 18 19 20 21 22 23 24 25 26	cities. Although ann occur. The County we transitions efficient the foundation for f Annexation Area refor town has identific Annexation Area de	zes that uninexation is possible work with work with the identity. The identity is to an unexated as being signation do thority, in c	ncorporated lands within UGAs are often Potential Annexation Areas for referred, these are also areas where incorporation of new cities could the existing municipalities and emerging communities to make such tification of "Potential Annexation Areas" (PAAs) is intended to serve as egies to annex areas within the urban growth area. A Potential nincorporated area within the designated urban growth area which a city appropriate for annexation at some point in the future. A Potential coes not obligate a jurisdiction to annex an area within a defined timeline. Onsultation with cities and towns, to adopt the urban growth area(s), and
27 28 29 30 31	in partnership with prior to expanding of PAAs may directly in	cities and to or adding to mpact Pierce	derly, and systematic annexations of the urban growth area(s), the County owns, should establish joint planning agreements and annexation plans existing PAAs. Creation of new PAAs prior to the annexation of existing e County government and its service obligations, and may undermine the rated lands into cities and towns.
32 33 34 35 36 37 38	cities and towns ma than the revenue pr potential financial in obstacles. As a mea being unincorporate	y not have a coduced thro ncentives, ir ns to allocat ed "islands"	nd towns to annex land within its respective PAAs. The County recognizes a financial incentive to annex areas that will require more expenditures ough property or sales tax. Jurisdictions need to be creative in identifying addition to establishing partnerships to overcome the financial te resources, the County should prioritize the PAAs, with the highest between cities and towns. Pierce County shall support future a joint planning agreement exists between the County and appropriate



39 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.

- UGA-4 Potential Annexation Areas shall be designated through the Pierce County Comprehensive Plan in consultation with cities and towns.
- 4.1 A city or town shall first identify a Potential Annexation Area(s) within its respective Comprehensive Plan.
- 4.2 Potential Annexation Area boundaries shall be determined with consideration for the following additional factors:
- The VISION 2050 document, including Multicounty Planning Policies; 4.2.1
- The carrying capacity of the land considering natural resources, agricultural land, 4.2.2 and environmentally-sensitive lands;
- 4.2.3 Population, housing, and employment projections;
- 16
- 4.2.4 Financial capabilities and urban services capacities;
- 4.2.5 Consistency and compatibility with neighborhood, local and regional plans;
- 4.2.6 The existing land use and subdivision pattern; and
- 4.2.7 Property access and ownership.
- 4.3 Potential Annexation Areas should not overlap or leave unincorporated urban islands between cities and towns.
  - 4.3.1 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.
  - Cities and towns with existing Potential Annexation Area overlaps should work 4.3.2 toward resolving the existing overlaps.
- 4.4 The urban service areas and freestanding urban growth areas as designated through the Pierce County Comprehensive Plan as of June 30, 2013 shall be recognized as designated Potential Annexation Areas.
  - Urban service area designations approved by the Pierce County Council through its 4.4.1 2013 Comprehensive Plan Amendment Cycle shall be recognized as a Potential Annexation Area.
  - 4.4.2 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.



1 2	UGA-5		•	junction with its cities and towns, shall establish a strategy for future ne urban growth area.
3	5.1	Annexa	tion is pref	erred over incorporation within the urban growth area.
<b>4 5</b>	5.2			exation Areas as identified in the Pierce County Comprehensive Plan shall to an annexation strategy.
6 7		5.2.1		towns are allowed to annex territory only within their adopted Potential on Area as identified in the Pierce County Comprehensive Plan.
8 9 10		5.2.2		on of an area should be phased to coincide with a city or town's ability to be the provision of a full range of urban services to the areas proposed for on.
11 12 13	5.3	unincor	porated ar	cities and towns should proactively coordinate the annexation of eas within the urban growth area that are within each respective city or nnexation Area.
14 15 16		5.3.1	annexatio	ty and each city and town should work towards the establishment of on plans and joint planning agreements, with an exception for lands d with Joint Base Lewis McChord and Camp Murray.
17 18 19			5.3.1.1	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.
20 21			5.3.1.2	An annexation plan should identify a potential schedule for annexation of areas with a city or town.
22 23		5.3.2		ty should explore and implement financial incentives for a city or town to eas associated with its respective Potential Annexation Area.
24 25 26			5.3.2.1	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.
27 28 29			5.3.2.2	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.
30 31 32		5.3.3		ty, and cities and towns, should explore potential partnerships in grant pportunities to overcome obstacles associated with annexing specific
33 34 35		5.3.4	when ann	towns should recognize the financial impacts experienced by the County lexation only encompasses commercial or greenfield areas and avoids esidential development.
36 37 38			5.3.4.1	Cities and towns are encouraged to include a mix of existing commercial, residential, and greenfield areas, where appropriate, in future annexation proposals.

1	5.4	The Cou	inty should prioritize the adopted Potential Annexation Areas for annexation.
2		5.4.1	The County's highest priority should be Potential Annexation Areas representing unincorporated "islands" between cities and towns; and,
<b>4 5</b>		5.4.2	The County shall support annexation for areas in which a joint planning agreement exists between the County and appropriate city or town.
6			oment within the Urban Growth Area rect growth as follows:
8	6.1	First to	cities and towns, centers and urbanized areas with existing infrastructure capacity;
9 10	6.2		to areas that are already urbanized such that infrastructure improvements can be stended; and
11	6.3	Last to	areas requiring major infrastructure improvements.
12 13 14 15		6.3.1	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 determined to be inadequate to meet total population and employment projections consistent with the other policies set forth herein.
16 17	6.4		age efficient use of urban land by maximizing the development potential of existing ands, such as advancing development that achieves zoned density.
18 19 20 21 22 23 24	6.5	capacity the succ density, continu bounda	can Growth Areas in existence prior to the adoption of VISION 2040 may contain of beyond that needed to accommodate the growth target per regional geography for ceeding 20-year planning period based upon existing zoning designations, allowed existing land division patterns, and similar factors. It is permissible for such areas to be designated as Urban Growth Areas. Expansion of these Urban Growth Area ries is acknowledged to be inconsistent with the CPPs and strongly discouraged if the Growth Area expansion is not in accordance with policy UGA-3.3.
25 26 27 28		within the conserves	icies within their respective comprehensive plans, to ensure that development urban growth area uses land efficiently, provides for a wide variety of uses, natural resources, and allows for the connection of communities to an efficient, ented, multimodal transportation system. Policies shall:
29 30 31	7.1	triplexe	for more choices in housing types, including missing middle housing like duplexes, s, fourplexes, rowhouses and townhomes, and moderate increases in density to at least an average net density of four units per acre;
32	7.2	Support	infill and compact development; and
33	7.3	Provide	for land uses that encourage travel by foot, bike and transit.
34 35 36		immediate	r conveniently located, appropriately scaled commercial development to serve the local needs of the surrounding community by encouraging revitalization of decommercial areas before establishing new areas.



UGA-9 Adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty-year population and employment growth targets.

#### Joint Planning

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

- More efficient delivery of services;
- Shared use of public facilities;
- Coordinated permitting processes;
- Cost-sharing for planning and construction of public facilities (e.g., water, sewer infrastructure, parks, etc.);
- Consistent development standards;
- Shared regional data, including GIS data;
- Proactive identification of potential issues.
- UGA-10 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.
  - 10.1 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:
    - 10.1.1 Size of the proposed joint planning study area;
    - 10.1.2 Location of the proposed study area in relation to urban growth boundaries;
    - 10.1.3 Description of the issues proposed to be addressed in the joint planning process;
    - 10.1.4 Proposed end-product of the joint planning process (e.g., amendments to comprehensive plans or implementing ordinances of each jurisdiction, interlocal agreement, etc.);
    - 10.1.5 Proposed resources (e.g., staff, funding, technology, etc.) to be provided by the initiating jurisdiction toward completing the joint planning process; and
    - 10.1.6 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.
  - 10.2 A jurisdiction receiving a proposal for joint municipal-County planning shall respond by either:
    - 10.2.1 Issuing a resolution of its legislative authority indicating an intent to enter into a joint planning process as proposed;



1 2		10.2.2	Entering into discussions with the proposing jurisdiction regarding alternatives to joint planning proposal; or
3 4		10.2.3	Proposing to Pierce County that the proposal be included as part of an appropriate community planning process, if mutually agreeable to all jurisdictions involved.
5 6 7 8 9 10 11 12	10.3	its resort Regional planning forward County	time Pierce County receives more proposals for participation in joint planning than urces will provide, the County shall forward the proposals to the Pierce County of Council (PCRC) for consideration and a recommendation on prioritization based on geneeds. The PCRC shall consider proposals for joint planning that have been led to them and prioritize the proposals according to the probable benefit to the as a whole. Prioritization shall be based on the information included in the proposal, her criteria agreed upon by the PCRC. These criteria could include, but are not to:
13		10.3.1	Rate of growth in the proposed study area;
14		10.3.2	Scope of existing municipal utility provision in the proposed study area;
15 16		10.3.3	Existence of special districts serving both the proposed study area and the municipality;
17 18		10.3.4	Degree to which development standards or comprehensive plan policies may differ between jurisdictions within the proposed study area; and
19		10.3.5	Criteria 10.4.1 through 10.4.3 below.
20 21	10.4		pint planning is required, the joint planning effort shall determine and resolve issues g, but not limited to, the following:
22 23		10.4.1	How zoning, subdivision and other land use approvals in designated urban growth areas of municipalities will be coordinated;
24 25		10.4.2	How appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated;
26		10.4.3	How the rate, timing, and sequencing of boundary changes will be coordinated;
27		10.4.4	How the provision of capital improvements to an area will be coordinated; or
28		10.4.5	To what extent a jurisdiction(s) may exercise extra jurisdictional responsibility.
29	10.5	Joint pla	anning may be based upon factors including, but not limited to, the following:
30		10.5.1	Contemplated changes in municipal and special purpose district boundaries;
31 32		10.5.2	The likelihood that development, capital improvements, or regulations will have significant impacts across a jurisdictional boundary; or
33 34		10.5.3	The consideration of how public facilities and services are and should be provided and by which jurisdiction(s).



1 2 3 4 5	UGA-11	providing Area. Suc	ty and each municipality shall enter into an interlocal cooperation agreement for the approval and delivery of public facilities and services in the Urban Growth h further agreements shall include, where appropriate, provisions relating to services w enforcement and schools and the services of special purpose districts and other oviders.
6 7 8		Capital fac	d Services cilities plans shall identify existing, planned, and future infrastructure needs within bwth Areas.
9 10	12.1		unty and each municipality in the County should identify appropriate levels of service neurrency standards that address schools, sewer, water, and parks.
11 12	12.2		unty and each municipality in the County shall identify appropriate levels of service ltimodal concurrency standards that address roads.
13 14 15	UGA-13	shall adop	e delineated urban growth areas, the County, and each municipality in the County, of measures to ensure that growth and development are timed and phased twith the provision of adequate public facilities and services.
16 17 18 19 20 21	13.1	and ser agencie the serv may alle	acy" shall be defined by locally established service level standards for local facilities vices both on the site and off-site. For facilities and services provided by other is, adequacy shall be defined by level of service standards mutually agreed upon by vice provider and the jurisdiction served. The definition of levels of service standards ow for the phasing-in of such standards as may be provided in the capital facilities t of County or municipal comprehensive plans.
22	13.2	"Public	facilities" include:
23 24		13.2.1	Streets, roads, highways, sidewalks, street and road lighting systems, and traffic signals;
25		13.2.2	Domestic water systems;
26		13.2.3	Sanitary sewer systems;
27		13.2.4	Storm sewer systems;
28		13.2.5	Park and recreational facilities; and
29		13.2.6	Schools. services" include:
30	13.3	"Public	services" include:
31		13.3.1	Fire protection and suppression;
32		13.3.2	Law enforcement;
33		13.3.3	Public health;
34		13.3.4	Education;
35		13.3.5	Recreation;



- 13.3.6 Environmental protection;
- 13.3.7 Access to broadband internet; and
- 13.3.8 Other governmental services, including power, transit, and libraries.
- 13.4 Public Sanitary Sewer Service. The following policies shall be applicable to the provision of public sanitary sewer service in the County and its municipalities:
  - 13.4.1 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 13.4.2 a. and b. below.
  - 13.4.2 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;
      - (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.
    - 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:
      - Sewer service will remedy ground water contamination and other health problems by replacing septic systems and community on-site sewage systems;
      - (ii) A new municipality incorporates;
      - (iii) A formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area; or
      - (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 13.4.2(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.

#### 13.4.3 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; and
    - 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) 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) The density of development on the property increases;
- (iv) The existing septic system was originally permitted as an interim system to be abandoned when sewers became available; or
- (v) A municipality had a mandatory policy.
- 13.4.4 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; or
    - (v) Municipally imposed surcharges to fund sewer improvements in the jurisdictions where the surcharges are collected.
- 13.4.5 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.
- 13.5 Non-Municipal Service-Provision Entities.
  - 13.5.1 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.
  - 13.5.2 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.
- 13.6 Urban government services shall be provided primarily by cities and urban government services shall not be provided in rural areas.



- 13.7 Public facilities and services will be considered available "at the time of development" as follows:
  - 13.7.1 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:
    - 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. Ssers fees and charges;
    - f. Utility fees; or
    - g. Other.
  - 13.7.2 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.
  - 13.7.3 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.
- 13.8 Public facility and service adequacy shall be determined by the County, and each municipality in the County, based upon:
  - 13.8.1 The specific public facility or service;
  - 13.8.2 The adopted or established level of service standard;
    - a. Established by each municipality for local facilities and services;
    - By mutual agreement between provider and municipality served for other facilities and services; or
    - Established through interlocal agreements for cross-jurisdictional facilities and services.
  - 13.8.3 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; and





neighborhood character.

- 15.3 Freestanding cities and towns should provide more concentrated and varied housing options than surrounding rural areas.
- UGA-16 At a minimum, Freestanding 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, Freestanding Cities and Towns may have direct connections to the local public transportation system.

## 5 6

### 10 11 12 13

9

### 14 15 16

17

### 18 19 20 21 22 23

### 24 25 26

27

### 28 29 30 31 32

### 34 35 36 37

33

39 40 41

38

42 43 44

46 47 48

45

### 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 (collectively referred to as "Parties"). 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 (CPPs).
- The Pierce County Countywide Planning Policies provide for amendments to be B. 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 May 17, 2022.
- E. The amendment proposes changes to policies for consistency with Vision 2050. the central Puget Sound region's multi-county planning policies, and the Growth Management Act. The amendment incorporates three types of changes to the document, 1) reformatting of the document, 2) editing background text and 3) editing of existing policies and addition of new policies. The extent of these

F.

8 9

10 11

12 13 14

15

16

17 18

> 19 20

22 23

24

25 26

27 28

29

30

31 32 33

34 35 36

changes necessitates the replacement of the existing CPPs with updated CPPs that shall supersede the current CCPs. The Parties agree that the prior CCPs are hereby replaced in their entirety upon effectiveness of this Agreement and shall supersede and replace the CCPs dated May 10, 2020, and that the prior CPPs shall have no further force or effect.

The Pierce County Regional Council recommended adoption of the proposed policy changes at its December 16, 2021 meeting.

### **PURPOSE:**

**DURATION:** 

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

## 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.

#### 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, adopting Amendments updating the Pierce County Countywide Planning Policies.

IN WITNESS WHEREOF

This agreement has been executed by _	
This agreement has been executed by	(Name of City/Town/County)
BY:	(Mayor/Executive)
DATE:	
Approved:	
BY:	(Director/Manager/Chair of the Council)
Approved as	s to Form:
BY:	(City Attorney/Prosecutor)
Approved:	
BY:	(Pierce County Executive)



### Attachment

Proposed Countywide Planning Policies (CPPs) Document to update and replace existing CPPs

Consistency with Vision 2050 and the Growth Management Act

# **Pierce County Countywide Planning Policies**



#### **Acknowledgements Page**

City of Auburn – Mayor Nancy Backus City of Bonney Lake – Deputy Mayor Justin Evans City of Buckley - Mayor Pat Johnson Town of Carbonado – Mayor Wally Snover City of DuPont - Councilmember Leo Gruba Town of Eatonville - Councilmember Emily McFadden City of Edgewood – Councilmember Nate Lowry City of Fife – Deputy Mayor Bryan Yambe City of Fircrest – Councilmember Shannon Revnolds City of Gig Harbor – Councilmember Bob Himes City of Lakewood – Deputy Mayor Jason Whalen City of Lakewood - Councilmember Paul Bocchi City of Milton – Councilmember Susan Johnson City of Orting – Mayor Joshua Penner City of Pacific – Councilmember David Storaasli Pierce County Executive Bruce Dammeier Pierce County Council - Councilmember Derek Young Pierce County Council – Councilmember Dave Morell Pierce County Council - Councilmember Ryan Mello Port of Tacoma – Commissioner Deanna Keller City of Puyallup – Councilmember Cynthia Jacobsen City of Puyallup – Councilmember Net Witting City of Roy – Councilmember Yvonne Starks Town of Ruston – Mayor Bruce Hopkins Town of South Prairie Town of Steilacoom - Councilmember Roger Neal City of Sumner - Councilmember Patrick Reed City of Tacoma – Councilmember John Hines City of Tacoma - Councilmember Catherine Ushka City of Tacoma – Councilmember Robert Thoms City of University Place – Councilmember Denise McCluskey City of University Place – Councilmember Stan Flemming Town of Wilkeson - Councilmember Mark Zumba

Ex-Officio Members:
Pierce County Library District
Pierce Transit
Puget Sound Regional Council
Puyallup Tribe of Indians
South Sound Military & Communities Partnership
Tacoma-Pierce County Health Department
Washington State Department of Transportation



### **Table of Contents**

2		
3	Acknowledgements Page	5
4	Introduction	
5	Users Guide and Rules of Interpretation	10
6	Affordable Housing	
7	Agricultural Conservation and Lands	16
8	Amendments and Transitions	19
9	Buildable Lands	21
10	Centers	24
11	Community and Urban Design	37
12	Economic Development and Employment (Urban)	39
13	Education	
14	Environment	
15	Essential Public Facilities	
16	Fiscal Impact	62
17	Growth Targets	
18	Health, Healthy Communities, and Healthy Community Planning	66
19	Historic, Archaeological, and Cultural Preservation	
20	Military Installations and Compatibility	74
21	Rural Areas	
22	Transportation Facilities and Strategies	
23	Tribal Consultation, Coordination, and Lands Compatibility	
24	Urban Growth Areas	94
25		

### Introduction

2 3

4

5

25

26

27

28

30

32

33

34

35

36 37

38

39

40

41 42

43

44 45

46

48

49 50

### Pierce County at a Glance

Pierce County is located in the south Puget Sound region of Washington State and spans an area of approximately 1,800 square miles, including portions of the Sound. It is bound by Kitsap and King Counties to the north, Mason and Thurston Counties to the west/southwest, Yakima County to the east, and Lewis County to the south. Formed out of Thurston County on December 22, 1852 by the legislature of Oregon Territory, Pierce County was named for U.S. President Franklin Pierce.

There are 23 cities and towns within Pierce County, in addition to the unincorporated urban, rural, and 8

resource lands, tribal lands, and the military land 10 associated with Joint Base Lewis-McChord and Camp Murray. It is the second most populous 11 12 county in the State of Washington and is home 13 to 12% of the total State population as of the 2020 Census. The 2020 Census reported a total 14 15 population of 921,130 persons and a population 16 density of 552 persons per square mile of land. The incorporated jurisdictions range from a large 17 18 metropolitan city of over 200,000 in population, 19 to mid-range cities of 20,000-70,000 in population, to smaller cities and towns with a 20 few hundred or thousands in population. The 21 majority of incorporated jurisdictions are under 13,000 in population as of 2020. [U.S. Census 23

Bureau, 2020 and 2010 Census Redistricting

Data (Public Law 94-171) Summary File].

### PLACEHOLDER FOR MAP OR ORTHO PHOTO OF PIERCE COUNTY

Pierce County's moderate climate, combined with a contrasting geography of water and mountains, encourages a wealth of year-round outdoor activities. There are miles of Puget Sound waterfront, Mount Rainier National Park, numerous freshwater lakes, alpine and cross-country skiing, and nationally ranked year-round golf courses. Major industries include aerospace, healthcare, technology, agriculture, timber products, and military installations at Joint Base Lewis-McChord. The Port of Tacoma serves as a major contributor to the movement of goods with direct connection to the Interstate 5 corridor, industry operations, and maritime activity as well as general regional job creation within and outside the physical boundary of the Port.

### Pierce County Regional Council (PCRC)

PCRC is the county's body of elected leaders from the county and each city and town, for regional coordination of countywide policies. PCRC is responsible for coordinating planning efforts among jurisdictions, agencies, federally recognized tribes, ports and adjacent regions, where there are common border or related regional issues to facilitate a common vision. PCRC monitors implementation of VISION 2050 to evaluation the progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation and public service provisions of the CPPs. PCRC is supported by two staff committees: the Growth Management Coordination Committee (GMCC) and the Transportation Coordinating Committee (TCC).

### **Interlocal Agreement**

In the early 1990s, per RCW 36.70A.210, Pierce County and its cities and towns entered into an Interlocal Agreement that provided for a framework for the development, and adoption of Countywide Planning 47 Policies (CPPs). This original agreement was initiated through Pierce County Council Resolution No. 91-172. The initial CPPs were developed and ratified in accordance with the provisions of the interlocal agreement as of June 30, 1992 as documented through Pierce County Ordinance No. 92-74. The CPPs provide additional guidance in the development of local comprehensive plans. Updates to the CPPs have

since been implemented through ratification per the interlocal agreement.

### Adoption and Ratification

- 3 Per the interlocal agreement, the adoption of the initial CPPs and subsequent amendments are approved
- 4 through ratification by Pierce County and its cities and towns. For a proposed amendment to be
- 5 approved, 60 percent of the jurisdictions, representing a minimum of 75 percent of the population must
- 6 support it. Evidence of a jurisdiction's ratification can be through 1) the execution of an interlocal
- 7 agreement, or 2) through a jurisdiction taking no action indicating opposition within a 180-day timeframe.

### 8 Background and Statutory Framework - Growth Management Act

- 9 Under the Growth Management Act (GMA), RCW Chapter 36.70A, the comprehensive plan of each
- 10 county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent
- 11 with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with
- 12 which the county or city has, in part, common borders or related regional issues. Under RCW
- 13 36.70A.130, counties and cities are required to take action periodically to review and, if needed, revise
- 14 their comprehensive plans and development regulations to ensure the plan and regulations comply with
- 15 the requirements of the Growth Management Act (GMA.)
- 16 RCW 36.70A.210 establishes the requirement for Countywide Planning Policies (CPPs.) A "countywide
- 17 planning policy" is a written policy statement or statements used solely for establishing a countywide
- 18 framework from which county and city comprehensive plans are developed and adopted. CPPs ensure
- 19 that city and county comprehensive plans are consistent as required in RCW 36.70A.100. CPPs do not
- alter the land-use powers of cities. RCW 36.70A.210 (3) lays out the minimum policies that must be
- 21 included in CPPs.

37

38

39 40

41 42

43

44

45

46 47

48

49

50

- 22 While counties are not required to update their countywide planning policies (CPPs) in RCW 36.70A.130,
- 23 it is important for counties to regularly review existing CPPs to see if any changes are needed and, if so,
- 24 to revise as necessary in collaboration with cities. For instance, such a review is needed when the
- 25 multicounty planning policies are updated, when the GMA or other statutes affecting land use planning
- 26 are adopted or amended. In addition, per RCW 36.70A.215, amendments to CPPs must be considered if
- 27 any new information or analysis that impacts the "Buildable Lands Program" is identified during such a
- 28 review, per <u>RCW 36.70A.215(2)(d)</u>.

### 29 VISION 2050 – A Plan for the Central Puget Sound Region

- 30 VISION 2050 is the long range growth management, environmental, economic and transportation strategy 31 for the central Puget Sound region, adopted in October 2020 by the Puget Sound Regional Council 32 (PSRC) General Assembly.
- The <u>Puget Sound Regional Council</u> (PSRC) is a body representing local jurisdictions, governments and agencies from Pierce, Kitsap, Snohomish and King Counties. Representatives from these governments and agencies convene to make decisions on transportation, growth management and economic development.
  - The PSRC, together with the Multicounty Planning Policies (MPPs) adopted in VISION 2050, fulfill the Washington State Growth Management requirement of developing MPPs, and serve to implement guidelines and principles required by RCW 47.80 "Regional Transportation Planning Organizations". VISION 2050 begins by stating:

"Puget Sound is the largest marine estuary by volume in the United States. It connects the region to the Pacific Ocean and joins Washington and British Columbia together as part of the greater Salish Sea. The Snohomish, Puyallup, Green, Duwamish, Cedar, and many other rivers and streams flow through the central Puget Sound region and define distinct river basins that encompass cities, farms, forests, and mountains. It is this unique and remarkable natural environment that has drawn people to Puget Sound and sustained them for thousands of years" "Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and

1

9 10 11

12 13 14

15 16 17

18 19

20 21 22

23

24 25 26

27 28

29 30 31

32 33

34 35 36

legacy of respect for the land and natural resources. These sovereign tribal nations enrich the region through environmental stewardship, cultural heritage, and economic development, and collaborate with local governments to shape the region's future"

"From vibrant urban neighborhoods to charming small towns, the region is rich with a diversity of distinct communities that are now home to more than 4 million people. From timber to shipbuilding, aviation to tech, the region's economy continues to innovate, transform, and attract people from across the U.S. and world."

An overarching vision for 2050 is identified as:

"The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy" To this end, the Multicounty Planning Policies (MPPs) contained within VISION 2050 support and implement the Regional Growth Strategy, the Regional Transportation Strategy and the Regional Economic Strategy.

In order to achieve the stated Vision and implement the Regional Strategies, the MPPs provide background context, data analysis and policy direction related to 14 specific areas:

- Climate
- Community
- Diversity
- **Economy**
- Environment
- Equity
- Health
- Housing
- Innovation
- Mobility and Connectivity
- Natural resources
- Public Facilities and services
- Resilience
- Rural Areas

The Pierce County CPPs are intended to be consistent with the MPPs and are one of the primary mechanisms for VISION 2050 to be implemented at the local level.

Each of chapters below discuss the MPPs in more detail, how VISION 2050 is applicable to the CPPs, and provides a framework and policy guidance for the jurisdictions of Pierce County.

Jurisdictions are required by VISION 2050 to individually update their local Comprehensive Plans and other long range planning documents for consistency with VISION 2050.

### **Users Guide and Rules of Interpretation**

### **Applicability**

2

14

21

24

29 30

31

32

33 34

35

36

37

39

40

41

43 44

45

46

48

49

50

The Countywide Planning Policies are intended to be the consistent "theme" of growth management planning among Pierce County jurisdictions. The policies also establish processes and mechanisms designed to foster open communication and feedback among the jurisdictions.

CPPs apply only to jurisdictions located within Pierce County. The vast majority of the CPPs apply to both the county and the cities and towns within the county. However, some policies apply only to the County, such as the rural lands chapter, and some policies apply only to cities and towns.

Some of the CPPs direct and encourage jurisdictions to cooperate and participate with other agencies and entities that are not bound to the CPPs. The CPPs are not intended to remove the local authority of the jurisdictions to rely on their own local input and unique circumstances as the guiding principles when cooperating and participating with other agencies. If desired by the local jurisdiction, the CPPs may be

13 used as a framework for jurisdictions to draw from in these efforts.

### Expectations of Jurisdictions

The local comprehensive plans of the county and the cities and towns are expected, and required by GMA, to be consistent with the CPPs. How a jurisdiction chooses to comply with the policies of the CPPs is left to the local control of the jurisdictions. It is the expectation that jurisdictions will review their local comprehensive plans and update them for consistency with the CPPs during each GMA mandated "periodic update", at a minimum.

In order for the CPPs to be implemented, all jurisdictions must take certain actions to further the goals and

In order for the CPPs to be implemented, all jurisdictions must take certain actions to further the goals and policies. However, not every CPP requires every jurisdiction to undertake every action listed below. When not explicit in the policies, it is up to the local control of the jurisdictions to determine which local action are necessary and appropriate, based on the applicability of the policy and the local resources and circumstances of the jurisdiction.

These actions may take a number of forms including but not limited to: adoption and/or amendments of long range plans and regulations, studying of issues, mapping of areas, creation and/or implementation of programs, participation/coordination by elected officials and staff in various arenas, expenditure of funds, public participation, education and outreach, and other appropriate and legal governmental actions.

#### Definitions and Use of Terms

Words and terms used in the Countywide Planning Policies shall be defined as set forth in the Policies and in the Growth Management Act to the extent defined therein. To the extent not defined therein, words and terms shall be given their plain and ordinary meanings.

The use of the terms "jurisdictions" and "municipalities" are synonymous with "county" and "cities and towns".

The term "shall" is intended to be mandatory; the terms "may" and "should" are advisory only. While the terms "shall" and "will" are mandatory, it shall be understood and implied that the policy statement in which they are used is applicable to a municipality and/or the County only when, through objective determination, the circumstances on which the Policy is premised are relevant.

When a policy does not use the term "shall" or have specific applicability direction, it is intended that said policy will be implemented to the best of the ability of each jurisdiction, based on applicability of the circumstances in which the policy is premised, and the resources and ability of the jurisdiction to address the issue.

The term "Consider" is used throughout the CPPs and uses the plain and ordinary meaning, "to think about something carefully, typically before making a decision".

The term "Coordinate" is meant to encourage, and require where appropriate, a jurisdiction to participate in conversations and other forums at an inter-jurisdictional level. Coordination may be necessary, to achieve the intent of a policy or to address a regional issue. "Coordination" in itself, does not require the

### Users Guide and Rules of Interpretation

adoption or creation of policies or regulations. A jurisdiction may, or not, find it in their best interest, and choose to adopt policies or regulations as a result of their coordination efforts.

Terms such as "Assist", "In conjunction with", "Cooperatively", and the like, are similar in nature to the concept of "Coordinate" in that they are usually associated with an issue that requires participation at in inter-jurisdictional level. These terms, however imply a more active role in the conversation by providing local perspective, data and analysis, and staff time to achieve the intent of the policy.

Terms such as "Plan for", "Adopt", "Designate", and the like, imply that an action may be necessary to assure the policy is implemented and are usually associated with requirements of the Growth

Management Act or VISION 2050. It is up to the local control of the jurisdiction to determine the scope and content of the plan, adopted material, or designated item.

Terms such as "Support", "Encourage", "Promote", "Advance", and the like, are usually associated with an issue or scenario that requires an inter-jurisdictional approach to achieve the intent of the policy. Jurisdictions are expected to, as local circumstances and applicability allow, give credence to the issue or

scenario and assist where possible, to further the intent of the policy.



2

3

4

6

10

11 12

13

### **Affordable Housing**

#### Introduction

3

4

5

12 13

14 15

16

17

18

19

20

21 22

23

24 25

26 27

28

29 30

31

32 33

34 35

36

37

38

39 40

41 42

43 44

45

46

Housing determines health. Whether one has accessible, affordable, safe, healthy, and stable housing affects one's ability to attain full health potential. Those with fair and equitable access to attainable and stable housing experience less stress and better mental well-being. Conversely, individuals and families experiencing homelessness are constantly exposed to high health and safety risks.

experiencing homelessness are constantly exposed to high health and safety risks. Housing location has a direct link to access to opportunities. Co-locating affordable and attainable housing with living wage jobs, schools, parks, and other amenities can reduce cost burdens for every household, improve our economy, enrich social life, support health, and improve quality of life. Healthy and adequate housing meets basic human needs and minimizes threats to health and safety, such as allergens and other hazards. Resilient housing located away from potential hazards can lessen the stresses of the changing climate, increase household and community resiliency, and prevent negative health impacts.

### Background - Growth Management Act

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

#### **Resource:**

This <u>Housing and Health Logic Model</u> provides a menu of evidence-based policies and strategies to improve health, well-being and quality of life.

"affordable housing" is defined in RCW 36.70A.030(2) as follows:

- (2) "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:
  - (a) For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or
  - (b) For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

The Washington State Growth Management Act requires the adoption of countywide planning policies establish a consistent county-wide framework from which county and city comprehensive plans are developed and adopted. RCW 36.70A.210 requires each county to adopt policies for housing which, .3, at a minimum, "consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution" [RCW 36.70A.210(3)(e)].

A countywide housing planning policy shall at a minimum, address the following:

"Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;"

The Washington State Growth Management Act also identifies mandatory and optional plan elements. [RCW 36.70A.070 and .080]. A Housing Element is a mandatory plan element that must at a minimum comply with 2021 E2SHB 1220.

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

Thus, the land use element, relying upon estimates of future population, growth, average numbers of persons per household, and land use densities, and assumptions about what type of housing each

49 economic segment will need will indicate how much (and where) land needs to be made available to

accommodate the identified housing needs. The capital facilities, transportation and utilities elements

then provide choices about when and how public facilities will be provided to accommodate the projected

1 housing, by type, density and location and other factors such as equitable distribution of public 2 investments.

### 3 Background - VISION 2050

The Multicounty Planning Policies (MPPs), named VISION 2050 and produced by the Puget Sound Regional Council (PSRC), include policies and actions as well as the Regional Growth Strategy, which promotes a focused regional growth pattern and serves as a guide for counties and cities as they set local growth targets through their countywide processes to implement the strategy. PSRC and local jurisdictions are expected to address these actions through their planning and work programs.

#### Policies

- AH-1 Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation and with Policy AH-8 regarding displacement.
- AH-2 Plan to meet their affordable and moderate-income housing needs goal by utilizing a range of strategies that may include a Housing Action Plan and will result in the preservation of existing housing, and the production of new, affordable and moderate-income housing that is safe and healthy.

Washington State is consistently considering new legislation related to affordable housing and mandates on City's regulatory authority. Jurisdictions are expected to adhere to this legislation regardless of the CPPs. The CPPs should be updated if mandated by State legislation.

Jurisdictions should consider the availability and proximity of public transportation, governmental and commercial services necessary to support residents' needs, and prioritize density and investment in these areas.

- 2.1 Jurisdictions should consider adopting reasonable measures and innovative techniques (e.g., moderate density housing, clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher- density affordable and moderate-income housing stock on residentially zoned vacant and underutilized parcels.
- AH-3 Determine the extent of the need for housing affordable for all economic segments of the population, with special attention paid to the historically underserved, both existing and projected for its jurisdiction over the planning period, and shall encourage the availability of housing affordable to all economic segments of the population for each jurisdiction.
  - 3.1 Affordable housing needs not typically met by the private housing market should be addressed through more coordinated countywide and regional approaches/strategies.
  - 3.2 Each jurisdiction may adopt plans and policies for meeting its affordable and moderate income housing needs in a manner that reflects its unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation.
    - 3.2.1 Jurisdictions with designated regional centers should consider incorporating affordable housing allocations as part of their adopted allocations for these centers.



advance their public benefit, provide flexibility, and minimize costs to housing.

All jurisdictions should review and streamline development standards and regulations to

5.2

41

1 2	AH-6		s, shall periodically monitor and assess their te their 20-year population allocation.	r success in meeting the housing needs to
3 4 5	6.1	local sou	tions should utilize the available data and a arces to monitor their progress in meeting h Management Act comprehensive plan upda	nousing demand as part of the required
6 7 8 9	6.2	evaluate	vide housing allocations shall be monitored d to determine if countywide needs are bein all regulatory, programmatic, and financial	ng adequately met; the evaluation should
10 11 12		6.2.1	Each jurisdiction should provide, if avail units created, preserved, or rehabilitated Report.	
13 14		6.2.2	Jurisdictions should consider using a conevaluations to facilitate the countywide n	
15 16 17		6.2.3		Report, a report should be forwarded from ouncil (PCRC) addressing the progress in
18 19 20	AH-7	middle-inco	encourage homeownership opportunities for me families and individuals while recognize thip opportunities for communities of color	ting historic inequities in access to
21 22 23 24 25 26 27 28 29 30 31 32 33	AH-8 8.1	income hous investments, pressure, and minimize, the mitigate its in Metropol Capacity implements coordinate being at	should identify potential physical, economic scholds and marginalized populations that reprivate redevelopment, and market discussion are cultural and physical displacement and impacts to the extent feasible.  Solitan Cities, Core Cities, and High-ransit Communities will develop and cent strategies to address displacement in ation with the populations identified of risk of displacement, including residents, I rhood-based small business owners.	See VISION 2050 Background in "Growth Targets" Chapter and "Urban Growth Areas" Chapter for additional information on the Regional Growth Strategy and regional geographies.
33 31				

### **Agricultural Conservation and Lands**

#### Introduction

Agricultural lands serve an important purpose to Pierce County and the region at large. Accessible food and goods sources are necessary to support a growing population. There are ongoing pressures to develop agricultural lands, so preservation of these lands is crucial because once they are developed with improvements there is often not an opportunity to return the land for agricultural purposes in the future.

7 While most remaining agricultural lands are within the unincorporated rural area, the preservation of

agricultural lands impacts the well-being within all jurisdictions.

- 9 Pierce County's Comprehensive Plan outlines the requirements to be designated as Agricultural Resource
- 10 Lands to meet the Growth Management Act (GMA) requirements; however, cities and towns may also
- 11 adopt their own policies to preserve Agricultural Resource Lands within their respective jurisdictions.
- 12 These natural resources are an important part of the regional economy, providing jobs, tax revenue,
- 13 valuable products, and raw materials for local use and export. Agricultural lands also provide aesthetic,
- recreational, and environmental benefits to the public while contributing to the diverse character of Pierce
- 15 County.

### 16 Background - Growth Management Act

- 17 The Washington State Growth Management Act identifies the maintenance and enhancement of natural
- 18 resource-based industries, including productive agricultural industries, and the conservation of productive
- 19 agricultural lands as planning goals to guide the development and adoption of comprehensive plans and
- 20 development regulations. [RCW 36.70A.020(8)]. While the expression of planning goals in the Growth
- 21 Management Act is linked to "natural resource industries," including productive timber and fisheries, a
- 22 separate policy for Agricultural Lands has been developed because of their unique importance in Pierce
- 23 County and their relationship to urban growth area boundaries and policies.
- 24 The designation of agricultural lands per the Growth Management Act includes lands "that are not already
- 25 characterized by urban growth and that have long-term significance for the commercial production of
- 26 food or other agricultural products." [RCW 36.70A.170(1)(a)]. The Washington Administrative Code
- 27 Section 365-196-480 includes guidelines for designating agricultural lands pursuant to RCW 36.70A.050.
- 28 Although the Growth Management Act does not expressly require a countywide planning policy on
- 29 agricultural lands, the requirement was added by the Interlocal Agreement: Framework Agreement for the
- 30 Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R91-172,
- 31 September 24, 1991).

### 32 Background - VISION 2050

- 33 VISION 2050 recognizes agricultural resource lands under the Natural Resource Lands regional
- 34 geography. Since the agricultural land in the central Puget Sound region is among the most productive in
- 35 Washington State VISION 2050 also recognized that the loss of these lands, along with their productivity,
- 36 has impacts on the environment, including air and water quality and quantity, our economy, and
- 37 ultimately the health of the region's people. Under the Regional Growth Strategy, they are to be
- 38 permanently protected from incompatible uses and fragmentation.
- 39 VISION 2050 identifies threats to the region's agricultural lands, including urban development,
- 40 incompatible adjacent land uses, and the loss of supporting services. VISION 2050 seeks to permanently
- 41 protect these key agricultural resource lands. The Multicounty Planning Policies calls for conserving the
- 42 region's natural resource lands, establishing best management practices that protect the long-term
- 43 integrity and productivity of these lands, limiting the conversion of these lands, and ensuring that
- 44 development does not adversely impact these lands.

#### Policies

45 46

47

48

49

AG-1 Jurisdictions choosing to designate agricultural lands of long-term commercial significance, shall do so using the methodology and criteria stated in WAC 365-190-050. Cities are encouraged to coordinate their agricultural resource lands designations with the County and adjacent jurisdictions and are encouraged to adopt the same criteria.



1	1.1	Consistency with WAC 365-190-050 shall be based on the following factors:
2		1.1.1 The land is not already characterized by urban growth;
3		1.1.2 The land is used or capable of being used for agricultural production; and
4		1.1.3 The land has long-term commercial significance for agriculture.
5	1.2	Consider food security issues, including providing food supplies for food banks, schools and institutions, vocational training opportunities, and preserving heritage or artisanal foods.
7 8 9	1.3	Consider the minimum amount of agricultural land county-wide necessary to maintain economic viability for the agricultural industry, and retain businesses supporting agriculture such as processors, suppliers, distributors, and equipment dealers.
10 11 12	1.4	Agricultural lands should be designated through consultation with the public and stakeholders such as, local conservation districts, and organizations promoting farming and local agricultural producers.
13 14		furisdictions choosing to designate agricultural land, shall achieve agricultural preservation hrough:
15 16 17	2.1	Implementing agricultural area zoning that maintains large minimum lot sizes in agricultural areas, prohibition of conversion to non-farm uses and urban scale development, and flexible approaches such as clustering;
18	2.2	Buffering agricultural areas from urban development;
19 20	2.3	Avoiding location of major new roads or capacity expansions in agricultural areas unless management is controlled to inhibit intrusion of non-farming uses;
21	2.4	Purchase of development rights;
22 23 24	2.5	Transfer of development rights within the jurisdiction, including the designation of receiving zones for agricultural development rights and between jurisdictions, including the designation of receiving zones by local agreement;
25	2.6	Lease of development rights for a term of years;
26 27	2.7	"Anti-nuisance" laws to protect agricultural activities from being defined as a public nuisance;
28	2.8	Preferential tax treatment ("use value assessment");
29 30 31 32	2.9	Other innovative techniques including, but not limited to, purchase-leaseback through issuance of bonds, university purchase for research, and prevention of the formation of improvement districts or the creation of benefit assessments within designated agricultural preservation areas; or
33	2.10	Reduced fee structure for agricultural related permitting.
34 35 36	ŗ	furisdictions choosing to designate agricultural lands, shall address the effect of practices on non- point source pollution and groundwater impacts including the use of "best management practices" o reduce pesticides and fertilizers, and minimize risk to human health and the environment.

37 AG-4 Jurisdictions choosing to designate agricultural lands, shall work to:

1	4.1	Protect agricultural areas from encroachment by incompatible uses;
2	4.2	Encourage related development such as farmers markets and roadside stands;
3 4 5	4.3	Protect smaller-sized agricultural parcels which are not individually viable for agricultural Production but, which are within a large area of more viable parcels should be considered for designation; and
6	4.4	Provide agricultural surface water drainage and avoid draining of water from high-density residential areas to agricultural lands.
8 9	AG-5	Jurisdictions choosing to designate agricultural lands, shall address the conversion of agricultural land from agricultural to non-agricultural use by:
10	5.1	Establishing criteria for zoning changes and comprehensive plan amendments; and
11 12 13	5.2	Establishing legal and financial mechanisms so that property owners realize economic value that would have accrued from conversion, but land remains in agricultural use if within Urban Growth Areas.
14 15 16 17 18	AG-6	Jurisdictions choosing to designate agricultural lands, shall ensure that prime agricultural lands are preserved and protected by the enactment of appropriate land use controls; or by including the land in the urban growth area boundary of a municipality only if the municipality has delineated standards and criteria relating to preserving the agricultural lands, and transfer and purchase of development right programs.
19 20	AG-7	Jurisdictions choosing to designate agricultural lands, shall coordinate agricultural land preservation policies with other Countywide Planning Policies through:
21 22 23	7.1	Correlating agricultural land preservation policies with urban growth area policies and with public facility and service provision policies to avoid the extension of urban services to areas intended for continued agricultural use;
24 25 26	7.2	Ensuring that public facility and service extension, even if not directly serving the agricultural lands, do not stimulate the conversion of agricultural land or make its preservation and protection more difficult; and
27	7.3	Joint jurisdictional planning of agricultural land.
28 29 30 31	AG-8	Encourage the development and implementation of community plans and programs, such as community gardens and farmers' markets, to support agricultural farmland, and aquatic uses that facilitate the production and distribution of fresh and minimally processed healthy foods, and encourage equitable access to those resources.

### **Amendments and Transitions**

### Introduction

The Pierce County Countywide Planning Policies is a living document that fosters coordination between jurisdictions within Pierce County. It is anticipated that the Countywide Planning Policies will be amended periodically to address current topics and needs. The Amendments and Transition policies establish the framework to amend and ratify the Countywide Planning Policies.

### **Policies**

2

8

9

10

11

12

13

14

15

16

17

18

19

20

21

2223

24

25

26

27

28 29

30

31

32

33

34

35

- AT-1 Countywide Planning Policies adopted pursuant to the Growth Management Act may be amended by Pierce County and ratified by the municipalities in the county.
  - 1.1 Ratification of amendments to the Countywide Planning Policies requires the affirmative vote of 60% of the affected governments in the county representing a minimum of 75% of the total Pierce County population as designated by the State Office of Financial Management at the time of the proposed ratification.
  - 1.2 Demonstration of ratification shall be by execution of an interlocal agreement or the absence of a legislative action to disapprove a proposed amendment.
    - 1.2.1 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.
  - 1.3 An amendment to the Countywide Planning Policies or to any individual policy (all hereinafter referred to as proposed amendments) may be initiated by the County or any municipality in the county or by the Pierce County Regional Council. The proposed amendment shall include the following:
    - 1.3.1 The exact language of the proposed amendment (shown in "strike out" for deletions and "highlight" for additions); and
    - 1.3.2 A brief explanation of the need for the proposed amendment, including the factors, data or analyses that have changed since the original adoption of the Countywide Planning Policies and/or the experiences with the existing Countywide Planning Policies that have prompted the proposed amendment.
  - 1.4 A proposed amendment to the Countywide Planning Policies shall be initially referred to the Pierce County Regional Council (PCRC) for analysis and recommendation.
- AT-2 The PCRC shall have the following responsibilities in addition to those already specified in the Interlocal Agreement: Framework Agreement for the Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R2006-8, dated March 21, 2006):
  - 2.1 Development of model, uniform implementation methodologies for the County, and all cities in the County, to be used at their discretion;
- 37 | 2.2 Assistance in resolution of interjurisdictional disputes;
- 38 2.3 Input to joint planning issues in Urban Growth Areas;
- 39 2.4 Input with respect to Countywide facilities;
- 40 2.5 Advice and consultation on phased development, short plats, vested rights and related issues;

### Amendments and Transitions

1	2.6	Coordination of these responsibilities with the Puget Sound Regional Council;
2 3	2.7	Making a recommendation on the respective location of municipal and the County Urban Growth Area boundaries consistent with these policies;
4	2.8	Making a recommendation with regard to dissolution of the Boundary Review Board;
5	2.9	Monitoring development in the County, including population and employment growth and its effect on the development capacity within urban growth areas; and
7	2.10	Advice and consultation on population, housing, and employment growth targets.
-		



#### **Buildable Lands**

#### Introduction

3

4

5

11 12

13

14 15

16

17

18

19 20

21

2223

24

25

26

27

28

29

30 31

32

33

3435

36

37

38

While the County is the administrator of the Buildable Lands Program per the Growth Management Act, the cities and towns are necessary partners and major contributors to the monitoring and evaluation program and use the information in their local comprehensive planning. It is important to have consistent policies and coordination within the Countywide Planning Policies to implement the Program across all jurisdictions. Background - Growth Management Act RCW 36.70A.215 requires seven counties, including Pierce County, to evaluate whether a county and its municipalities are achieving urban densities within urban growth areas and housing production rates consistent with adopted growth targets. To do this, the counties and municipalities are to compare growth and development assumptions, targets, and objectives contained in the Countywide Planning Policies and the County and city and town comprehensive plans with actual growth and development that has occurred. At a minimum, the evaluation is to determine if there is sufficient suitable land to accommodate the countywide population projection and determine the density of housing that has been constructed and amount of land developed for commercial and industrial uses within the urban growth area, and identify regulations that impact the achieved densities. Detailed procedures, standards, and definitions for implementing this policy and complying with RCW 36.70A.215 are found in the current report titled Pierce County Buildable Lands, Procedures for Collecting and Monitoring Data, hereinafter referred to as the Procedures Report.

#### Policies

- BL-1 Pierce County in cooperation with Pierce County cities and towns shall establish a Pierce County Buildable Lands Program to provide a Countywide monitoring and analysis mechanism to meet the requirements of 36.70.A.215 Buildable Lands.
  - 1.1 The Program shall be coordinated through Pierce County Planning and Land Services.
  - 1.2 The focus of the Buildable Lands Program shall be an analysis of annual development data as related to locally adopted comprehensive plan goals and policies and targets, the calculation of residential and employment land capacity as compared to the 20-year need, and identification of actions to rectify inconsistencies.
  - 1.3 The primary product of the Buildable Lands Program shall be the publication of a Buildable Lands Report in the timeframe required by RCW 36.70.A.215, the first being by September 1, 2002.
- BL-2 Each municipality within Pierce County shall provide information on land development activities to the County and assist in an inventory of buildable lands. The County and municipalities shall follow the guidelines specified in the Procedures Report for the collection, monitoring, and analysis of development activity and potential residential/employment capacity.
  - 2.1 Municipalities are encouraged to submit the annual development data by June 1 of each year.
- 2.2 Pierce County shall summarize the submitted annual development data by zoning classification for each jurisdiction.



1 2 3	2.3	*	nual development data, representatives from each o review and suggest refinements to summarized
4 5 6 7 8 9 10 11 12	BL-3	Each municipality within Pierce County shall assist the County in conducting an inventory of buildable lands. The County and municipalities shall follow the guidelines specified in the Procedures Report for the collection, monitoring, and analysis of development activity and potential residential/employment capacity.	The <b>Buildable Lands Report</b> is created by the County, in coordination with the Cities and Towns. By reviewing past development trends and assumptions, together with vacant land and current development regulations, the Buildable Lands Report creates a point in time analysis of the capacity of Pierce County, and cities and towns, to accommodate future growth. <a href="https://www.piercecountywa.gov/923/Buildable-Lands">https://www.piercecountywa.gov/923/Buildable-Lands</a>
13 14 15	3.1	Pierce County shall confer with each mu	unicipality to identify the appropriate criteria for each uildable lands: vacant - subdividable, vacant - not l and re-developable lands.
16 17	3.2	Pierce County shall forward the prelimin representatives of each municipality for	nary results of the buildable lands inventory to local review and modification.
18 19 20	BL-4		cipalities, shall conduct an analysis of inventoried ity to accommodate its 20-year population and
21 22 23 24	BL-5	Report in the timeframe required by RCW 3	cipalities, shall prepare a Buildable Lands Capacity 6.70.A.215, with the first report completed by wth, development, and the ability to accommodate ds.
25 26 27	5.1		le a summary of housing production rates, ation, and detailed assumptions incorporated in the alysis for each jurisdiction.
28 29 30 31	5.2	regulations (such as tree retention, storm development, other regulations that prev	nd assumptions for applicable environmental awater, or critical area regulations) impacting rent assigned densities from being achieved, and nited to transportation, water, sewer, and stormwater).
32 33 34	5.3	*	representatives from each municipality shall have an fications to information associated with their
35 36 37 38 39	BL-6	between the Pierce County Countywide Plantargets, housing and employment capacity, h	cipalities, shall conduct a consistency evaluation uning Policies, comprehensive plan goals, adopted tousing production rates, and actual densities of built-nee the previous Buildable Lands Report for Pierce
40	6.1	The results of the consistency evaluation	n may be reported in a separate report.
41 42	6.2	The consistency evaluation should be collatest Buildable Lands Report if it is not	impleted within one year of the publication of the included in the report.



1 6.3 Pierce County shall be the responsible agency for conducting the evaluation. 2 6.4 The consistency evaluation shall address if the observed density resulted in a jurisdiction 3 achieving at least the average net density of 4 dwelling units per acre as stipulated in Urban 4 Growth Areas, Promotion of Contiguous and Orderly Development and Provision of Urban 5 Services to Such Development – policy 8.1 of these Countywide Planning Policies. 6.5 6 The consistency evaluation shall address if the observed density within a jurisdiction was 7 consistent with the density assumption incorporated within the residential capacity analysis. 8 6.6 The consistency evaluation shall compare the housing needs associated with the allocated 9 population with the housing unit capacity calculated through the residential capacity analysis. 6.7 The consistency evaluation shall compare the land needs associated with the employment 10 targets with the employment capacity calculated through the employment capacity analysis. 11 12 6.8 The consistency evaluation shall compare the observed housing production rates to the adopted housing targets. 13 14 6.9 The consistency evaluation report shall be forwarded to the respective jurisdictions for review and comment. 15 The results of the consistency evaluation 16 BL-7 17 shall be used to determine inconsistencies If the Buildable Lands Report identifies a lack of capacity, between observed and planned housing 18 jurisdictions may be required to take "reasonable 19 production rates and densities and ensure measures" necessary to assure a jurisdiction can suitable land to accommodate future 20 accommodate allocated growth. Reasonable measures population and employment needs. In 21 may include updating and/or clarifying development 22 addressing the inconsistencies, the County regulations, rezoning property, increasing density, and and municipalities shall identify reasonable 23 other actions aimed at assuring growth can be measures other than adjusting urban growth accommodated. 24 areas, that may be taken to comply with the 25 26 requirements of RCW 36.70A.215. Each 27 respective jurisdiction shall be responsible for taking action as necessary to rectify the 28 inconsistency as determined by that jurisdiction. 29 BL-8 Disputes between and among jurisdictions regarding inconsistencies in the collection and analysis 30 of land development activities and residential and employment capacity analysis findings, shall be resolved by first attempting to reach an agreement through negotiation or through a designated 31 32 mediation process agreeable to all parties. In case of an impasse, the matter shall be referred to 33 the Pierce County Regional Council for review and resolution. 34 BL-9 The County should establish an opportunity for stakeholders to be informed and provide feedback 35 on the various aspects of the Buildable Lands Program. An ad hoc committee should be re-established every time the Buildable Lands Report is 36 9.1 developed to review appropriate development information, assumptions, and methodology 37 38 applied to calculate the residential and employment capacity analysis. 39 BL-10 Pierce County and its cities and towns are not obligated to fulfill the countywide planning policies for the Buildable Lands Program if GMA is amended with provisions suspending the 40



requirements of RCW 36.70A.215.

# <u>Centers</u> Introduction

1 2

3

8

10

11 12

13

14

15

16

17

20

21

23

24

25

26

27

28

30

31

32

33

34

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 hub 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:
- 1.1 Prioritize locations for accommodating growth;
  - 1.2 Strengthen existing development patterns;
- 1.3 Promote housing opportunities close to employment;
- 18 Support development of an extensive multimodal transportation system which reduces dependency on automobiles;
  - 1.5 Reduce congestion and improve air quality; and
  - 1.6 Maximize the benefit of public investment in infrastructure and services.
- 22 C-2 The purpose of Manufacturing/Industrial Centers is to:
  - 2.1 Recognize strategically located concentrations of industrial activity as essential resources for the local economy;
  - 2.2 Protect and leverage critical and difficult-to-replace freight infrastructure;
  - 2.3 Preserve the industrial land base in the long term;
  - 2.4 Support family/living wage jobs;
    - 2.5 Emphasize the importance of freight movement; and
- 29 2.6 Preserve the county's supply of industrial land.
  - C-3 Regional Growth Centers and Countywide 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 1 Manufacturing Industrial Centers 2 (MICs) preserve lands for family-3 wage jobs in basic industries and 4 trade and provide areas where that 5 employment may grow in the 6 future. MICs form a critical 7 regional resource that provides economic diversity, supports 9 national and international trade, 10 generates substantial revenue for

#### Resource:

This Land-use & Community Design and Health Logic Model provides examples of evidence-based policies and strategies that jurisdictions may incorporate into local plans to create healthy natural and built environments for various types of centers

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.

22 23

24

25

26 27

28

11

12

13

14

15

16

17

18

19

20

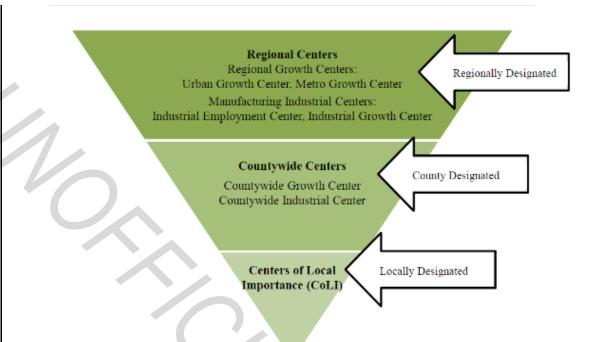
21

## 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.





2 3

6

8

9

10

11

15

16

17 18

19

20

21

22

23

24

25

26

27

28

#### **Center Designation Authority**

4 Regional Centers must be approved by Puget Sound Regional Council (PSRC), in addition to Pierce 5 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 12 Center and along corridors consistent with the applicable criteria contained within the Countywide 13 Planning Policies. The County or municipality shall adopt regulations that reinforce the Center's 14 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 Coordinating 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

29 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 30



- 1 must adhere to the latest eligibility, designation criteria, and process for new Regional Growth Centers as 2 adopted by PSRC as they prepare applications for new Center designation. Countywide Centers should be 3 reviewed for consistency and countywide concurrence prior to submitting for regional designation.
- 4 After the Center is designated as a Countywide Center within the Countywide Planning Policies, and until 5 regional-level designation by the PSRC occurs, the Center shall be considered a "candidate" Regional
- 6 Growth Center or Manufacturing/Industrial Center.
- 7 Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and
- 8 employment growth targets for that Center. The expected range of targets will reflect the diversity of the
- 9 various Centers and allow communities to effectively plan for needed services. The target ranges not only
- 10 set a policy for the level of growth envisioned for each Center, but also for the timing and funding of
- 11 infrastructure improvements. Reaching the target ranges will require careful planning of public
- 12 investment and providing incentives for private investments.

# 13 Amending an Existing Countywide Center

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

## 19 Urban Growth Outside of Centers

- 20 A variety of urban land uses and areas of growth will occur outside of designated Centers but within the
- 21 Urban Growth Area (UGA). Local land use plans will guide the location, scale, timing, and design of
- 22 development within UGAs. The UGA will be where the majority of future growth and development will
- 23 be targeted. Development should be encouraged which complements the desired focus of growth into
- 24 Centers and supports a multimodal transportation system. For example, policies which encourage infill
- 25 and revitalization of communities would help to achieve the regional and statewide objectives of a
- 26 compact and concentrated development pattern within urban areas. The Countywide Planning Policies
- 27 provide guidance for development and the provision of urban services to support development within the
- 28 UGA. Jurisdictions with Centers should plan connections with adjacent neighborhoods and other centers
- 29 to encourage access to Centers and connectivity across the county.

### 30 Regional Growth Centers

- 31 Regional Growth Centers are locations of more compact, pedestrian-oriented development with a mix of
- 32 housing, jobs, retail, services, and other destinations. The region's plans identify Centers as areas that
- 33 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.
- 33 | transit

41 42

43

44

46

- 36 Regional Growth Centers are locations that include a dense mix of business, commercial, residential, and
- 37 cultural activity within a compact area. Regional Growth Centers are targeted for employment and
- 38 residential growth, and provide excellent transportation service, including fast, convenient, high-capacity
- 39 transit service, as well as investment in major public amenities. The following Pierce County Regional
- 40 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
- 47 C-7 Jurisdictions that designate 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 by:
  - 7.1 Encouraging higher residential densities within Centers;



1		7.2	Avoiding creation of large blocks of single-use zones;			
2		7.3	Allowing for greater intensity of use within Centers;			
3		7.4	Increasing building heights, greater floor/area ratios within Centers;			
4		7.5	Minimizing setbacks within Centers;			
5		7.6	Allowing buildings to locate close to street to enhance pedestrian accessibility;			
6		7.7	Encouraging placement of parking to rear of structures; or			
7		7.8	Reducing parking requirements based on type of use, demographics, and other factors.			
8 9	C-8	_	ated Centers are expected to receive a significant share of projected growth in conjunction riodic disaggregation of Countywide population allocations.			
10 11	C-9		s shall provide necessary capital facilities needed to accommodate the projected growth in tion and employment.			
12 13 14	C-10	walkab	Streetscape amenities (landscaping, furniture, etc.) should be provided within Centers to create a walkable environment. Street cross-sections should incorporate planters, street trees, sidewalks, traffic-calming features, and other features to promote walking.			
15 16 17	C-11	Agencies should coordinate efforts and cooperate in the development of Centers to ensure that services and infrastructure are designed to promote physical, mental, and social health in both the natural and built environments.				
18 19 20	C-12	and Co	urisdictions should incorporate strategies into plans and regulations for Regional Growth Centers and Countywide Growth Centers that encourage affordable housing, especially near High-Capacity Transit areas.			
21 22	C-13		To encourage transit use within Centers, jurisdictions should establish mechanisms to limit the use of single-occupancy vehicles. Such mechanisms could include:			
23		13.1	Charging for parking;			
24		13.2	Limiting the number of off-street parking spaces;			
25		13.3	Establishing minimum and maximum parking requirements;			
26 27		13.4	Implementing Commute Trip Reduction (CTR) measures and other transportation demand management measures;			
28 29		13.5	Developing commuter programs for multiple employers not otherwise affected by the CTR law; or			
30		13.6	Providing nonmotorized transportation facilities.			
31 32	C-14	Centers	s receive a high priority for the location of high-capacity transit stations and/or transit			
33 34	C-15	_	residential densities and uses that support high-density residential should be located close it stops within Centers and seek opportunities to:			
35		15.1	Create a core area to support transit and high occupancy vehicle use;			



1 2		15.2	Allow/encourage all types of transit facilities (transit Centers, bus pullouts, etc.) within Centers; and	
3 4		15.3	Establish incentives for developers to provide transit and transportation demand management supportive amenities.	
5	C-16	Provisi	ons for nonmotorized transportation shall be provided, such as:	
6		16.1	Bicycle-friendly roadway design;	
7		16.2	Wider outside lane or shared parking/bike lanes;	
8		16.3	Bike-activated signals;	
9		16.4	Covered, secure bicycle parking at all places of employment;	
10		16.5	Bicycle racks; or	
11		16.6	Pedestrian pathways.	
12	C-17	Jurisdio	ctions should consider incentives for development within Centers, such as:	
13		17.1	Streamlined permitting;	
14		17.2	Financial incentives;	
15		17.3	Density bonuses or transfer of development rights;	
16		17.4	Using SEPA provisions to streamline environmental review; and	
17		17.5	Shared mitigation, such as stormwater detention and joint parking.	
18 19	C-18	_	al Growth Centers should be planned to have fast and frequent high-capacity transit, as other modes of transportation options.	
20 21 22	C-19	Jurisdictions should individually and collectively coordinate with transit agencies to improve transit service infrastructure and efficiency within and between Countywide and Regional Centers.		
23 24	C-20	Roadways and nonmotorized networks should be designed to promote efficient transit services, including the provision for facilities such as bus stops.		
25 26 27	C-21	Regional Growth Centers, Countywide Centers and employment centers should be connected to each other via multiple modes of transit in order to strengthen the region's economy and connect communities, housing and jobs.		
28 29 30	C-22	Support the transition to zero-emission vehicles by encouraging private and public development of the infrastructure needed to support electrification of the transportation system within and between Centers.		
31 32	C-23		rt transportation investments that provide alternatives to single-occupancy vehicle travel crease travel options to and within Centers and along corridors connecting Centers.	
33	C-24	Design	ation requirements for Regional Growth Centers (RGCs):	
34 35		24.1	Consistency with specific criteria for Centers adopted in the Countywide Planning Policies.	



1 2	24.2	Consiste criteria.	ency with the Puget Sound Regional Council's current Regional Growth Center		
3 4	24.3		The Center's location in the County and its potential for fostering a logical and desirable Countywide transportation system and distribution of Centers.		
5 6	24.4		Consideration of the total number of Centers in the County that can be reasonably developed based on projected growth over the next twenty years.		
7 8 9 10	24.5	an adequ Center a	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.		
11 12 13	24.6	provisio	diction designates a Center, it must also adopt the Center's designation and ns in its Comprehensive Plan and development regulations to ensure that growth to Centers is achieved and urban services will be provided.		
14	24.7	Centers	shall be characterized by all of the following:		
15		24.7.1	Clearly defined geographic boundaries;		
16		24.7.2	Intensity/density of land uses sufficient to support high-capacity transit;		
17		24.7.3	A diversity of land uses;		
18		24.7.4	Pedestrian-oriented land uses and amenities;		
19		24.7.5	Pedestrian connections shall be provided throughout;		
20		24.7.6	Urban design standards which reflect the local community;		
21 22		24.7.7	Provisions to reduce single-occupancy vehicle use, especially during peak hours and commute times;		
23		24.7.8	Provisions for bicycle use;		
24 25		24.7.9	Sufficient public open spaces and recreational opportunities, including placemaking and public gathering places;		
26		24.7.10	Uses which provide both daytime and nighttime activities; and		
27		24.7.11	Located in urban growth areas.		
28					
29	Regional Ma	ınufactu	rring/Industrial Centers (MIC)		

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. The following Manufacturing/Industrial Centers have been adopted into the Regional Growth Strategy for

30 31

32

33

34 35

36

#### Pierce County: 2 Frederickson 3 Port of Tacoma 4 Sumner/Pacific 5 South Tacoma - Candidate Manufacturing/Industrial Center (not adopted - targeting 2024 for 6 regional designation by PSRC) 7 C-25 Focus a significant share of employment growth in designated regional manufacturing/industrial 8 centers. C-26 9 Provisions to achieve targeted employment growth should include: 10 26.1 Preservation and encouragement of the aggregation of vacant land parcels sized for 11 manufacturing/industrial uses; 12 26.2 Prohibition of land uses which are not compatible with manufacturing/industrial, 13 manufacturing/industrial supportive, and advanced technology uses; 14 26.3 Limiting the size and number of offices and retail uses as accessory use and only to serve 15 the needs of employees within a Center; and 16 26.4 Reuse and/or intensification of the land use consistent with the mix of uses envisioned 17 for the MIC. 18 C-27 The transportation network within Manufacturing/Industrial Centers should provide for the needs 19 of freight movement and employees by ensuring a variety of transportation modes, such as roads, 20 rail, and various trucking facilities. Nonmotorized facilities and transit services should be 21 creatively provided when it makes sense and is safe, providing the MIC with alternative 22 transportation to single- occupancy vehicles (SOVs) and transportation demand management strategies if transit is unavailable or is not feasible. 23 24 C-28 Manufacturing/Industrial Centers should be connected to centers of concentrated employee 25 housing, via a transportation network that prioritizes transit, facilities for carpooling, and other 26 alternative modes of transportation. 27 C-29 The transportation system, including, but not limited to, road, rail, dock, and port terminal, within 28 Manufacturing/Industrial Centers shall be built, protected, and maintained to accommodate 29 existing and future industrial uses. 30 C-30 All jurisdictions should support transportation capital improvement projects which improve access and movement of goods to, in, and from Manufacturing/Industrial Centers. 31 32 C-31 Encourage private and public development of the infrastructure needed to support the transition 33 of freight carriers and delivery fleets to alternative fuels and technologies, such as electrification of vehicles and conversion to renewable fuels. 34 C-32 35 To support the health and well-being of employees in employment centers, encourage the 36 development of nearby rest and recreation opportunities for employees, such as on-site exercise 37 facilities, outdoor recreation areas, and trail and sidewalk systems that promote walking/biking 38 and community connections. 39 C-33 Encourage the development of accessory uses in MICs that provide services for employees that are close to work sites, such as food services, health services, etc. to better serve the needs of 40 41 large daytime population and to reduce vehicle miles traveled. Accessory uses should complement, not compete with industrial uses. 42



2	C-34	shall be	_	met:		
3		34.1		ency with specific criteria for Manufacturing/Industrial Centers adopted within ntywide Planning Policies and the Multicounty Planning Policies.		
5		34.2		eration of the Center's location in the County and region, especially relative to and proposed transportation facilities.		
7 8 9 10		34,3	Consideration of the total number of Manufacturing/Industrial Centers in the Care 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.			
11 12		34.4		mental analysis, which shall include demonstration that the jurisdiction is capablurrent service to new development.		
13 14 15		34.5		on within the jurisdiction's Comprehensive Plan of the Center's designation and ons to ensure that job growth targeted to the Manufacturing/Industrial Center is d.		
16		34.6	Manufa	cturing/Industrial Centers shall be characterized by:		
17			34.6.1	Clearly defined geographic boundaries;		
18 19			34.6.2	Intensity of land uses sufficient to support alternatives to single-occupancy vehicle use;		
20 21			34.6.3	Direct access to regional highway, rail, air, and/or waterway systems for the movement of goods;		
22			34.6.4	Provisions to prohibit housing; and		
23			34.6.5	Identified transportation linkages to high-density housing areas.		
24		34.7	Jurisdic	tions having a designated Manufacturing/Industrial Center shall:		
25 26			34.7.1	Plan for and fund capital facility improvement projects which support the movement of goods;		
27 28			34.7.2	Coordinate with utility providers to ensure that utility facilities are available to serve such Centers;		
29			34.7.3	Facilitate land assembly;		
30			34.7.4	Assist in recruiting appropriate businesses;		
31			34.7.5	Encourage employers to participate in Commute Trip Reduction programs; and		
32 33 34			34.7.6	Ensure that land uses in MICs are of the appropriate types to promote employment growth, and that MICs are protected from incompatible adjacent uses, through zoning, buffers and other mechanisms.		
35						



37 Through the 2018 Centers Framework Update, designation of Countywide Centers remains delegated to a

36 Countywide Centers

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

7 and housing.

10

11 12

13

14 15

16 17

18 19

20

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-35 Countywide Growth 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.
- Countywide Growth Centers should be developed as complete neighborhoods to allow residents and workers in the centers to walk to daily necessities, amenities and services.
- 23 C-37 Encourage focused growth and infill in Countywide Growth Centers by streamlining
  24 development standards and regulations for residential and commercial development and public
  25 projects, especially around high-capacity transit station areas.
- C-38 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 job units per gross acre, per PSRC.
- 31 C-39 Countywide Centers are potential candidates for designation as Regional Centers.
- 32 Pierce County has the following Countywide Growth Centers:
  - Sumner Town Center
  - 6<sup>th</sup> Avenue (Tacoma)
  - Lincoln (Tacoma)
  - Lower Pacific (Tacoma)
  - McKinley (Tacoma)
  - Narrow (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-40 To be designated as a Countywide Center, the following criteria shall be met.

**Countywide Growth Center** 

**Countywide Industrial Center** 



33

34

Center must meet each of the following criteria:

- Identified as a Center in the local Comprehensive Plan and adopted regulations.
- Identified as a Countywide Center in theCountywide Planning Policies.
- Located within a city, multiple adjacent cities, or unincorporated urban area.

Demonstration that:

The Center is a local planning and investment priority:

- Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended
- 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:

- A minimum existing activity unit density of 10 activity units per acre
- 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
- Capacity and planning for additional growth of 16 activity units per acre or more.

The Center supports multimodal 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 served by transit services.

Center must meet each of the following criteria:

- Identified as a Center in the local Comprehensive Plan and adopted regulations.
- Identified as a Countywide Center in theCountywide Planning Policies.
- Located within a city, multiple adjacent cities, or unincorporated urban area.

Demonstration that:

The Center is a local planning and investment priority:

- Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended
- Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure.

The Center supports industrial sector employment:

- Minimum 1,000 existing jobs and/or 500 acres of industrial land
- Defined transportation demand management strategies in place
- At least 75% of land area zoned for core industrial uses\*
- Industrial retention strategies in place
- Capacity and planning for additional growth
- Important county role and concentration of industrial land or jobs with evidence of longterm demand.

<sup>\*\*</sup>Transit is defined as existing or planned options, such as bus, train, or ferry service.



<sup>\*&</sup>quot;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.

## Centers of Local Importance (CoLIs)

CoLIs are designated for the purpose of identifying local Centers and activity nodes that are consistent with PSRC Multicounty 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.

5 6

9

16

29

30

31

32

3334

35

3637

38

2

3

4

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:

- 10 Civic services
- Commercial areas
- Recreational areas
- Industrial areas
- Cultural facilities/activities
- Historic buildings or sites
  - Residential areas
- 17 C-41 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.
- 19 C-42 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.
- 22 C-43 The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.
- 24 C-44 Each jurisdiction defines the role that the CoLI plays in supporting planned growth.
- 25 C-45 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.
  - 1. A jurisdiction shall document how an area meets the design features of a CoLI in its Comprehensive Plan.
  - 2. The documentation should include examples, plans, or other information that supports the designation of a CoLI.
  - 3. An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's Comprehensive Plan.
  - 4. A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for existing and planned development.
    - 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.
- A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize formally adopted CoLIs that meet the criteria:



3

4

- 1. The notice shall be provided to the PCRC 60 days (minimum) prior to the expected date 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.



## **Community and Urban Design**

#### Introduction

2

3

4 5

11

14

16

17

18 19

20

21

23

24

25

26

27 28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

Urban design is the careful planning and shaping of a community's built environment in such a way that maintains the objectives and interests of the community. Traditionally combining the practices of architecture together with planning and landscape design, urban design addresses the way people perceive and interact with the built environment to achieve a unique sense of place and community. Additionally concepts of transportation compatibility, increased density, equity, plan implementation, and environmental protection can be addressed through community and urban design policies and regulations. Community and Urban design principles can be used by jurisdiction to assure the local history and uniqueness of a community is not lost to the accommodation of future growth.

## Background - Growth Management Act

The Washington State Growth Management Act identifies as a planning goal to encourage development 12 13 in urban areas and to reduce the inappropriate conversion of undeveloped land into sprawling, lowdensity development. To encourage this type of urban development that has increased density, and is compact and serviced by multiple transportation alternatives, it requires close attention to the urban design, community context and character, in order to function effectively and consistent with the vision of an individual community. The Growth Management Act does not expressly require that the County adopt a planning policy on urban design; however, VISION 2050 and the Multicounty Planning Policies provide goals and policies related to regional design and urban design.

## Background - VISION 2050

VISION 2050 called for identifying and protecting significant visual and cultural resources that preserve community character. It calls for designing facilities throughout the region that advance community development, and for creating parks and civic spaces. VISION 2050 also advances redevelopment and infill as opportunities for revitalizing communities, including along linear corridors (such as low-scale retail strips along the thoroughfares). Open space and parks at a variety of scales create public amenities, contribute to the character of communities, and provide opportunities for recreation and physical activity.

#### **Policies**

- CU-1 Incorporate community and urban design principles consistent with VISION 2050 to create communities that:
- 1.1 Impart a sense of place;
  - 1.2 Preserve local character;
  - 1.3 Provide for mixed uses and choices in housing types;
  - 1.4 Encourage walking, bicycling, and transit use: and
    - 1.5 Provide for access to healthy
      - food purveyors such as grocery stores, farmers markets, and community food gardens in proximity to residential areas and centers.

and well-being, and livability.

Resource:

This Land Use & Community Design and Health Logic

biophilic principles to improve a sense of place, health

Model contains a menu of strategies and policies to support placemaking and built form, universal design, and

- Design public buildings and public spaces that contribute to the unique sense of community and a CU-2 sense of place.
- CU-3 Design transportation projects and other infrastructure to achieve community development objectives and improve the community.

CU-4 Promote context-sensitive design of transportation facilities, both for facilities to fit in the context 2 of the communities in which they are located, as well as applying urban design principles for 3 projects in centers and transit station areas.

#### Introduction

2

3

4

13 14

15

16

17

18 19

21

22

23 24

25

26

28

30

31

32 33

34

36

37

38

39

40

41

42 43

44

45

46

The prosperity of a region's economy relies on thriving natural and built environments, healthy people, and a supportive business climate. Our region's outstanding environment and location relative to international markets are key elements for economic success. Land-use policies that encourage job growth in the communities where people live, promote a better jobs/housing balance across the region. Abundant natural resources, a beautiful setting, and vibrant communities with housing affordable to local workers make communities more attractive to businesses operating in a global economy. Infrastructure planning must consider future ecommerce, information, and data needs.

Capitalizing on the region's competitive advantages while maintaining healthy and vibrant communities requires policies throughout Pierce County that balance conservation and growth while avoiding 11 displacement and fragmentation of marginalized communities. 12

Background - Growth Management Act

The Washington State Growth Management Act mandates that counties and cities encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities [RCW 36.70A.020(5)]. Additionally, the Growth Management Act expressly requires that the County adopt a planning policy on countywide economic development and employment [RCW 36.70A.210(3)(g)].

## Background - VISION 2050

VISION 2050 recognizes that a robust economy is integral to our environmental, social, and financial well-being. It acknowledges that a healthy and diverse economy is vital for paying for public services, supporting arts and cultural institutions, and building our communities. The Multicounty Planning Policies for economic development in VISION 2050 focus on business, people, and places. An emphasis is placed on a better balance of equitable job creation among the counties to broaden opportunity and create a better jobs-housing balance. Importance is also placed on small and locally owned businesses, because they create jobs, can offer family-wage jobs, and make vital contributions to the sustainability of the region's economy and prosperity. VISION 2050 recognizes the region's

economic well-being is also dependent upon the safe and reliable movement of people, goods and services, and information and includes provisions for prioritizing economic development and transportation funding to centers.

#### **Policies**

EC-1 Jurisdictions will work to achieve a prospering and sustainable regional economy by supporting business and job

#### Resource:

The Pierce County Economic Development & Health Logic Model includes strategy and policy ideas aimed at creating inclusive economies and improving human and environmental health.

- creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. This will involve assuring consistency between economic development plans and policies and adopted comprehensive plans by:
- 1.1 Providing within the areas designated for urban development, sufficient land to accommodate projected development including both housing and commerce;
- 1.2 Striving for a balance and match of local jobs and local housing;



1 2	1.3	Providing adequate public facilities and services to employment centers and an adequate supply of housing with good access to employment centers;
3 4 5	1.4	Separating, buffering, or leaving natural buffers between residential development and areas of non-residential development where necessary, due to the type, characteristics and impacts of the development activity;
6 7	1.5	Evaluating federal, state, and local regulatory, taxing, facility financing and expenditure practices striving for equitable investment at appropriate locations;
8	1.6	Leveraging the region's and county's position as an international gateway by supporting businesses, ports, and agencies involved in trade-related activities;
10 11	1.7	Encouraging the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices;
12 13 14	1.8	Maximizing the use of existing designated Manufacturing and Industrial Centers [see Centers chapter for policies] by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses; and
15	1.9	Preserving industrial zoning where the appropriate infrastructure exists or is planned.
16 17 18		Promote diverse economic opportunities for all citizens of the County, especially the unemployed, disadvantaged persons, minorities and small businesses. Where appropriate, the following measures are examples of actions that may be used to accomplish this policy:
19 20 21 22 23	2.1	Determining a reasonable "jobs/housing" balance and then coordinating land use and development policies to help achieve the designated balance of adequate affordable housing attainable to local workers and accessible to areas of employment, in a way that avoids the placement of incompatible land uses next to each other and does not lead to the fragmentation of existing communities;
24 25	2.2	Identifying urban land suitable for the accommodation of a wide range of non-residential development activities;
26 27	2.3	Utilizing state and federal programs and financial assistance to the maximum extent appropriate;
28	2.4	Encouraging redevelopment of underutilized commercial and industrial areas;
29 30 31	2.5	Encouraging flexibility in local zoning and land use controls, such as performance-based zoning, to permit a variety of economic uses, but doing so without sacrificing sound performance, design, and development standards;
32 33 34	2.6	Encouraging programs, in conjunction with other public, quasi-public and private entities, to attract appropriate businesses and industries, particularly those that diversify the economic base and provide living-wage jobs;
35 36	2.7	Encouraging the location of investment in areas served by public transit and adequate transportation facilities, with emphasis on connecting underserved populations with jobs;
37 38	2.8	Maintaining and enhancing natural resource-based industries, including productive timber, agriculture, fishing and mining;



1 2 3	2.9	Targeting the appropriate creation and retention of specific firms and industries within established and emerging industry clusters that export goods and services, import capital, and have growth potential;
4 5	2.10	Promoting high-quality and accessible educational, job training, and cultural opportunities, particularly for those facing unique obstacles and/or those with special needs;
6 7 8	2.11	Steering investments to community and economic development initiatives that elevate economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions; or
9 10	2.12	Fostering opportunities and a supportive environment for business startups, small businesses, and women- and minority-owned businesses.
11 12		n for sufficient growth and development balancing fiscal/economic costs and benefits derived m different land uses by:
13	3.1	Ensuring an appropriate mix and balance of land uses;
14	3.2	Reducing inefficient, sprawling development patterns;
15 16	3.3	Encouraging developments that include active transportation options and access to transit reducing pressures on transportation facilities with limited capacities;
17 18 19	3.4	Coordinating the provision of public facilities and services and/or ensuring that new development supports the cost of public facility and service expansions made necessary by such development;
20	3.5	Promoting development in areas with existing available public facility capacity;
21	3.6	Encouraging joint public/private development as appropriate;
22 23	3.7	Concentrating, and planning for, a significant amount of investment in designated Centers [see Centers chapter for policies]; and
24 25 26	3.8	Planning for the efficient flow of people, goods, services, and information throughout the region with infrastructure investments, particularly in and connecting designated Centers [see the Centers chapter for policies].
27 28		ork to strengthen existing businesses and industries and to add to the diversity of economic portunity and employment by:
29	4.1	Assisting in maintaining a viable market for existing businesses;
30	4.2	Utilizing public financing mechanisms, where appropriate, to strengthen existing businesses;
31 32	4.3	Making information, technical assistance, and loans available for business expansion, innovation, and job creation;
33	4.4	Protecting existing viable businesses from incompatible neighbors and from displacement;
34	4.5	Streamlining permit processing;
35	4.6	Striving to maintain adequate public facilities and service levels;



1 4.7 Evaluating regulatory and other constraints to business investment and operations and minimizing the effect of such constraints; 2 3 4.8 Supporting the contributions of the region's and county's culturally and ethnically diverse 4 communities in fostering local businesses and helping the region and the county continue to 5 expand its international economy; 6 4.9 Identifying, supporting, and leveraging the retention of key regional and local assets to the 7 economy unique to our region's position as an international gateway, such as seaports, 8 airports, educational facilities, research institutions, health care facilities, military 9 installations, long-haul trucking facilities, and manufacturing facilities; and 10 4.10 Supporting the regional food economy including the production, processing, wholesaling, and distribution of the region's agricultural food and food products to all Pierce County 11 12 communities. Emphasize improving access for those communities with limited healthy, affordable, culturally-relevant food options. 13 EC-5 Provide both the private sector and the public sector with information necessary to support and 14 promote economic development by: 15 5.1 Coordinating the collection and dissemination of information with various local governments; 16 17 and Cooperating with private and quasi-private entities and sharing information to attract new 18 5.2 19 industries.

### **Education**

#### Introduction

A high-quality educational system is integral to a thriving, livable community, and is key to the health of its residents. Educational facilities are an important part of public infrastructure; not only do they provide space for students, but they also provide open space, recreation areas, and community gathering space.

Further, access to education increases economic and social opportunity in underserved areas and

populations, supporting goals toward equity for all residents. In turn, a well-educated population supports a healthy economy through both a skilled work force and the desirability for businesses to locate in the

9 region.

3

4

#### 10 Background - Growth Management Act

11 The Washington State Growth Management Act does not identify education as a planning goal to guide

- the development and adoption of comprehensive plans and development regulations. Neither is education 12
- 13 listed as a planning policy requirement in the Growth Management Act. However, the list of topics
- identified in the Growth Management Act is intended to delineate only the minimum policy requirements. 14
- Education is identified as an additional policy area in the Interlocal Agreement: "Framework Agreement 15
- 16 for the Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R91-172,
- September 24, 1991)". 17

#### Background - VISION 2050 18

- 19 VISION 2050 contains policies related to education obtainment, services, and the siting of education
- facilities. It calls for ensuring accessible and high quality education and skills-training programs to all of 20
- 21 the region's residents and integrates the provision of education facilities and services with care for the
- environment. VISION addresses the provision of educational facilities and services that are provided to
- 23 both urban and rural populations by calling for the siting of schools, institutions, and other community
- 24 facilities that primarily serve urban populations within the urban growth area in locations where they will
- 25 promote the local desired growth plans. It also calls for locating schools, institutions, and other
- community facilities serving rural residents in neighboring cities and towns and design these facilities in 26
- 27 keeping with the size and scale of the local community.

#### 28 **Policies**

- 29 ED-1 "Educational Facilities" means all public and private educational facilities.
- ED-2 Strive to achieve excellence in education and to offer diverse educational opportunities to be 30 made available to all residents of the County, cities, and towns by: 31
- 32 2.1 Developing a broad tax base;
- 33 2.2 Encouraging coordination between educational and employment requirements; and
- 2.3 34 Working to ensure that the region and the county has high quality and accessible training programs that give people opportunities to learn, maintain and upgrade skills necessary to 35 36 meet the current and forecast needs of the regional and global economy.
- 37 ED-3 Coordinate with other institutions or governmental entities responsible for providing educational services, in order to ensure the provision of educational facilities along with other necessary 38 39 public facilities and services and along with established and planned growth patterns through:
- 40 3.1 The capital facilities plan element;
- 41 3.2 The land use element;
- 42 3.3 School site location decisions;



1 2 3	3.4	Coordination and, if necessary, formal interlocal agreements between school districts and other governmental entities exercising land use planning, regulation, and capital improvement planning functions;
4 5	3.5	The possible use of impact fees, voluntary advancements, and regulatory requirements for a portion of school facility financing;
6	3.6	Encouraging of joint (municipal/school district) use of playgrounds, parks, open-spaces and recreational facilities;
8	3.7	Supporting for sufficient funding of educational facilities and services; and
9	3.8	Supporting for the provision of educational facilities and services to meet specialized needs.
10	ED-4 Co	ordinate with educational facilities by:
11 12	4.1	Incorporating school facility location criteria, developed in conjunction with the local school district, in the local comprehensive plan;
13	4.2	Including school districts in the comprehensive planning process;
14 15 16	4.3	Developing a common base of data and sharing the data with school districts concerning population, household, and school-age population projections, non-educational capital facility needs, and land uses; and
17 18 19	4.4	Initiating dialogues with school districts about school district boundaries and service areas in relation to municipal boundaries, designated urban growth areas, annexation plans, and service extension plans and policies.
20 21		termine specific siting requirements for all public and private educational facilities and meet cific educational facility needs by:
22 23	5.1	Locating schools in a manner that is consistent with the local comprehensive plan, including the capital facilities element;
24 25 26	5.2	Deciding all facility locations, types and sizes with consideration for the provision of other necessary public facilities and services and the compatibility and effect of the provision of such facilities on land use and development patterns; and
27 28	5.3	Working toward standards that would prioritize the location of these facilities to be in urban areas, with consideration to existing facilities in rural areas.



#### **Environment**

#### Introduction

3

4

19

20

21

22

24

25

26 27

28

29

30

31

32 33

34 35 36

37 38

39

40

41

The quality of life and natural beauty of Pierce County are inherently tied to the environment and its protection for future generations. Open spaces, natural resource lands, environmentally sensitive areas, and clean air and water all play an important role in the quality of life and outdoor activities enjoyed by all the residents of Pierce County. Further, it is recognized that active recreation opportunities, natural resource protection, and the attraction of open space, contribute to the economic well-being of the county; both through direct spending and through the desirability of property near recreation, open space, and natural resources

No single entity can adequately protect all aspects of the environment. Water flows from the easternmost portion of the County at the summit of Mt 11

Rainier through the County and its 12

Municipalities, across both privately and 13 publicly owned lands, and flows into the Puget 14 Sound. This is just one example of the necessity 15 for comprehensive and consistent countywide 16 policies related to protecting the environment. 17 18 The health of the natural environment directly

impacts human health. Contact with and access to a healthy natural environment has the ability to provide a host of benefits to overall human health. Conversely, a polluted environment can cause equally as much damage to human health.

#### Resource:

This Natural Environment and Health Logic Model provides a menu of evidence-based policies and strategies to improve the environmental and human health. This Parks, Recreation & Open Space Logic Model offers research-backed policies and strategies to improve physical activity, social interaction, health, and wellbeing.

## Background - Growth Management Act

The Washington State Growth Management Act identifies the following as planning goals related to protection of the environment:

- Maintain and enhance natural resource-based industries, including productive timber, agricultural and fisheries industries.
- Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop park.
- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Although the Growth Management Act does not expressly require a countywide planning policy on natural resources, open space, and protection of environmentally sensitive lands, the addition of such a policy is specifically identified in the Pierce County Interlocal Agreement: "Framework Agreement for the Adoption of the Countywide Planning Policy (Pierce County Council Resolution No. R-91-172, September 24, 1991)".

## Background - VISION 2050

42 VISION 2050 provides numerous policies for protection of the environment, all aimed at implementing the stated Environmental Goal - "The region cares for the natural environment by protecting and 43 restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The 44 45 health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem." The 2018 Regional Open Space Conservation Plan maps the regionally important open spaces and

- 47 48
- identifies regionally important access and improvement opportunities. Recovery of the Puget Sound and implementation of the Puget Sound Partnership's Action Agenda are emphasized by VISION 2050. 49
- Beyond preparing for the impacts of climate change by implementing resilience and mitigation strategies,

VISION 2050 identifies "substantially reduces emissions of greenhouse gases that contribute to climate 2 change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 3 2030 and 80% below 1990 levels by 2050)." 4 Policies 5 ENV-1 Act in a coordinated manner to identify, designate, and conserve resources, and to protect open 6 space and environmentally sensitive lands, and to reduce the production of greenhouse gases 7 and the effects of climate change. ENV-2 8 Countywide natural resources identified and designated pursuant to this chapter shall be 9 maintained and enhanced through one or more of the following means: 10 2.1 Conservation: 11 2.2 Conservation combined with planned use; 12 2.3 Planned use; 13 2.4 **Enhancement:** 14 2.5 Education: 15 Preservation: 2.6 2.7 Purchase/acquisition; 16 17 2.8 Regulatory approaches; 18 2.9 Compensable approaches; 19 2.10 Transfer of development rights programs; or 20 2.11 Mitigation banking. 21 ENV-3 Environmentally sensitive lands, for the purpose of the Policy includes all designated critical areas pursuant to RCW 36.70A.030(6) including, but not limited to, wetlands, aquifer recharge 22 23 areas, fish and wildlife habitat, geologically hazardous lands and shall also include water supply areas, shorelines, creeks, streams, lakes, rivers, deltas, frequently flooded areas, estuaries, and 24 25 unique geologic features such as canyons. Jurisdictions shall maintain the following relationships, as applicable, between environmentally sensitive lands and development: 26 27 3.1 Give priority to protection of environmentally sensitive lands. 28 3.2 Develop standards and criteria for limiting development, if allowed, in the County or in 29 municipal comprehensive plans. 30 3.3 Provide protection for environmentally sensitive lands through the provision of appropriate buffers where development is allowed. 31



1	3.4	Adopt a "no net loss" approach.	
2 3	3.5	Utilize positive incentives for conservation.	"No net loss" is intended to halt the introduction of new
4 5 6 7 8	3.6	Utilize transfer of development rights, purchase of development rights, or other flexible, clustered or compensatory regulatory approaches.	impacts resulting from new development. This standard aims to maintain, or improve, function of environmental systems, through implementation of appropriate policies and regulations. Both protection and restoration may be appropriate to achieve "no net loss".
9 10	3.7	Designate environmentally sensitive lands of local, county and s	statewide significance.
11	3.8	Educate all segments of the commun	nity concerning the importance of these Policy objectives.
12 13	3.9		h as wetland banking and other mechanisms, to iven environmental stewardship and protection.
14 15 16	ENV-4		aget Sound Partnership and/or other entities with ne species, habitat, and biodiversity of the Puget Sound, e plans and regulations.
17 18 19 20	Inter-ju ENV-5		Ith, and natural benefits of maintaining and improving shall work cooperatively and consistently with each chapter through measures such as:
21 22 23	5.1		g, conserving, enhancing, and/or protecting, as gh the adoption of specific elements in the county and
24	5.2	Developing appropriate implementar	tion strategies and regulations;
25 26	5.3	Adopting local capital improvement chapter;	programs designed to achieve the objectives of this
27 28 29	5.4		among the programs of governmental entities, including rernmental agreements, so as to be consistent with the
30 31	5.5	Using integrated and interdisciplinar assessment; or	ry approaches for environmental planning and
32 33 34	5.6	<u> </u>	at all levels of planning, especially scientific implementing environmental standards established by the
35 36 37 38 39	ENV-6	will and logistics of creating a Pierce C on a regional scale. Recognize the clea	explore the opportunities, benefits, challenges, political county coalition to address the impacts of climate change r and present danger posed by climate change, and its of life, the natural and built environment, and human s.



1	ENV-7	Consider the following regarding natural resources:
2 3 4	7.1	Placing a primary emphasis on maintaining, enhancing, conserving, and/or protecting, as appropriate, designated and identified natural resources including lands of local, county, and statewide significance;
5 6 7	7.2	Developing and applying criteria for limiting development (where development may be allowed) so as to maintain, enhance, and conserve identified and designated important, productive or economically viable natural resources or natural resource-based industries;
8	7.3	Ensuring the provision of buffers to protect environmentally sensitive lands where economic use of natural resource lands will cause adverse impacts;
10	7.4	Adopting a "no net loss" approach where applicable;
11	7.5	Utilizing positive incentives to ensure conservation over time;
12 13 14	7.6	Utilizing transfer of development rights; purchase of development rights; conservation easements; or other compensable approaches (see CPPs for Agricultural Lands and Open Space);
15	7.7	Educating all segments of the community concerning the importance of the CPP objectives;
16	7.8	Emphasizing the prevention of air and water quality degradation;
17 18	7.9	Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands;
19 20	7.10	Support the sustainability of designated resource lands. Conversion of lands to other uses is strongly discouraged; and
21 22	7.11	Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.
23 24 25 26	ENV-8	Determine the amount of development permitted on environmentally sensitive lands according to the nature of the area sought to be protected and do so on a case-by-case basis in conjunction with SEPA and critical areas regulations. Enhancements to environmentally sensitive lands, consistent with these policies, may be allowed.
27 28	ENV-9	All jurisdictions are encouraged to exceed federal, state and regional environmental quality standards where possible.
29 30 31 32	ENV-10	Recognizing the unique interconnectedness between a healthy environment and a healthy economy, all jurisdictions, as well as other governmental entities, shall consider policies on environmentally sensitive lands in conjunction with other Countywide Planning Policies, including, but not limited to, policies which address:
33	10.1	Urban growth areas;
34	10.2	Contiguous orderly development and the provision of urban services to such development;
35	10.3	Capital facility siting;
36	10.4	Transportation efficiency;
37	10.5	Siting of transportation facilities;



1	10.6	Operations and maintenance of transportation facilit	ies;		
2	10.7	Infill development;			
3	10.8	Affordable housing;			
4	10.9	State and local Shoreline Master Programs;			
5 6 7	10.10	Goals and mandates of federal and state land jurisdic State Department of Natural Resources, the U.S. For and Tribal governments; and			
8	10.11	Watershed management.			
9 10 11 12 13	ar ui	pen space, for the purpose of this Policy, includes fectoreas, greenbelts/natural buffers, scenic and natural amnique resources.  In for and provide access to open space for all			
14		egments of the population regardless of race,			
15	SC	ocial, physical ability or economic status.	"Underserved populations" generally		
16 17 18 19	12.1	Consider adoption of increased measures to ensure the creation and retention of adequate nearby (within ½ mile proximity) access to open space for residents of urban areas.	refers to people who are impacted by the action at hand but are often (usually unintentionally) missing from the planning process and plan implementation.		
20 21 22	12.2	Consider adoption of proactive measures to increase equity in access to open space for underserved populations.			
23	ENV-13 P	lan for the provision and designation of open space co	onsidering and including the following:		
24	13.1	Environmentally sensitive lands may also include op	pen space and/or greenbelt areas.		
25	13.2	Open space areas planned, created, maintained, and/	or enhanced within urban growth areas.		
26	13.3	Open space is defined in conjunction with recreation	and facilities.		
27 28	13.4	Open space and environmentally sensitive lands can boundaries and coordination needs to occur between			
29	13.5	Open space cluster design should be included in dev	relopment regulations.		
30	13.6	Natural buffering should be included as part of deve	lopment design.		
31	ENV-14 Ju	urisdictions may make the following uses of open spa	ce:		
32 33	14.1	Recreational areas, including parks (golf courses, pie walking trails) and general recreation;	cnic areas, bicycle, equestrian and		
34	14.2	Uses as considered on a case-by-case basis; and			
35	14.3	Uses derived from community definition (i.e., green	belts).		



1 2	ENV-15	Encourage new housing to locate outside of designated open spaces, or in a compatible fashion (i.e., clustered design) with open space designations.					
3	ENV-16	Regulate o	Regulate open space through tools such as:				
4 5 6	16.1	zoning v	Zoning and subdivision ordinances, including but not limited to cluster and minimum lot size zoning with required open space, overlay zones and/or open space, and adequate off-site public facility regulations;				
7	16.2	Develop	oment impact fees for park and open space acquisition;				
8	16.3	Dedicat	ion of land or money in-lieu of land;				
9	16.4	Designa	tion of open space corridors;				
10	16.5	Soil con	servation measures;				
11	16.6	Wetland	ds, shorelines, floodplain, or other environmentally sensitive lands ordinances;				
12	16.7	Develop	oment agreements; or				
13	16.8	Protection	on and encouragement of urban tree canopy coverage.				
14 15	ENV-17	ENV-17 Cooperatively inventory existing and potential open space by creating local and regional planning inventories.					
16 17	ENV-18	-18 Authorize the following, or other similar methods of retaining open space land or wildlife corridors:					
18	18.1	Public a	cquisition of property in fee simple or through development easement acquisition;				
19 20	18.2		acquisition with covenants, conditions and/or restrictions limiting the use of the v to open space;				
21	18.3	Alternat	rives to public purchase, including, but not limited to:				
22 23		18.3.1	Flexible zoning, subdivision and regulatory approaches designed for protection or preservation;				
24		18.3.2	Land trust;				
25		18.3.3	Conservation easement;				
26 27		18.3.4	Transfer of development rights, purchase of development rights, and other compensable regulatory approaches;				
28		18.3.5	Rails-to-trails;				
29		18.3.6	Donations;				
30		18.3.7	Preferential assessments;				
31		18.3.8	Planned developments;				
32		18.3.9	Dedications;				
33		18.3.10	Impact fees;				



1		18.3.11	View easements; or	
2		18.3.12	Use value assessments.	
3	18.4 Retention of existing open space through:			
4		18.4.1	The designation of natural re	source lands of statewide significance;
5	18.4.2 Required open space preservation within and without Urban Growth Boundaries established by Pierce County;			
7	18.4.3 Coordination with agricultural landowners and right to farm policies; and			
8 9		18.4.4 Preserving and enhancing significant regional open space networks and linkages across jurisdictional boundaries.		
10 11 12 13	Natural Habitat and Watershed ENV-19 Recognizing that almost all surface water in Pierce County flows to the Puget Sound, consider impacts to the health of the Puget Sound in long range planning efforts and the adoption of development and stormwater regulations.			
14 15			nplementation of the Puget tnership's action agenda.	The <b>Puget Sound Partnership</b> is the state agency leading
16 17 18 19 20 21 22	Preserve, protect, and aim to restore natural habitat critical for the conservation of salmonid species, southern resident orcas and other species listed under the federal Endangered Species Act, whenever		oitat critical for the on of salmonid species, esident orcas and other ted under the federal ed Species Act, whenever	the region's collective effort to restore and protect Puget Sound. The Puget Sound Partnership brings together hundreds of partners to mobilize partner action around a common agenda, advance Sound investments, and advance priority actions by supporting partners. <a href="https://www.psp.wa.gov/">https://www.psp.wa.gov/</a>
23 24	21.1	Adoptin		s that seek to protect, maintain, or restore aquatic pitat;
25 26 27	21.2 Considering creation of a Public Benefit Rating System under the Current Use Assessment Program (RCW 84.34) or other Tax Incentive Programs that includes a higher priority for fish and wildlife habitat conservation areas;			
28 29	21.3	21.3 Considering fish and wildlife habitat conservation areas when designating land use designations and companion zoning regulations;		
30 31	21.4	Amending existing critical area regulations, as necessary, to protect fish and wildlife habitat conservation areas from development impacts;		
32 33	21.5	21.5 Addressing fish passage barriers and retrofit with fish friendly passages, as part of publicly funded projects;		
34 35	21.6 Retrofitting storm water systems associated with public infrastructure to meet current standards, as part of publicly funded projects;			
36	21.7 Utilizing low impact development standards and techniques;			
37	21.8 Reconnecting floodplains and creation of off channel habitat; or			



1 2 3	21.9	Partnering with others who are seeking to promote species recovery and to protect, enhance, and restore critical habitat such as the tribes, federal and state entities, non-profit organization, and private sector groups and businesses.
4 5		Adopt comprehensive plan policies and regulations to protect and enhance natural ecosystems, and reflect natural constraints and protect sensitive features, such as:
6	22.1	Preserving and enhancing habitat to prevent species from inclusion on the endangered species list and to accelerate their removal from the list;
8	22.2	Identifying and protecting wildlife corridors both inside and outside the urban growth area;
9 10 11	22.3	Preserving and restoring native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems; or
12 13	22.4	Reducing the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risks to human health and the environment.
14 15		Coordinate watershed planning and land use planning activities and implementation activities within a watershed boundary by undertaking actions such as:
16	23.1	Participating in local watershed council meetings and planning processes;
17 18	23.2	Recognizing that watershed planning may be useful in analyzing changes in stream hydrology, flooding, water quality and capital facilities under different land use scenarios;
19 20	23.3	Evaluating the use of vegetation retention, tree conservation, and maximum impervious surface standards;
21 22	23.4	Utilizing watershed boundaries instead of jurisdictional boundaries for plans and studies whenever possible;
23 24 25	23.5	Considering the implications of planning and implementation activities on natural environmental and built systems that are located outside jurisdictional boundaries but within the shared watershed; or
26 27	23.6	Updating land use plans and regulations, in consideration of the information that is contained within watershed plans.
28	ENV-24	Coordinate on watershed planning for the purposes of:
29 30	24.1	Maintaining natural hydrological functions, ecosystems and watersheds and, where feasible, restore to a more natural state;
31 32	24.2	Restoring, when feasible, freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value;
33 34	24.3	Identifying and addressing the impacts of climate change and sea level rise on hydrological systems; and
35 36	24.4	Maintaining and enhancing the ecological, social, and economic benefits provided by a healthy Puget Sound.
37 38		Work together to identify and protect natural habitat corridors that cross jurisdictional boundaries.



1 2	25.1	Establish informational sharing workshops or present info committees.	ormation at established coordinating			
3 4	25.2	Whenever possible, utilize watershed boundaries instead plans and studies.	of jurisdictional boundaries for			
5	5 25.3 Establish a common method for assessing the habitat needs for sensitive species.					
6	ENV-26 Coordinate watershed/aquatic restoration planning and implementation activities within a watershed.					
8 9 10 11	26.1 Consider the implications of planning and transportation projects, and implementation activities not only within jurisdictional boundaries, but also the implications of decisions and activities on habitat for critical fish species that is located outside jurisdictional boundaries but within the shared watershed.					
12 13	26.2	Encourage involvement with local drainage districts and process.	watershed councils in planning			
14 15 16	ENV-27 Maintain or enhance water quality through adoption of stormwater regulations to control runoff					
17 18 19	reduce the production of greenhouse gases and the impact to climate change, from construction					
20 21	ENV-29 Consider the need for, and encourage electric and alternative fuel vehicle infrastructure in private and public development projects and long range planning efforts.					
22 23						
24 25						
26	ENV-30 S	Support and incentivize, where feasible, development that:				
27 28 29	30.1	Offers new and innovative inter-disciplinary approaches to address climate change, greenhouse gas production and environmental stewardship; and	"Biophilic design" is a concept used within the building industry to increase			
30 31 32	30.2	Utilizes biophilic principles for exterior and/or interior design to encourage construction of healthy buildings and facilities to promote healthy people.	occupant connectivity to the natural environment through the use of direct nature, indirect nature, and space and place conditions. Used at both the			
33	Monitori	ng, Best Available Science, and Adaptive	building and city-scale, this idea has health, environmental, and economic benefits for building occupants and			
34	Managen					
35		Work cooperatively toward creating and implementing	urban environments, with few			
36		nethodologies designed to determine the effectiveness	drawbacks.			
37		of enhancement and recovery strategies for listed				
38		species. (The term recovery is applied to species and				
39	r	not to habitat.)				



1 2	31.1 Monitoring and evaluation strategies should be designed to develop data and information that can be used to evaluate future policy choices and management actions.				
3	31.2	Whenever practicable, adoption of local plans, which include conservation plans or watershed basin plans, should include monitoring and evaluation criteria.			
5 6 7 8 9 10 11	31.3 Use the best information available at all levels of planning, especially scientific information.  ENV-32 Recognize that the best available science to address listed species recovery issues is evolving. Each jurisdiction should apply an adaptive management strategy to determine		"Best available science" means current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process as defined by WAC 365-195-900 through 365-195-925.		
12 13 14	recovery and critical habitat				
15	32.1	32.1 Consider the results of pilot developments in land use planning.			
16 17	ENV-33 Ensure that all residents, regardless of social or economic status, live in a healthy environment with minimal exposure to pollution.				
18 19 20 21	n e	ENV-34 Locate development in a manner that minimizes impacts to natural features and promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.  Under GMA, all jurisdictions in Pierce County are required to accommodate of the country of the country are required to accommodate of			
22 23 24	S	Mitigate noise caused by traffic, industries, and ources or adjust land uses as appropriate to see esult.		identify and protect wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically	
25 26 27 28 29	ENV-36 Jurisdictions, shall cooperatively work together to create and adopt modifications to their Critical Areas Regulations that include the best available science for the protection of existing habitat, wetlands, estuaries, and riparian areas by avoiding negative impacts.		hazardous areas. (RCW 36.70A.060		
30	36.1	Encourage the removal of invasive species and the replanting of natural vegetation.			
31	36.2	36.2 Encourage local community groups in critical habitat restoration and enhancement efforts.			
32	36.3	Utilize incentives to encourage landowners t	o retain, enhance	e, or restore critical habitat.	
33 34 35 36 37	36.4	Develop complementary, coordinated, integrated, and flexible approaches for the collection, analysis, and sharing of monitoring information (e.g., GIS data, hydrologic and hydraulic analysis.	Natural Resource and other water streams/waterbo	g" is a Washington State Department of ces (DNR) classification system of stream bodies that identifies whether or not odies are used by fish, and whether or not noce perennial or seasonal flow.	
38		Jtilize a single system for stream typing,		r.wa.gov/forest-practices-water-typing	

39

accepted as the best available science.

1	Air Quality			
2 3 4	ENV-38 Reach and maintain air pollution attainment level/standards for carbon monoxide, greenhouse gases, particulates, and toxics as determined by the Environmental Protection Agency or the Puget Sound Clean Air Agency.			
5	ENV-39 Strive to improve the countywide overall air quality for greenhouse gases, particulates, and toxics through measures such as:			
7 8	39.1 Providing education to the community about the sources and implications of particulate matter, greenhouse gases, and air toxics;			
9 10	39.2 Coordinating and partnering across jurisdictional boundaries on air quality issues, strategies, funding opportunities, and education efforts;			
11 12 13	39.3 Employing methods to reduce particulates by improving indoor and outdoor wood burning activities, reducing wood as a primary source of heat, and encouraging the use of low or no emission heat sources;			• • •
14	39.4 Strengthening efforts to reduce pollutants from construction activities (i.e., fugitive dust);			rom construction activities (i.e., fugitive dust);
15	39.5 Strengthening efforts to reduce pollutants from transportation activities by:			rom transportation activities by:
16 17 18 19		39.5.1	cleaner fuels and vehicle programs	nods through technologies such as the use of s, for example, electric charging stations, bike and nering to construct intra-jurisdictional trails and ils, and low speed vehicles;
20		39.5.2	Reducing vehicle miles traveled an	nd auto dependency; and
21 22		39.5.3	Designing and prioritizing compact daily goods and services.	et communities and neighborhood accessibility for
23 24				
25 26				
27 28 29 30 31 32 33 34 35	ENV-40 Jurisdictions, individually or through cooperation with coalitions, state, and/or regional agencies, shall assess existing plans and regulations, and update as necessary, to address impacts from climate change, sea level rise, and climate resiliency, as applicable to each jurisdiction's unique		on with coalitions, state, and/or gencies, shall assess existing plans ations, and update as necessary, to appacts from climate change, sea and climate resiliency, as to each jurisdiction's unique	"Climate Change" is defined by the Oxford Dictionary as "a change in global or regional climate patterns, in particular a change apparent from the mid to late 20th century onwards and attributed largely to the increased levels of atmospheric carbon dioxide produced by the us of fossil fuels".
36 37	40.1		er planning actions and implementing such as:	g regulations to address impacts from climate



1 2 3	40.1.1 Addressing adaptation and mitigation strategies from and sea level rise in applicable long range planning documents such as shoreline master			n the effects of climate change
4 5 6		plans, comprehensive plans, subarea plans, planned actions, transportation improvement plans, utility plans, etc;		"Climate resilience" is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbance
7 8 9	1	40.1.2	Requiring the incorporation of climate resiliency measures in all new development, especially new critical infrastructure and public facilities; and	related to climate and climate change.
10 11 12 13		40.1.3	Adopting measures to avoid, mitigate, and reverse climate change impacts on disproportionatel including Black, Indigenous, and communities of copermanent shelter, and low-income residents.	
14 15				
16 17		40.2.1	Strengthening regulations for 500-year flood plains location of essential public facilities and hazardous	•
18 19 20		40.2.2	Locating critical infrastructure outside flood plains, locations to the extent possible; where not possible, infrastructure to withstand climate change impacts;	design and construct
21 22		40.2.3	Adopting regulations to require climate-responsive to or improvements to existing development take place	-
23 24	ENV-41 Plan to meet State mandates on climate change and the reduction of greenhouse gases, and support achievement of regional greenhouse gas emission reduction goals.			
25 26 27	ENV-42 Jurisdictions, individually or through coordination with coalitions, state, and/or regional entities, shall work to identify, address and mitigate the adverse impacts of climate change on people's health, particularly that of populations at a greater risk of climate change impacts.			
28 29				
30 31	43.1 Promote green development building standards (e.g., LEED and equivalent) in both public and private development and operations;			
32	43.2 Utilize low impact development techniques;			
33 34	43.3 Incentivize projects that exceed minimum standards, and/or provide for low carbon power sources;			provide for low carbon power
35 36	43.4 Coordinate with the development community to encourage the use of pilot projects and new and innovative approaches to address climate change and greenhouse gas production; and			
37 38 39	43.5	climate	an analysis (i.e., supplemental greenhouse gas/climat change impacts and potential mitigation when condu- under the State Environmental Policy Act.	
40	ENV-44 V	Work to n	rotect and restore the carbon sequestration potential o	of environmentally sensitive lands



natural resources, and open space through actions such as:

2	44.1	ecologically sensitive areas and natural resources; and		
3	44.2	Encourage countywide carbon sequestration through:		
<b>4 5</b>		44.2.1 Increasing the amount of vegetation and canopy cover in urban areas by coordinating the preservation and growth of open space; and		
6	1	44.2.2 Developing a comprehensive strategy to maintain and restore vegetation and increase canopy cover in rural areas.		
8	ENV-45 S	upport energy management technologies as well as zero emission and renewable energy sources.		
9 10	45.1	Cooperate with regional initiatives and efforts toward the development and use of energy management technologies.		
11 12 13	45.2	Reduce greenhouse gases by expanding the use of biofuels, energy efficiency/conservation, zero emission and renewable energy sources within municipal and private development and operations.		
14 15	45.3	Investigate and pursue opportunities for district heating (thermal energy on a neighborhood scale).		
16	45.4	Investigate and pursue opportunities for landfill methane sequestration.		
17 18	45.5	Adjust development standards to allow, encourage, and preserve opportunities for renewable energy infrastructure.		
19	45.6	Encourage the electrification of transportation systems.		
20 21	ENV-46 Ir	nclude climate change mitigation strategies in local transportation planning through actions such s:		
22 23	46.1	Cooperating with regional and countywide transportation initiatives to develop strong regional public transportation options;		
24	46.2	Increasing alternatives to driving alone;		
25 26	46.3	Encouraging private and public development of transit-oriented development adjacent to transit stations and transit areas, to reduce the need for personal vehicle use;		
27 28	46.4	Prioritizing transportation investments that reduce vehicle miles traveled and greenhouse gas emissions; or		
29	46.5	Considering the electrification of agency owned fleets.		



### **Essential Public Facilities**

#### Introduction

There are certain types of land use, buildings, and infrastructure that are necessary for a well-functioning society but that often receive little or no public support when they are proposed or sited or improved. The primary components of the definition of an "essential public facility" (EPF) is that it (1) provides a public service; and (2) is difficult to site. In order to ensure that they are able to be established and then to operate, the GMA identifies planning for EPFs as required, and sets out the processes by which they must be allowed.

RCW 36.70A.200 and WAC 365-196-550 discuss how essential public facilities are identified and must be addressed in county and city comprehensive plans. Consistent with countywide planning policies, counties and cities should create their own lists of "essential public facilities," to include at a minimum those set forth in RCW 36.70A.200. EPFS do not have to be publicly owned, and include both new and existing facilities. In addition, EPFs may include the expansion of existing essential public facilities or support activities and facilities necessary for an essential public facility.

# Background - Growth Management Act

The Washington State Growth Management Act requires that the comprehensive plan of the County and of each municipality in the County include a process for identifying and siting essential public facilities [RCW 36.70A.200(1)]. "Essential public facilities" include those facilities that are typically difficult to site, such as airports, marine port facilities, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six (6) years. Facilities may be added to the list at any time. The Growth Management Act further mandates that no local comprehensive plan or development regulation may preclude the siting of essential public facilities [RCW 36.70A.200(5)].

The GMA requires coordination between cities and large ports, which are designated essential public facilities under RCW 36.70A.200 and RCW 47.06.140.

<u>WAC 365-196-550</u> further defines requirements for the process for identifying and siting essential public facilities, both existing and new, and on how they should be incorporated into local comprehensive plans and permitting approaches.

### **Policies**

- EPF-1 Adopt a policy in local comprehensive plan, regarding the siting of essential public capital facilities of a Countywide or statewide nature.
  - 1.1 Essential public facilities include airports, marine port facilities, large ports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. They must have a useful life of 10 years or more and be either:
    - 1.1.1 A Countywide facility which has the potential for serving the entire County or more than one jurisdiction in the County; or
    - 1.1.2 A statewide facility which serves or has the potential for serving the entire state, or which serves less than the entire state, but more than one county.

1 2	EPF-2	•	Identify lands useful for public purposes and incorporate such designations in local comprehensive plans.			
3 4	EPF-3		Incorporate a policy and process in local comprehensive plans to identify and site essential public facilities. The process and policy shall include the following components:			
5 6 7	3.1	location	A requirement that the state provide a justifiable need for the public facility and for its location in Pierce County based upon forecasted needs and a logical service area, and the distribution of facilities in the region and state; and			
8 9 10	3.2	and of a	A requirement that the state establish a public process by which the residents of the County and of affected and "host" municipalities have a reasonable opportunity to participate in the site selection process.			
11	EPF-4	Local Cor	nprehensive Plan policies shall be based upon the following criteria:			
12	4.1	Specific	e facility requirements:			
13		4.1.1	Minimum acreage;			
14		4.1.2	Accessibility;			
15		4.1.3	Transportation needs and services;			
16		4.1.4	Supporting public facility and public service needs and the availability thereof;			
17		4.1.5	Health and safety;			
18		4.1.6	Site design;			
19		4.1.7	Zoning of site;			
20		4.1.8	Availability of alternative sites;			
21		4.1.9	Community-wide distribution of facilities; and			
22		4.1.10	Natural boundaries that determine routes and connections.			
23	4.2	Impacts	of the facility:			
24		4.2.1	Future land use compatibility;			
25		4.2.2	Existing land use and development in adjacent and surrounding areas;			
26		4.2.3	Existing zoning of surrounding areas;			
27		4.2.4	Existing Comprehensive Plan designation for surrounding areas;			
28		4.2.5	Present and proposed population density of surrounding area;			
29		4.2.6	Environmental impacts and opportunities to mitigate environmental impacts;			
30 31		4.2.7	Physical, social, emotional and mental health impacts and opportunities to mitigate health impacts of those living in the vicinity;			
32 33		4.2.8	Effect on agricultural, forest or mineral lands, critical areas and historic, archaeological and cultural sites;			



1		4.2.9 Effect on areas outside of Pierce County;		
2		4.2.10 Effect on designated open space corridors;		
3		4.2.11 "Spin-off" (secondary and tertiary) impacts; and		
4 5		4.2.12 Effect on the likelihood of associated development being induced by the siting of the facility.		
6	4.3	Impacts of the facility siting on urban growth area designations and policies:		
7		4.3.1 Urban nature of facility;		
8		4.3.2 Existing urban growth near facility site;		
9		4.3.3 Compatibility of urban growth with the facility;		
10		4.3.4 Compatibility of facility siting with respect to urban growth area boundaries; and		
11		4.3.5 Timing and location of facilities that guide growth and development.		
12 13	EPF-5	Ensure that the facility siting is consistent with the adopted County and municipal comprehensive plans, including:		
14 15	5.1	The future land use map and other required and optional plan elements not otherwise listed below;		
16	5.2	The identification of lands for public purposes in the land use element;		
17	5.3	The capital facilities plan element and budget;		
18	5.4	The utilities element;		
19	5.5	The rural element;		
20	5.6	The transportation element;		
21	5.7	The housing element;		
22 23	5.8	The comprehensive plans of adjacent jurisdictions that may be affected by the facility siting; and		
24	5.9	The regional general welfare considerations.		
25	EPF-6	Local policies may include standards and criteria related to:  The time required for construction;  Property acquisition;		
26	6.1	The time required for construction;		
27	6.2	Property acquisition;		
28	6.3	Control of on- and off-site impacts during construction;		
29 30	6.4	Expediting and streamlining necessary government approvals and permits if all other elements of the County or municipal policies have been met;		



1 2 3	6.5	The quasi-public or public nature of the facility, balancing the need for the facility against the external impacts generated by its siting and the availability of alternative sites with lesser impacts;
4	6.6	Zoning of area around site to protect against encroachment;
5 6	6.7	Impacts of climate change, economic, and health impacts when siting and building essential public services and facilities;
7	6.8	Addressing rising sea water by siting and planning for relocation;
8	6.9	Facility operations;
9 10	6.10	Health and safety (consider use of health impact assessment tools when developing and evaluating planning projects to identify possible impacts of projects on community health);
11	6.11	Nuisance effects;
12 13	6.12	Maintenance of standards congruent with applicable governmental regulations, particularly as they may change and become more stringent over time; and
14	6.13	Sustainable development practices.
15 16		ocally adopted policies on facility siting shall be coordinated with and advance other planning oals including, but not necessarily limited to, the following:
17	7.1	Reduction of sprawl development;
18	7.2	Promotion of economic development and employment opportunities;
19	7.3	Protection of the environment;
20	7.4	Positive fiscal impact and on-going benefit to the host jurisdiction;
21	7.5	Serving population groups needing affordable housing;
22 23	7.6	Receipt of financial or other incentives from the state and/or the County or other municipalities;
24	7.7	Fair distribution of such public facilities throughout the County and state; and
25	7.8	Requiring state and federal projects to be consistent with this policy.



# **Fiscal Impact**

#### Introduction

2

3

10

11 12

13

14

15

16 17

18

19

The Washington State Growth Management Act requires that the Countywide Planning Policies address "an analysis of fiscal impact" [RCW 36.70A.210(3)(h)]. However, the legislature did not define the scope of the required fiscal impact analysis. During the legislative proceedings a number of alternatives were discussed, ranging from fiscal analysis of the policies themselves, fiscal analysis of the comprehensive plans and implementing regulations, fiscal analysis of governmental decisions affecting jurisdictional responsibilities and/or boundaries and fiscal analysis of significant public and private development projects. From these alternatives, the County, and each municipality, has determined that at the Countywide Planning Policy level fiscal impact analysis will be required only for governmental decisions affecting jurisdictional responsibilities and/or boundaries and significant public and private development projects.

#### **Policies**

- FI-1 The purposes of fiscal impact analysis are to assess the relative costs of providing public facilities and services, with the public revenues that will be derived from: (a) decisions affecting jurisdictional responsibilities and/or boundaries and (b) significant public and private development projects.
- FI-2 Use the results of any required fiscal impact analysis as one of the factors in determining acceptance, modification, or rejection of the proposal/project.



# **Growth Targets**

#### Introduction

9

10

12 13

14

16

17

19

20

21

23

26 27

28 29

30

31

32

33

34 35

36

37

38

39

40 41 42

43

44

45

3 Countywide growth targets are informed by the Washington State Office of Financial Management 4 (OFM) per the Growth Management Act and by the Regional Growth Strategy within VISION 2050. It is necessary for the County and all 23 cities and towns to participate in and coordinate the allocation of growth targets using information from the OFM and Puget Sound Regional Council while considering the unique characteristics and needs of each jurisdiction.

# Background - Growth Management Act

The Growth Management Act (GMA) requires comprehensive plans to be consistent with the twenty-year population forecast from the Office of Financial Management (OFM). VISION 2050 builds on GMA and establishes Multicounty Planning Policies for the Puget Sound region. The Regional Growth Strategy set forth in VISION 2050, provides guidance for the distribution of future population and employment growth over 30 years through the year 2050 within the Central Puget Sound Region. This strategy, in combination with the O FM's population forecasts, provides a framework for establishing growth targets consistent with the requirements of the GMA. Consistent with VISION 2050, 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 18 assist in addressing 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.

The population projections developed by OFM are based on previous growth trends that are projected over the next 20 years and represent a population increase based on existing policy and development trends. The growth targets developed by PSRC are based on a forecast consistent with the OFM projections for the four counties and their jurisdictions so they are within the scope of GMA; however, the growth targets are allocated to regional geographies based on policy direction to focus growth in areas with planned or funded high-capacity transit, regional growth centers, and manufacturing/industrial centers.

### Background -VISION 2050

The Regional Growth Strategy (RGS) in VISION 2050 distributes growth targets to six regional geographies based on their size, function, and access to high-capacity transit, shown below in descending order of accommodating the highest to lowest shares of growth:

- Metropolitan Cities Tacoma
- Core Cities Auburn, Lakewood, Puyallup, University Place.
- High-Capacity Transit Communities DuPont, Fife, Fircrest, Sumner, Mid-County Community Planning Area, Parkland-Spanaway-Midland Community Plan Area, and South Hill community Plan Area.
- Cities and Towns Bonney Lake, Buckley, Carbonado, Eatonville, Edgewood, Gig Harbor, Milton, Orting, Pacific, Roy, Ruston, South Prairie, Steilacoom, Wilkeson.
- Urban Unincorporated Areas Pierce County Urban Unincorporated Areas.
- Rural Areas Pierce County Rural.

The RGS also recognizes Natural Resource Lands as a geography that is not allocated growth and two other regional geographies that plan for their own respective growth:

- Major Military Installations
- **Indian Reservation Lands**

46 Countywide growth targets should be adopted consistent with VISION 2050 as reasonably possible in an effort to "bend the trend" of future growth to more closely conform to the Regional Growth Strategy. 47

Achievement of the future envisioned by VISION 2050 will be challenging. Jurisdictions in some



regional geographies will likely be planning for growth targets that are above or below the policy 2 direction set by the Regional Growth Strategy. There may be factors outside a jurisdiction's control that 3 cause the actual growth to exceed or not achieve the adopted target. These factors may create a need to recognize front- or back-loaded growth scenarios. GMA comprehensive plans and associated development projects implemented and vested prior to 2008 also affect the ability to shift trends toward the policy-adjusted growth targets as set by the Multicounty Planning Policies To recognize the challenges in achieving the policy-adjusted growth targets, a regional geography and/or

jurisdiction(s) may provide documentation to acknowledge constraints related to achieving VISION 2050 guidance. 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.

### **Policies**

4

10

11 12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34 35

36

37

38

39

- Jurisdictions shall cooperatively develop and propose objective standards and criteria to develop GT-1 growth targets for housing and employment within the range set by the State Office of Financial Management's Countywide growth forecasts and taking into account the VISION 2050 Regional Growth Strategy forecasts and the availability and concurrency of public facilities and services with the impact of development.
  - 1.1 The County shall work with cities and towns to allocate targets within each regional geography based on the VISION 2050 Regional Growth Strategy.
    - The Growth Management Coordinating Committee (GMCC) may establish 1.1.1 working groups based on the regional geographies identified in VISION 2050 to allocate draft targets to their respective jurisdiction.
      - The GMCC will forward recommended targets to Pierce County 1.1.1.1 Regional Council (PCRC), including any documentation that supports the recommendation to be considered as findings.
    - 1.1.2 The PCRC shall review and make a recommendation to the Pierce County Council on proposed growth targets, including any documentation that supports the recommendation to be considered as findings.
      - The PCRC may conduct public meetings to review the proposed 1.1.2.1 designation and, at such meetings, may accept oral or written comments and communications from the public.
      - 1.1.2.2 If the Pierce County Council amends the PCRC's growth target recommendation, the PCRC shall be provided time to review and comment on the modifications prior to Council adoption.
      - 1.1.2.3 In the case of an impasse, the affected jurisdiction may appeal the adopted target to the GMHB after the growth targets are adopted.
- GT-2 The Pierce County Council shall be the responsible body for adopting housing and employment targets for Pierce County jurisdictions, subject to appeal to the Growth Management Hearings Board (GMHB).



1 2	_		_	ted targets shall be attached to the Countywide Planning Policy (CPP) publications dix A for ease of reference.
3		2	2.1.1	Appendix A shall be updated to reflect future County Council action.
4 5 6		2	2.1.2	Appendix A shall not be considered a component of the CPPs and, accordingly, an update to Appendix A shall not constitute an amendment to the CPPs requiring ratification by Pierce County jurisdictions.
7 8	GT-3	Juriso plans		should incorporate adopted growth targets when updating their local comprehensive
9 10 11 12	3.1	j d	urisdictio levelopeo	argets are the minimum number of residents, housing units, or jobs a given on is planning to accommodate within the appropriate planning horizon and are to be a through a collaborative countywide process that ensures all jurisdictions are dating a fair share of growth.
13 14 15	ar		nnexatio	ted growth targets are based on jurisdictional boundaries at time of adoption, any as made after adoption of the growth targets would require reconciliation of growth the affected jurisdictions per GT-5.
16 17	3.3		_	re informational tools integrated into local land use plans to assist in formulating idential and employment land needs.
18 19 20	GT-4	shall		with Regional Growth Centers and/or Regional Manufacturing/Industrial Centers a targets for the applicable centers in their local comprehensive plans consistent with 0.
21 22 23	GT-5	modi	fications	tions are different than the adopted targets based on VISION 2050, potential to comprehensive plans may be necessary to align with the adopted targets and wth Strategy.
24 25	5.1			aty and its cities and towns shall monitor the local projections to determine if the as are shifting to align with the adopted targets over time.
26 27 28	GT-6	juriso	dictions 1	A comprehensive plan updates of jurisdictions in Pierce County are adopted, may review and, if necessary, make a request to the Pierce County Council to adjust n, housing, and employment growth targets.
29 30 31	6.1	d	letermine	risdiction makes such a request, the County should survey the other jurisdictions to e if other requests will be made. If so, the County may wait until other requests are ore moving forward with the reconciliation process.

# Health, Healthy Communities, and Healthy Community Planning

#### Introduction

2

3

5

6

10

11

12

13

15 16

19 20

21

22 23

24 25 Health is a state of complete physical, mental, and social well-being, and not merely the absence of disease (World Health Organization).

The way we design and build our communities can affect our physical, social and mental health. Not every neighborhood across our County offers health-promoting opportunities, such as connected sidewalks, reliable public transit, affordable housing, safe parks and open space, healthy foods, and other amenities. As a result, not every County 14 resident is given a fair opportunity to attain one's full health potential.

Social Determinants of Health are those social, economic, and environmental factors or conditions in which people are born, live, work, and age. (Healthy People 2020 and US Centers for Disease Control and Prevention). These factors or conditions in our neighborhoods significantly affect our health.

Health disparity is the gap or difference in health status between different groups of people, including race, income, education and geographic location. It's a particular type of health difference that is closely linked with social, economic, and/or environmental disadvantage. (Healthy People 2020).

**Health equity** is the attainment of the highest level of health for all people. (Healthy People 2020).

17 To enable everyone to enjoy a good quality of 18 life, we need healthy communities. These are

places where all individuals have access to healthy social, economic, built and natural environments that give everyone the opportunity to live to the fullest, regardless of race and ethnicity, gender, income, age, abilities, or other socially defined circumstances.

# Background - Washington State Growth Management Act

There's a strong research evidence showing that urban sprawl adversely reduces our quality of life. The Washington State Growth Management Act (GMA) (Chapter 36.70A RCW) was adopted to acknowledge the fact that uncoordinated and unplanned growth poses a threat to the environment, sustainable economic development, and the quality of life in Washington.

26 27 28

29

30

31

32

33

34

35

36

37

38

39

40

41 42

43

44 45

46 47

48

The two-fold purpose of the GMA is to protect the environment by encouraging development in urban areas while reducing sprawling into undeveloped lands, and to enhance the state's high quality of life. Each GMA goal has a bearing on our health and a potential to improve community livability. How we plan for urban growth, transportation, housing, economic development, parks and open, etc., impacts our physical, social and mental well-being. Thus, the Countywide Planning Policies apply a health-in-allpolicies approach to integrate health into individual planning elements.

**Quality of Life** is a broad multi-dimensional concept comprised of two domains—"individual health and well-being" and "neighborhood livability". The first domain includes physical health and social, emotional and mental well-being. The second relates to those rich opportunities in our neighborhoods affording one to fully enjoy life, such as access to living wage jobs, affordable housing. reliable transit, good schools, safe parks and protected natural areas, etc. (US Centers for Disease Control and Prevention).

#### Relationship between GMA Goals and Health—A Few Examples:

- Urban growth: Compact growth can improve walkability to access daily services and enhance community interactions to build social capital of its residents.
- Reduce sprawl: Research evidence shows that sprawling low-density developments have significant negative health impacts from increased obesity, poor diets, death from vehicular crashes, reduced physical activity, lower community involvement, and increased stress.

- Transportation: Physical and social connectivity and walkability benefit individual health and well-being as well as improve neighborhood livability.
- Housing: The affordability, location, and quality of housing have all been independently linked to health.
- Economic development: Research indicates a direct linkage between the income and economic opportunities of a community and individual health outcomes. Access to living-wage jobs and greater economic opportunities can improve financial stability and make individuals healthier.
- Open space and recreation: Trails, parks, and green space provide opportunities for individuals to escape the concrete built environments, recreate and socially interact, and connect with the nature.
- Environment: Clean air and water are crucial to the health of the ecosystem and region's population.
- Citizen participation and coordination: Civic engagement and citizen participation in both the planning process and the community at large can empower communities and instill a sense of belonging and ownership, which in turn benefit health.

Background - VISION 2050

Puget Sound Regional Council's Vision 2050 envisages that the Central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a specular natural environment, and an innovative, thriving economy. The region will be made up of healthy people living and working in places and

specifically targeted to address public health. Vision 2050 operationalizes these two outcomes for planners to achieve: Equity: All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential. Health: Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives. Vision 2050 embeds health discussions throughout different chapters of the Multicounty Planning Policies. Specifically, under "Development Patterns", the goal is to create walkable, compact, and equitable transit-oriented communities to promote physical health and social wellbeing, build strong communities with a sense of identity, and make healthy communities more accessible for all

Equity and health are two desirable outcomes

neighborhoods offering diverse opportunities for people of all backgrounds and incomes to attain their full health potential. Among others, it calls out "health and equity" as desired outcomes for the region to achieve. Thus, policies and strategies ensuring health and equity are incorporated throughout the Countywide Planning Policies.

**Policies** 

2

4 5

6 7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24 25

26

2728

29

30 31 32

33

34

Each planning element in the Countywide Planning Policies is vital to human health and well-being. Specific policies relating to each planning element, like transportation, housing, economic development, environment, etc. are integrated into topic-specific chapters throughout the Countywide Planning Policies.

This chapter provides the high-level, overarching policies that support healthy community planning practices to achieve healthy communities and improve quality of life.

- Incorporate human health considerations into each planning element of comprehensive plans, including subarea plans. Prioritize planning practices (e.g. processes, policies, programs, projects and investment decisions) to support mental, social and physical wellbeing for all.
- H-2 Apply a "Health-In-All-Policies" framework that considers and integrates healthy community planning when making planning and other policy decisions.
- H-3 Identify and mitigate health and equity impacts of policy, regulation, or development proposals. This may include:
  - 3.1 Seeking to consider the health ramifications of physical and built environment impacts when conducting SEPA reviews;
  - 3.2 Utilizing a Health Impact Assessment when Environmental Impact Statement (EIS) is required;
  - 3.3 Applying equity tools or other data-informed analyses to assess health and equity impacts, with particular emphasis on negative impacts to underserved populations;
  - 3.4 Identifying, integrating, and implementing mitigation actions in collaboration with the affected populations;
  - 3.5 Developing public investment evaluation criteria to prioritize public investments to address health disparities; or

Healthy community planning is both an "approach" and a "process" which integrates evidence-based health strategies into community planning, transportation and land-use decisions. Its purpose is to create vibrant, equitable and safe places with abundant opportunities for all to live, work and play (American Planning Association). Its evidence-informed approach helps develop or prioritize planning practices (such as processes, policies, programs and projects, etc.) that support mental, social, and physical well-being for all. Its process simultaneously generates livable natural and built environments, viable economic development, and equitable societies to improve those non-medical (i.e. social, economic and environmental) factors affecting one's health.

**Health-in-all-policies** is a collaborative approach that integrates and articulates health considerations into policy-making across sectors to improve the health of all communities and people. (<u>US Centers for Disease Control and Prevention</u>)

Health Impact Assessment (HIA) is a process that helps evaluate the potential health effects of a plan, project, or policy before it is built or implemented. HIA brings potential positive and negative public health impacts and considerations to the decision-making process for plans, projects, and policies, such as transportation and land use. An HIA provides practical recommendations to increase positive health effects and minimize negative health effects. (US Centers for Disease Control and Prevention). It typically involves six steps: screening, scoping, assessment, recommendations, reporting and monitoring. It's an opportunity for the affected communities and vulnerable populations to address health disparities. CDC provides a Health Impact Assessment Tool and Other Types of Health Assessments. APA has a Health Impact Assessment's Role in Planning and Toolkit. Tacoma-Pierce County Board of Health adopted Resolutions recommending the use of HIA in conjunction with SEPA

40

41

42

1 2 3		3.6	Implementing development standards a potential negative health impacts from	and conditions to prevent, minimize, and mitigate development activities.	
4 5	H-4		ngfully engage and empower all people, particularly the underserved, in planning for unities. This may include:		
6 7		4.1	Increasing familiarity with health data and environmental determinants of health	a, community-based/grassroots organizations, social ealth, and health inequities;	
8		4.2	Making special efforts to outreach an of underserved populations;	d understand community needs and the aspirations	
10 11		4.3	Working with populations experienci for collective efficacy;	ng health disparities and strengthen their capacity	
12 13		4.4	Including special needs and diverse p demographics or historically underse	opulations representative of your jurisdiction rved; or	
14 15 16		4.5		v short- and long-range policy, land use, Sect the public health of the entire community, and ealth outcomes.	
17 18 19	H-5	Promote cooperation and coordination among public service providers, local government, the local health department, developers, community organizations, and all segments of the community to encourage healthy developments that promote and improve physical and social well-being for all.			
20 21 22 23 24 25	H-6	planning practices to carry out healthy community planning. This may include:  6.1 Conducting livability needs assessment to help identify needs,  The differences in one's "control over destiny" of Engaging the underserve represented or low-incord hearing, understanding a		The differences in one's opportunity and freedom to "control over destiny" often lead to health disparities. Engaging the underserved populations, either underrepresented or low-income, in the planning process by hearing, understanding and responding to their concerns can improve their health	
<ul><li>26</li><li>27</li><li>28</li><li>29</li></ul>			including, but not limited to, health and equity issues, to inform local comprehensive or subarea plan development;	Resource:	
30 31 32 33 34		6.2	Collecting, analyzing and interpreting health and other evidence-based data to support comprehensive or strategic planning;	TPCHD's Healthy Community Planning Toolbox includes Planning Process Tools, Policy Intervention Tools, Health-in-all-policies Tools and a Health Lens Analysis Tool. It also contain resources such as Community Profiles, Livability Needs Assessment, and Built Environment Performance Measure Samples. For data or	
35 36 37		6.3	Identifying health-supporting policies and strategies based on well-founded research evidence;	other assistance, contact Tacoma-Pierce County Health Department	
38 39 40		6.4	Developing, monitoring and managing meaningful built environm implementation progress in collabora	ent metrics and health outcomes to gauge tion with the public; or	

# Historic, Archaeological, and Cultural Preservation

#### Introduction

2

15

16

17 18

19

20

21

22

23 24

25

26

27

28 29

30

31

3 The preservation of historic, archaeological, and cultural resources is integral to a community's 4 5 identity and sense of place. The protection, access to, use, and public awareness of Tribal Cultural Resources is vitally important to the continuation of traditional cultural ways of Sovereign Nations. Tribal Cultural Resources are recognized as non-renewable resources that require management to assure their benefit to past, present, and future Tribal History. 11 12 Cultural resources are generally defined as prehistoric 13 and historic sites, structures, landscapes, districts, and 14

The Department of Archaeology and Historic **Preservation** (DAHP) is Washington State's primary agency with knowledge and expertise in historic preservation. We advocate for the preservation of Washington's irreplaceable historic and cultural resources - significant buildings, structures, sites, objects and districts - as assets for the future. https://dahp.wa.gov/

any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious, or any other reason determined by the Tribe. Tribes have a substantial interest in protecting, accessing, and controlling their cultural resources. Many of these resources may be protected by tribal, state, or federal laws.

- Purpose is to establish a meaningful consultation process with local Federally recognized tribes.
- Consideration of Tribal Cultural Values in determination of project impacts and mitigation.
- Consultation ends when either parties agree to mitigation measures or avoid a significant effect on Tribal Cultural Resources or a party, acting in good faith and after reasonable effort concludes that mutual agreement cannot be reached.
- Public agencies shall, when feasible, avoid damaging effects to Tribal Cultural Resources.
- Mitigation measures agreed upon during consultation shall be recommended for inclusion in environmental document.

# Background - Growth Management Act

The Washington State Growth Management Act mandates that counties and cities identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance. [RCW] 36.70A.020(13)]. The term "significance" is not defined. However, it is well-recognized that the federal and state governments have programs that have been in operation for some time by which land, sites,

structures and districts of national or state significance

may be placed on the National Register of Historic 32 33 Places or State Register of Historic Places,

34

respectively. Certain cities have also adopted local

35 programs to designate land, sites, and structures of local significance. Although the Growth Management 36

Act does not require a countywide planning policy on 37

historic, archaeological and cultural preservation, that 38 39 requirement was added by the Interlocal Agreement:

40 "Framework Agreement for the Adoption of the

Countywide Planning Policy (Pierce County Council 41

Resolution No. R91-172, September 24, 1991)". 42

Background - VISION 2050 43

44 VISION 2050 promotes the preservation of significant

visual and cultural resources, in addition to historic and archeological resources, and also contains 45

46 policies that promote urban design techniques to preserve these assets in recognition of the economic

value of sense of place. Furthermore, VISION 2050 recognizes the importance of culturally significant 47

sites and coordination between tribes and local jurisdictions, including a new policy that recognizes how 48

development could impact those sites and the importance of interjurisdictional coordination.

Historical, archeological and cultural resources are valuable community capitals that can knit communities together, improve walkability, and help people relates to the past and their roots. They can also help reduce stress and crime.

Resource: This Land Use & Community Design and Health Logic Model offers a menu of strategies and policies to support historic, architectural, arts and cultural resources that would ultimately improve a sense of place and identity.



#### **Policies** 2 HAC-1 Utilizing applicable federal, state, and local designations, and in cooperation with the Indian 3 tribes, all jurisdictions shall identify the presence of federal, state, and local historic, 4 archaeological and cultural lands, sites, and structures, of significance within their boundaries. 1.1 In instances where the County or municipalities are 5 6 making land use decisions resulting in more intense The "Tribal Consultation. 7 development, those jurisdictions should contact tribal **Coordination and Lands** 8 historic preservation officers to identify potential Compatibility" Chapter provides 9 cultural resource impacts. additional guidance to protect invaluable HAC-2 Tribal historical resources. 10 Consider the potential impacts of development to culturally significant tribal sites. 11 12 2.1 The County and each municipality should reach out to 13 the Department of Archaeology and Historic Preservation to verify the presence of cultural 14 resources through available databases. The County and each municipality should contact local tribal historic preservation officers to 15 2.2 16 determine likelihood of impact to potential cultural resources when reviewing development proposals that involve ground disturbance. 17 18 HAC-3 Jurisdictions may, utilizing County standards or locally-developed standards, identify and designate local historic, archaeological and cultural lands, sites, and structures of significance 19 within their boundaries. 20 Recommendations for local designations may be made by any person or entity or by any 21 3.1 22 municipality or governmental body. 23 3.2 The municipality may designate an individual, commission or committee to be responsible 24 for review of recommendations and to forward such recommendations on to the legislative 25 body. Designations shall only be made by the local legislative body if the land, site, or structure has 26 3.3 only local significance. 27 28 All such designations shall be reflected in the land use element of the comprehensive plan. 3.4 29 3.5 Any municipality may request that the County's Landmarks Commission and/or staff provide 30 assistance in designating land, sites, or structures; if sought, such assistance may be provided pursuant to an interlocal agreement. 31 32 3.6 Preservation of significant lands, sites, and structures shall be encouraged or accomplished by the County, and each municipality in the County, through any one or a combination of the 33 34 following techniques, as determined to be appropriate by the local legislative body: 35 3.6.1 Designation; 36 3.6.2 Incentives for preservation; 37 3.6.3 Loans and grants; 38 3.6.4 Public purchase; 39 3.6.5 'on-development' easement; 40 3.6.6 Development rights transfer;



1		3.6.7	Restrictive covenants;		
2		3.6.8	Regulations for protection, maintenance, and approval of appropriate development;		
3		3.6.9	Plans/policies/standards for preservation as set by the U.S. Department of the Interior; and/or		
5		3.6.10	Certified local government designation.		
6 7 8	3.7	Jurisdictions may utilize one or more of the following criteria, or others as may determined to be appropriate, to make designation decisions for recommended structures:			
9		3.7.1	Archaeological, historic, or cultural "significance";		
10		3.7.2	Condition;		
11		3.7.3	Uniqueness;		
12		3.7.4	Accessibility;		
13		3.7.5	Cost/benefit;		
14		3.7.6	Extent to which land, site, or structure is undisturbed;		
15		3.7.7	Presence of incompatible land uses or activities;		
16		3.7.8	Presence of environmental, health, or safety hazards;		
17		3.7.9	Tourism potential;		
18		3.7.10	Educational value; and/or		
19		3.7.11	Consent of owner.		
20 21 22	3.8	more of	islative body of the County, and each municipality in the County, may utilize one or the following criteria or others as may be determined to be appropriate, to make a detion decision:		
23		3.8.1	Error in historical/archaeological/cultural research for the original designation.		
24 25		3.8.2	Economic hardship for the owner leaving no reasonable use of the land, site, or structure.		
26		3.8.3	Deterioration of lands, site, or structure.		
27		3.8.4	Discovery of other (better) examples of lands, sites, or structures.		
28		3.8.5	Presence of land, site, or structure on state or federal registers.		
29 30 31	HAC-4	Encourage public education programs regarding historic, archaeological, and cultural lands sites, and structures as a means of raising public awareness of the value of maintaining those resources.			
32 33 34	HAC-5	Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's and the county's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.			

# **Military Installations and Compatibility**

#### Introduction

2

3

4 5

15

25

39 40

41 42

43

44

45

46

47

48

Military readiness can be severely impacted by growth and general congestion near bases, and access is important to maintain for installations and surrounding communities. Installations serve as hubs for both employment and population, and it is important to work together on growth planning in and around bases. This ensures the welfare, safety, and security of community members and military personnel. Limiting incompatible uses adjacent to military installations can take several forms, from adopting development guidelines that restrict height or land uses to analyzing how transportation impacts from new development affect military transportation routes. Background - Growth Management Act Military installations are of particular importance to the economic health of the state of Washington and it

is a priority of the state to protect the land surrounding our military installations from incompatible 11 development. A comprehensive plan, amendment to a plan, a development regulation or amendment to a 12

13 development regulation, should not allow development in the vicinity of a military installation that is 14

incompatible with the installation's ability to carry out its mission requirements. (RCW 36.70A.530(3).) Per RCW 36.70A.530(4), as part of the requirements of RCW 36.70A.070(1), each county and city

planning under RCW 36.70A.040 that has a federal military installation that employs one hundred or 16

more personnel and is operated by the United States department of defense within or adjacent to its 17 18 border, including Joint Base Lewis-McChord (JBLM), shall notify the commander of the military

installation of the county's or city's intent to amend its comprehensive plan or development regulations to 19 20 address lands adjacent to military installations to ensure those lands are protected from incompatible

21 development. The county or city shall follow notice requirements as stated in RCW 36.70A.530(5).

Per RCW 36.70A.085(3), cities that include all or part of a port district with annual operating revenues in 22 excess of twenty million dollars may include a marine industrial port element. Such port elements must

be developed collaboratively between the city and the applicable port. All 23 cities and towns in Pierce 24

County are located with the Port of Tacoma District.

WAC 365-196-430(2)(b) states that local comprehensive plan transportation elements' goals and policies 26 27 should address freight mobility including port facilities, truck, air, rail, and water-based freight.

The Port of Tacoma has been 28

29 classified as one of 23 strategic ports 30 for the US military and is part of the

National Port Readiness Network 31

32 (NPRN) designed to ensure readiness

33 of commercial ports to support

34 deployment.

#### Background - VISION 2050 35

Per the VISION 2050 Regional 36 37

Centers Framework, regional

38 expectations for Major Military

Installations include:

The South Sound Military Community Partnership (SSMCP) is a partnership of more than 50 members: cities, counties, tribes, nonprofits, corporations, organizations, and Joint Base Lewis-McChord who seek to bridge military and civilian communities through innovative and flexible partnerships and performing mutually beneficial work in the South Sound. https://cityoflakewood.us/southsound-military-and-communities-partnership/

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options;
- Support for multimodal commute planning and mode split goals for the installation; and
- Completed Joint Land Use Study or similar coordinated planning effort.

#### **Policies**

MI-1 Recognize the beneficial land use, housing, and transportation impacts of Joint Base Lewis-Mc Chord (JBLM) as well as the land use, housing, and transportation challenges for adjacent and nearby communities in local comprehensive plans and policies.

- MI-2 Protect military lands from encroachment by incompatible uses and development on adjacent land in local comprehensive plans and polices and implementing regulations.
- MI-3 Notify JBLM regarding regional and local planning actions, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.
- MI-4 Project Selection Criteria: Incorporate criteria into countywide infrastructure evaluation processes that would allow for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. Funding for such projects will be consistent with the goals and policies of VISION 2050, including support for regional centers and progress toward greenhouse gas emissions reductions targets.
- MI-5 Recognize in local comprehensive plans that the Port of Tacoma has been classified as one of 23 strategic ports for the US military and is part of the National Port Readiness Network (NPRN) designed to ensure readiness of commercial ports to support deployment.

2

3

4

67

8

9

10

11

12

### **Rural Areas**

#### Introduction

3

4 5 A major cornerstone of the Growth Management Act and VISION 2050 is to concentrate growth in the urban areas and preserve rural areas and resource lands. Rural lands are located outside of the urban growth area and are separate from natural resource lands. 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.

# 8 Background - Growth Management Act

- 9 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
- 11 resources. This element is guided by multiple sections in the GMA related to rural areas, including RCW
- 12 36.70A.030 (Definitions), RCW 36.70A.011 (Findings Rural lands), RCW 36.70A.070 (5)
- 13 (Comprehensive plans Mandatory elements Rural Element); and others.
- 14 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
- lelement, counties are to foster land use patterns and develop a local vision of rural character that will:
- 17 help preserve rural-based economies and traditional rural lifestyles; encourage the economic prosperity of
- 18 | rural residents; foster opportunities for small-scale, rural-based employment and self-employment; permit
- 19 the operation of rural-based agricultural, commercial, recreational, and tourist businesses that are
- 20 consistent with existing and planned land use patterns; be compatible with the use of the land by wildlife
- 21 and for fish and wildlife habitat; foster the private stewardship of the land and preservation of open space;
- 22 and enhance the rural sense of community and quality of life.

# 23 | Background - VISION 2050

- 24 VISION 2050 identifies rural lands as permanent and vital parts of the region. It recognizes that rural
- 25 and lands accommodate many activities associated with natural resources, as well as small-scale farming and
- 26 cottage industries. VISION 2050 emphasizes the preservation of these lands and acknowledges that
- managing rural growth by directing urban-type development into designated urban lands helps to preserve
- 28 vital ecosystems and economically productive lands.
- 29 VISION 2050 also acknowledges recent successes in directing growth away from rural lands. However,
- 30 it acknowledges that conversion pressures from urban development continue today, particularly through
- 31 vesting, and calls for continued use of rural lands for farming, forestry, recreation, and low-density
- 32 development supported by rural services. The Multicounty Planning Policies reinforce this and call for
- 33 minimizing environmental impacts to rural lands, while providing long-term solutions for the
- 34 environmental and economic sustainability of rural-based industries.

#### 35 Policies

### 36 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
- 39 areas.

#### 40 Development Patterns

- 41 RUR-2 Ensure that development in rural areas is consistent with the countywide and regional vision.
- 42 RUR-3 Prohibit urban densities in rural areas.
- 43 RUR-4 Avoid creating new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine local, countywide, regional, and State
- 45 growth management goals.



1 2 3 4	4.1	In the event that a proposal is made for creating a new fully contained community, the County shall make the proposal available to the Pierce County Regional Council, other counties, and Puget Sound Regional Council for advance review and comment on countywide and regional impacts.
5 6 7	RUR-5	Explore the application of tools and strategies to address vested development and better align future growth with the expectations envisioned within the Puget Sound Regional Council VISION 2050 Regional Growth Strategy.
8	RUR-6	Ensure that development occurring in rural areas is rural in character.
9 10	RUR-7	Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas.
11 12	RUR-8	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.
13 14 15	RUR-9	Minimize impacts to rural lands and contribute to improved ecological functions and more appropriate use of rural lands through innovative and environmentally sensitive land use management and development practices.
16 17	RUR-10	Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.
18	Public Se	ervices
19 20 21	RUR-11	Do not provide urban services in rural areas. Design services for limited access when they are needed for schools or to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.
22 23	RUR-12	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.
24 25 26	RUR-13	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.
27		



# **Transportation Facilities and Strategies**

#### Introduction

2

11 12

13

14

15

16

17

18 19

22

23

26

27

28 29

30 31

32

33

34

The population and employment growth in the Puget Sound region poses challenges to the functionality and sustainability of the transportation system. It is paramount that Pierce County jurisdictions work together, and with adjacent Counties and regional partners to address transportation with environmentally sound and equitable multimodal solutions.

Transportation connects people to people, places and resources. It can either be a conduit or a barrier for people of different backgrounds to access employment, medical care, recreation and other opportunities. Effective, equitable and affordable mobility choices integrated into our transportation network support a cleaner environment, better quality of life, a healthy economy, social justice, and positive health outcomes.

# Background – Growth Management Act

The Washington State Growth Management Act identifies transportation facilities planning and, specifically, encouraging efficient multimodal transportation systems based on regional priorities and coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include: (i) land use assumptions used in estimating travel; (ii) traffic impacts to state-owned transportation facilities resulting from land use assumptions (iii) facilities and services needs; (iv) financial analysis; (v) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; (vi) demand management strategies; and (vii) a pedestrian and bicycle component.

The Commute Reduction Efficiency Act of 2006 (RCW 70A.15.4000) goal is to reduce congestion on the roadway network and help address the air pollution issues within the urban areas. This act requires local governments to work with their larger employers to develop and implement strategies for reducing their single occupant auto trips. Jurisdictions affected by the <u>commute trip reduction</u> (CTR) law are required to develop local CTR plans that include the documenting of local transportation setting of the affected work sites and the strategies by which the rate of single occupant vehicle use may be reduced.

# Background - VISION 2050

VISION 2050 is the shared regional plan for moving toward a sustainable and more equitable future. The goal statement of the Vision 2050 multicounty transportation planning policies is "the region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

VISION 2050 offers an integrated approach to addressing land use and transportation, along with the environment, economic development and equity. It calls for a clean, sustainable transportation future that supports the regional growth strategy. Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services – with attention to safety, health and access to opportunity. Sustainable transportation minimizes the impacts of transportation activities on our air, water, and climate. It includes the design of walkable cities and bikeable neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

The transportation-related multicounty planning policies in VISION 2050 are presented in four groups.

The first group of policies speaks to the Regional Transportation Plan and calls for maintaining,

46 preserving, and operating the existing transportation system in safer, cleaner, more efficient, and equitable

47 ways. The second group of policies call for developing the multimodal transportation system to support

48 the economy of the region by investing in a transportation system that attracts and retains businesses and skilled labor in the region, including freight, rail, and aviation infrastructure. The third group of policies



addresses protection of the environment, including investment in zero emission vehicles, low carbon fuels 2 and other clean energy options along with providing infrastructure sufficient to support widespread electrification of the transportation system. This section also speaks to resiliency in preparing the transportation system for disaster, reducing stormwater pollution, and enhancing fish passage. The fourth and final group of policies focuses on innovation, by preparing for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system. GMA and VISION 2050 contain requirements and guidance for creating and implementing sound transportation solutions. RCW 36.70A.210 describes the requirements for CPPs, which include "policies for countywide transportation facilities and strategies." The following policies are intended to meet the intent of GMA and VISION 2050 and provide guidance to the County, Cities and Towns, and other public agencies in guiding their comprehensive planning.

#### **Policies**

3 4

11 12

13

14

15

16 17

18

19

20

21

22

23

24

25

26 27

30

31

32

33

34

35

36

37

38

39 40

41

#### General

- TR-1 Promote a sustainable and coordinated multi-modal transportation system that aligns with the Regional Transportation Plan and the Regional Growth Strategy and provides current and future generations with transportation infrastructure and services that offer mobility for all users in an equitable, efficient, clean, and cost effective manner.
  - 1.1 Plan and implement programs for the design, construction, and operation of transportation facilities for all users, including motorists, freight, transit users, pedestrians, bicyclists, and other active transportation modes.
  - Jurisdictions shall consider the interrelationship of their transportation and land use planning 1.2 and implementation on neighboring jurisdictions' transportation systems.
    - 1.2.1 Coordinate roadway functional classifications across jurisdictional lines and promote predictability in design and character of roadways.
  - 1.3 Identify solutions to address deficiencies on regional facilities, including collaboration with the Washington State Department of Transportation (WSDOT) when the deficiency is on a State Highway.
- 28 TR-2 Improve safety in the transportation system by working toward the State's "Target Zero", zero 29 death and disabling injury goal.
  - TR-3 For the purpose of this Policy, consistent with definitions of essential public facilities in the CPPs, WAC 365-196-550 and facilities of statewide significance in RCW 47.06.140, the following existing and new transportation services and facilities are part of the Countywide multimodal network and should be addressed in local Comprehensive Plans, as applicable:
    - State and federal highways; 3.1
    - 3.2 Roads, including major highways, arterials and collectors, and any local streets that are part of the national system and designated by the Federal Highway Administration as National Highway System Intermodal Connectors or Critical Urban or Rural Freight Corridors;

**Active Transportation Modes** Include: Bicycles/Unicycles/E-Bikes Walking Scooters/E-Scooters Skateboards/Longboards Mobility Assist Devices Other human-powered devices



# Transportation Facilities and Strategies

2	3.3	transit facilities and services including bus, rail, vanpool, paratransit, park and ride lots, are transit hubs and stations;		
3	3.4	Waterborne transportation (ferries, cargo shipping);		
4	3.5	Airports (passenger and freight);		
5	3.6	Rail systems and facilities (passenger and freight);		
6	3.7	Active transportation facilities;		
7	3.8	Major passenger intermodal terminals excluding all airport facilities and services;		
8 9	3.9	Marine port facilities and services that are related solely to marine activities affecting international and interstate trade;		
10	3.10	Key freight transportation corridors serving these marine port facilities;		
11	3.11	Regional transit authority facilities as defined under RCW 81.112.020;		
12	3.12	Parking facilities;		
13	3.13	Facilities related to carpooling and transportation demand management; and		
14	3.14	Port cargo facilities.		
15 16 17	TR-4 Consider, whenever feasible, equity, inclusion, and access to opportunity when developing a			
18 19	4.1	Prioritize investments for historically underserved populations to improve affordable and convenient access to jobs, education, health care, social services, recreation, and culture.		
20 21 22		4.1.1 Target active transportation and transit investments in communities of color and areas with higher concentrations of low-income, non-English speaking, seniors, youth, and disabled populations.		
23 24	4.2	Consider current and past inequities in infrastructure development when planning and programming new investment.		
25 26 27	4.3	Consider using PSRC's Opportunity Index and/or the Countywide Equity Index, when adopted, to identify underserved communities in order to prioritize transportation improvements and service delivery.		

1 2 3	4.4	Mitigate negative impacts of the transporta communities when developing plans and programs.	tion system on historically underserved
4 5 6 7 8 9 10 11 12 13 14	4.5	Develop plans to meet Americans with Disabilities Act (ADA) requirements and guidance, including facilitating ease of access for the disability community and retrofitting non-compliant sidewalks and walkways.  Coordinate with tribal governments on joint planning and project implementation consistent with the policies under the Tribal Consultation, Coordination, and Lands Compatibility	PRSC's Opportunity Index and Mapping: Areas of opportunity is based on an "Opportunity Index" which combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The level of opportunity score (very low, low, moderate, high, very high) is determined by sorting all census tracts into quintiles based on their index scores <a href="https://www.psrc.org/opportunity-mapping">https://www.psrc.org/opportunity-mapping</a>
15 16 17 18 19	TR-5 Pi	alth and well-being, such as improving the d	ems ive transportation system options that support esign of local street patterns to support walking, ctivity, physical activity, health and well-being.
20 21 22 23 24 25	5.1	Adopt complete streets policies based on best practices and implement capital improvements to support a safe and inviting multimodal environment such as:  5.1.1 Traffic calming and other	"Complete Streets" are policy and design principles to plan for, design, operate and maintain, streets that are accessible, safe, convenient and comfortable for all users and abilities regardless of their form of transportation.
26 27 28		measures to increase safety and visibility for active transportation modes;	
29		5.1.2 Connecting on-street facilities to	trails;
30		5.1.3 Green spaces and other pedestria	an-friendly amenities; and
31 32		5.1.4 A corridor approach that looks for roadway cannot accommodate a	or opportunities on parallel facilities when a single ll modes.
33	5.2	Work with School Districts to enhance safe	ety at and near school sites.

# Transportation Facilities and Strategies

1		5.2.1	Create Safe Routes to School Plans	
2 3		3.2.1	that identify capital improvements around school sites.	<b>Safe Routes to School</b> is a Washington state and Federal Highway Administration funded program
4 5		5.2.2	Identify and pursue funding sources for improvements around schools.	which was created to enable and encourage children to walk and bicycle to school safely, thereby encouraging a healthy and active lifestyle from an
6 7 8 9	5.3	policies a being, in	a wide range of strategies and aimed at improving health and well-cluding universal design standards, es to destinations, etc.	early age.
10 11 12	TR-6 A	ddress com	ortation Integration apatibility between land use and commun facilities by:	unity development objectives and
13 14 15	6.1	appropri		ervices in areas in which new growth is wenty-year time frame consistent with the
16 17 18 19 20 21 22 23		6.1.1	Growth Centers and Th Manufacturing/Industrial of	esource:  is <u>Transportation and Health Logic Model</u> contains a host transportation strategies and policies to improve human d environmental health.
<ul><li>24</li><li>25</li><li>26</li><li>27</li></ul>		6.1.2	Focusing capital projects, particularly improvements for active transportation, near high-capac local centers and along corridors con	city transit stations and stops, in regional and necting centers.
28 29 30	6.2	rural and	Discouraging the extension of new roadways and road capacity expansion into designated rural and resource areas, unless there is a proven need to serve travel between two urban areas or between a satellite rural city or town and the urban area and/or another city or town.	
31 32		6.2.1	Access management strategies should improvements in order to prevent unp	*
33 34 35	6.3	of the tra	-	ones not create demands exceeding the capacity on that includes supporting transit and other Regional Growth Strategy.
36 37	6.4	_	nd use regulations to increase the share mplementing the following strategies:	of travel in modes other than the automobile,

1	l	6 1 1	Engaymacina on nagyinina	
2 3 4		6.4.1	Encouraging or requiring mixed use development and Transit Oriented Development (TOD) in Centers;	According to the Institute for Development and Transportation Policy: <b>Transit Oriented Development</b> ( <b>TOD</b> ), means integrated urban places designed to bring
5 6 7 8		6.4.2	Designating high density land uses in transit/transportation corridors and designated TOD sites;	people, activities, buildings, and public space together, with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and
9 10 11 12 13		6.4.3	Considering dedications and impact fees to provide public transit capital improvements within the public right-of-way such as exclusive bus lanes and a	healthful combination of mobility modes, at the lowest financial and environmental cost, and with the highest resilience to disruptive events.
14 15		6.4.4		alks, bike facilities, trails, and/or other active
16 17 18 19	TR-7 Promote cooperation and coordination among transportation providers, local government, and developers, wherever feasible, to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social well-being and improve the natural and built environments.			
20 21 22 23 24	TR-8 Work in cooperation with WSDOT and Port authorities to plan and implement projects and programs to meet freight mobility and access needs, including planning for needed capital improvements, and the establishment of programs designed to maintain, preserve and expand			
25 26	8.1 Participate in interjurisdictional efforts to improve access to regional airports and rail facilities.			
27 28 29 30	Participate in interjurisdictional efforts to improve access within and to Manufacturing Industrial Centers and Port facilities on connecting corridors and roadway systems for efficient movement of goods movement by trucking and rail, while minimizing impacts and conflicts with other transportation modes.			
31 32 33 34 35	8.3 Develop plans or planning provisions, where appropriate, to protect the continued operation of military airfields and general aviation airports by using adopted land compatibility standards such as those published by the Federal Aviation Administration (FAA) and the Washington State Department of Transportation (WSDOT) to discourage incompatible land uses and development on adjacent land.			
36 37 38		8.3.1		res recommended in Joint Base Lewis-McChord (LUS), as described in the Essential Public ywide Planning Policies.
39 40 41	Sustainability and the Environment  TR-9 Jurisdictions shall address environmental impacts of transportation policies, project implementation, and operations wherever practicable through:			

1 2 3 4	9.1 Programming capital improvements and transportation facilities designed to alleviate and mitigate impacts on land use, air quality and energy consumption such as high-occupancy vehicle lanes, public transit infrastructure, bicycle/pedestrian facilities, and designated truck freight corridors;				
5	9.2	Locating and/or constructing transportation improvements so as to discourage adverse impacts on water quality and other environmental resources;			
7 8	9.3	Retrofitting fish passages and storm systems to meet best available science and standards of practice as part of publicly and privately funded transportation improvement projects;			
9		9.3.1	Prioritize improvements to deficie	ent structures that contribute to fish blockage.	
10 11	9.4	Combining infrastructure projects where possible, for instance, constructing road and sewer projects in same time window; and			
12	9.5	Strength	Strengthening efforts to reduce pollutants from transportation activities by:		
13 14		9.5.1	Including pollution reduction methods through technologies		
15 16 17 18 19 20			such as the use of cleaner fuels and vehicle programs, for example, electric charging stations, bike and pedestrian infrastructure, intersection control strategies such as	An <b>intelligent transportation system</b> is an advanced application which aims to provide innovative services relating to different modes of transport and traffic management and enable users to be better informed and make safer, more coordinated, and 'smarter' use of transport networks.	
<ul><li>21</li><li>22</li><li>23</li><li>24</li></ul>			roundabouts and signal modifications and bike and pedestrian infrastructure partnerin transportation facilities);	g to construct (including trails and other active	
25 26		9.5.2	Reducing vehicle miles traveled and auto dependency;		
27 28 29 30		9.5.3	Designing and prioritizing compact communities and neighborhood accessibility for daily goods and services; and	<b>TSMO</b> is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. This may enable transportation agencies to "stretch" their funding to benefit more areas	
31 32 33		9.5.4	Implementing and coordinating Intelligent Transportation Systems (ITS) and	and customers. TSMO also helps agencies balance supply and demand and provide flexible solutions to match changing conditions.	
<ul><li>34</li><li>35</li><li>36</li></ul>			Transportation Systems Management and Operations (TSMO) technology to reduce cor	ngestion.	
37	TR-10 Us	se low-imp	pact development practices or enviro	onmentally appropriate approaches for the design,	

construction and operation of transportation facilities to reduce and mitigate environmental impacts, including, but not limited to, greenhouse gas emissions and storm water runoff from

streets and roadways.

38

1 2	10.1	•	etative installations such as bioswales, rain gardens, green spaces and other features with carbon uptake and reduction of stormwater runoff.
3 4 5 6	im and	plementin	s, in cooperation with transit agencies, shall strive to reduce environmental impacts by ag and promoting facilities and services to encourage alternatives to automobile travel duce the number of vehicle miles traveled (modal split, trip generation and trip length)
7 8 9	11,1	construc	al alternatives such as grade separated guideways and exclusive lanes for bus and rail; tion of new high-occupancy vehicle lanes; carpool/vanpool facilities; and ting active transportation facilities; and
10 11 12 13 14	11.2	growth; road/con transpor	ictural/regulatory alternatives such as concurrency-based measures to focus or phase limiting the size of urban growth areas and other measures to limit sprawl; agestion pricing; auto-restricted zones; parking management; site design; active tation programs and promotion, ridesharing incentives, and transportation systems and management.
15 16 17			that receive transit service shall work with transit agencies in the creation and ion of their long-range plans to ensure consistency between entities.
18 19 20	12.1	and facil	ent transit supportive zoning and land use actions that accommodate transit service lities and create demand for ridership in targeted residential, commercial, and mixed-with areas.
21 22 23		12.1.1	Consider reducing parking requirements for new development along transit corridors with frequent service and consideration of developer mitigation requirements that improve nearby transit facilities.
24 25		12.1.2	Consider siting new and relocated public facilities/offices to areas with transit service.
26 27		12.1.3	Identify and attempt to preserve property for park-and-ride facilities in areas at or near the end of transit routes.
28 29		12.1.4	Look for opportunities to densify jobs and create workforce development opportunities in Regional Growth Centers.
30 31		12.1.5	Involve transit agencies in the pre-application process for large development proposals.
32 33 34 35		12.1.6	Consider dedication of a percentage of Transportation Impact Fees for transit related infrastructure improvements within the public right-of-way to increase efficiency, such as exclusive bus lanes and transit signal priority as allowed by state law.
36 37	12.2		r opportunities to densify jobs and create workforce development opportunities o Manufacturing/Industrial Centers.
38 39			s shall work with transit agencies to ensure consistency and efficiency of existing and t service and timely expansion of all types of service to serve the urban area.



1 2	13.1	Identify, acquire, and preserve rights-of-way to better accommodate existing and future transit alignments.		
3	13.2	Coordinate expansion of public transit benefit area boundaries as development occurs and new growth areas are planned.		
5 6 7	13.3	Work collaboratively to increase transit ridership and instill a sense of safety for riders by requiring transit stop improvements (if near existing or planned route), or other multimodal needs to improve access to transit as part of SEPA transportation mitigation requirements.		
8 9 10 11	13.4	operation contact the	linating Capital Infrastructure planning with transit agencies to ensure a safe of transit throughout the system for the users and fleet. The County and Cities will the transit agency when considering capital infrastructure improvements or revisions existing service route that apply to:	
12		13.4.1	Curb radius adjustments;	
13 14		13.4.2	Intersection improvements (adjustments to signal phasing/timing, and type of intersection control); and	
15		13.4.3	Sidewalk/Crosswalk additions.	
16 17	13.5		the interrelationship and connectivity of different agencies and modes of transit g commuter rail, light rail, bus rapid transit, and local transit.	
18 19 20	13.6	Avenue/S	llaboratively and pursue funding for bus rapid transit, including the Pacific SR 7 line and additional routes, to support regional and local growth plans, rly in designated Regional Growth Centers and High-Capacity Transit Communities	
21 22 23 24	TR-14 Consider the impacts of local planning activities on neighboring jurisdictional (inclusive of WSDOT) roadway facilities when developing and administering a jurisdiction's performance			
25	14.1	Designat	e or adopt performance standards or LOS per RCW 36.70A.108, such as:	
26		14.1.1	Roadways and intersections;	
27 28 29		14.1.2	Existing and planned measures used for transit performance standards or LOS (e.g hours of service, headways, pedestrian environment, accessibility, safety, rider comfort, reliability, transfer necessity, cost, and travel time);	
30 31		14.1.3	Performance standards or LOS that measure multiple modes of travel, including active transportation; or	
32 33			14.1.3.1 Seek regional guidance and agreement on the application of multimodal measures.	
34 35	14.2		o interlocal agreements, where necessary, to establish uniform, coordinated unce standards or service levels between jurisdictions for countywide facilities.	
36	TR-15 Adopted performance standards or LOS may be:			



1 2	15.1	Set below existing levels thereby allowing reserve capacity for growth and minimizing the need for new capital investment;		
3	15.2	Set above existing levels (thereby increasing comfort and convenience of travel, enhancing economic development and minimizing some environmental impacts;		
5	15.3	Set at existing levels (thereby allowing new development to mitigate full marginal impacts;		
6	15.4	Set at different levels of service in different zones, especially in designated centers and on transit and freight corridors;		
8	15.5	Set at different levels of service based on facility classifications;		
9	15.6	Set to measure multiple modes of travel (e.g. transit, bicycling and/or walking); or		
10 11 12	15.7	Taken directly from standards developed by the Washington State Department of Transportation for Highways of Statewide Significance and directly from standards developed by the Puget Sound Regional Council for regionally significant state highways.		
13 14 15	approved but unbuilt development, current and future roadway conditions, and multiple modes of			
16	16.1	Capacity-to-demand thresholds;		
17 18	16.2	A regionally agreed upon method for measuring the availability of person and freight carrying capacity based on current and future demand including phased capacity; and/or		
19	16.3	Appropriate standards of design across jurisdictional lines.		
20	TR-17 Ad	dress substandard performance or LOS for existing facilities by one or more of the following:		
21	17.1	Designating funding mechanisms;		
22 23	17.2	Prioritizing facility needs in capital improvement and transportation improvement programs to correct existing deficiencies;		
24	17.3	Using transportation demand management;		
25 26	17.4	Using transportation systems management to promote cost effective methods of moving people and goods such as:		
27 28		17.4.1 Exclusive lanes, signal priority, queue jumps and/or other measures to expedite transit and freight travel; or		
29 30		17.4.2 Traffic management such as ramp meters and travel time notices to maximize the performance of the system.		
31	17.5	Providing infrastructure to allow for travel by active transportation modes; or		
32 33 34	17.6	Addressing regional facilities through inter-jurisdictional collaboration and coordinated strategies for addressing deficiencies, including involvement from WSDOT when the issue is on a State Highway.		
35	TR-18 Address concurrency through the following methods:			



1 2	18.1		ransportation facilities needed to accommodate new development within six years of nent approval.	
3 4	18.2		w development to a level that can be accommodated by existing facilities and planned for completion over the next six years.	
5 6	18.3		ge new and existing development to implement measures to decrease congestion and mobility through transportation demand and congestion management.	
7 8	18.4	•	solutions to address deficiencies on regional facilities, including collaboration with when the deficiency is on a State Highway.	
9 10 11	Maintenance, Operations, and Preservation TR-19 Protect transportation investments and assets through the proper operations, maintenance, and preservation to provide safe, efficient, and reliable movement of people, goods, and services.			
12	19.1	Reduce la	ife-cycle costs through effective preservation and maintenance programs.	
13 14	19.2	_	nt best practice recommendations including those contained in the Regional tation Plan.	
15	19.3	Promote	increased funding for maintenance, operations, and preservation.	
16 17 18 19 20 21 22	TR-20 Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and Cities, Ports, and those contained in the Washington State Comprehensive			
23 24	20.1		resilience in the transportation system to prepare for a variety of imminent and disaster events, including but not limited to:	
25		20.1.1	Pandemics;	
26		20.1.2	Earthquakes;	
27		20.1.3	Tsunamis;	
28		20.1.4	Flooding;	
29		20.1.5	Lahars;	
30		20.1.6	Lahars; Fires; Windstorms;	
31		20.1.7	Windstorms;	
32		20.1.8	Winter storms;	
33		20.1.9	Terrorism;	
34		20.1.10	Cyberattacks; and	
35		20.1.11	Climate change impacts.	



1 2 3	Transportation Technologies TR-21 Incorporate technological advances into transportation system planning that is coordinated among jurisdictions and transit agencies where feasible and applicable:			
4 5 6	21.1	Participate in efforts to expand electrification and other zero emissions technology in vehicle fleets, transit, and freight mobility. (including unmanned aerial delivery, maritime vessels, and aircraft).		
7 8	21.2	Participate in efforts to expand infrastructure for electric vehicles, consistent with improvements to the power infrastructure in utility provider plans.		
9		21.2.1 Implement and encourage new electric and other zero emissions vehicle charging or fueling stations at public and private locations.		
11 12		21.2.2 Incorporate provisions for charging stations into development regulations and building codes.		
13	21.3	Plan for the deployment of autonomous vehicles in the transportation system.		
14 15 16 17	21.4	Expand corridor systems management efforts by implementing and coordinating Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) technology, including the use and installation of information systems for operating conditions on roads and at rail crossings.		
18 19		21.4.1 Coordinate with private mapping vendors to integrate accurate roadway representations and real-time information into wayfinding apps.		
20 21	21.5	Expand and coordinate incident response team efforts along State highways and arterials serving as alternate routes for state facilities.		
22 23 24	TR-22 Strive for sustainable funding sources and consider a number of financing measures, including			
25	22.1	General revenues;		
26	22.2	Fuel taxes;		
27	22.3	Toll roads and other user fees;		
28	22.4	Bonding;		
29	22.5	Congestion pricing;		
30	22.6	Public/private partnerships, and public/public partnerships;		
31 32 33	22.7	Assessment and improvement districts, transportation benefit districts, facility benefit assessments, traffic transportation impact fees, tax increment financing, dedication of right-of-way and voluntary funding agreements;		
34	22.8	Grants; or		
35	22.9	Others, as may be appropriate.		



# Tribal Consultation, Coordination, and Lands Compatibility

#### Introduction

3

4

11 12

24

29

30

31

32 33

34

36

47

There are several Tribes within Pierce County with reservations and/or federally adjudicated treaty rights within the County. These Tribes are parties to treaties with the United States Government in which certain rights and privileges both on and off reservation were articulated and remain in effect. Through the Treaty of Medicine Creek (1854) and Treaty of Point Elliot (1855) tribes ceded their land which allowed for Pierce County and local jurisdictions to incorporate. The responsibility of local jurisdictions to uphold aspects of those treaties is essential to Tribes. Tribes have, responsibilities, interests, and treaty rights that are not only on reservation but can extend well off reservation boundaries. Not having Tribes as part of the regional picture of growth has led to historical conflict over the impact development sometimes has over treaty resources. Including Tribes in the framework of local planning will better characterize how the Pierce County region grows collectively and deliver more certainty to our communities.

13 14 As sovereign governments, Tribes have jurisdiction and interests over several areas throughout the 15 County. The Federal Government designated reservations through the signing of treaties where Tribes relinquished all claim to their traditional territory. The purpose of these reserves was to provide housing, 16 17 the ability to hunt and fish, and the opportunity to provide facilities for education and healthcare. Most of these responsibilities were first placed on the Federal Government, but now have been moved in the 18 interest of self-determination to Tribal Governments. Treaty Rights, like fishing and hunting occur both 19 20 within the Reservation & Usual and Accustomed areas where Tribes ceded their traditional territory. That 21 is why it is important that in order to maintain the integrity of treaties, local governments should recognize the complex issues related to land use and planning when considering Tribal lands and treaty 22 23 resources.

# Background - Growth Management Act

As part of RCW 36.70A.210(4) Federal agencies and Indian Tribes may participate in and cooperate with the countywide planning policy adoption process. Adopted countywide planning policies shall be adhered to by state agencies.

# 28 Background – VISION 2050

Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign Tribal nations enrich the region through environmental stewardship, cultural

heritage, and economic development, and collaborate with local governments to shape the region's future. As part of Vision 2050 Federally recognized Indian

Tribes were included as part of many regional planning processes. Like all governments, Tribes

engage in land use planning and economic

development to provide jobs, housing, and services,

41 as well as the infrastructure to support and plan for

growth of their land base and reservations. As

43 sovereign nations, Tribes are not required to plan

4 under the Growth Management Act but recognize the

importance of coordination and cooperation with all governments to deal with the challenges and benefits of growth and development.

**Policy Intent** 

Treaties are the highest law of the land. The Treaty of Medicine Creek (1854) and The Treaty of Point Elliot (1855) are the Treaties that encompass the ceded land of Pierce County. The Treaties and the designation of reservations guaranteed specific rights. Those rights can extend beyond reservations throughout the ceded areas as usual and accustomed grounds and stations.



The Washington State Centennial Accord (1989) and

agreements that provide a framework for government-to-

government relationships and implementation procedures

Millennium Agreement (1999) are Tribal-State

to assure the execution of that relationship.

The following Countywide Planning Policies formulate best practices to consult and coordinate land use 2 matters between Tribes and local jurisdictions. Local jurisdictions should continue to follow notification and consultation protocols where State and Federal laws exist (For example Section 106 cultural resources, project specific Federal permits conditioning consultation with Tribes, specific laws requiring consultation like the 1989 Settlement Agreement). The purpose of these policies is to support both formal and informal communication between each government and provide flexibility in handling land use

matters where there is no existing guidance. They

follow recommendations outlined by the Washington

State Centennial Accord and the Millennium

Agreement. 10

3

4

6

19

28

30

31

32

33

34

35

36 37

38

39

40

41

42

43

44

Additionally, the chapter addresses Tribal land 11

12 compatibility and Treaty Rights. As the trustee for

13 Tribes, the Federal Government may intervene when

Federal obligations to Tribes are not being fulfilled. 14

15 These policies recognize the unique designation of

16 reservation land and provide proactive measures

working with local jurisdictions to protect treaty rights. The policies serve the mutual interest to resolve 17

18 conflicts before development occurs.

#### **Tribes Definition**

20 For the purposes of following and implementing the following countywide planning policies "Tribe" is

defined as all Federally recognized Tribes with reservations and adjudicated rights within the exterior 21

22 boundaries of Pierce County.

#### **Consultation Definition**

Consultation means the process of seeking, discussing, and considering the views of other participants,

and, where feasible, seeking agreement. The process may be formally outlined by State and Federal law.

Consultation may also be conducted informally over matters related to the normal planning process. This 26

27 definition is supportive of both acts. The goal of consultation is to further the government-to-government

relationship with Tribes and local jurisdictions, and ensure the mutual respect for the rights, interests, and

29 obligations of each government.

#### **Policies**

TC-1 Tribes and jurisdictions should notify each other when making significant land use decisions that may have potential impacts to the other jurisdiction and provide opportunity for consultation.

- 1.1 Meaningful and substantial opportunities for early and continuous Tribal government participation and consultation should be incorporated into regional and local planning activities.
- 1.2 The County and each municipality are encouraged to work with Tribes to understand common interests and issues of concern over development and planning. Tribal and local governments should seek regular input from one another so they are properly consulted on significant land use decisions of interest.
- 1.3 A Tribe, the County, or municipality may request on a government-to-government basis to develop a memorandum of agreement that defines how and under what circumstances the local governments and Tribe will formally consult with each other when making significant land use decisions.
- 1.4 These agreements will recognize the importance of early and continuous Tribal government participation in regional and local planning activities, acknowledging a Tribe's status as a





- 1 4.2 Recognize the unique Federal designation and purpose of reservation lands for Tribes to 2 provide a diversity of services, housing, jobs, and preserving the rights to hunt, fish, and 3 gather. 4 4.3 Consider amendments that identify approaches to provide consistency and compatibility 5 between their respective comprehensive plan's land use designations and policies and comprehensive plan. 6 Jurisdictions shall regularly coordinate with Tribes regarding regional and local planning within reservation boundaries and on parcels abutting the reservation boundary, recognizing 8 9 the mutual benefits and the possible potential for impacts. 10 4.5 Tribes and jurisdictions will work with one another to seek solutions for resolving inconsistencies between local comprehensive plans and Tribal plans, within the requirements 11 12 of Federal, State, and local laws. 13 TC-5 Jurisdictions shall update their comprehensive plan during its next amendment cycle to 14
  - incorporate ways to preserve Tribal treaty rights when notified by Tribes of their presence in a particular location.
    - 5.1 All Jurisdictions shall consider the potential impacts to Tribal treaty fishing, hunting, and gathering grounds, which may include the development patterns in their comprehensive plans.
    - Consideration of impacts may appear in in a variety of ways such as goals, policies, 5.2 implementation measures, and other forms of documentation.

16 17

18

19

#### **Urban Growth Areas**

#### Introduction

1

- 3 When following the goals and requirements of the Growth Management Act, it is important to balance coordination
- 4 of focusing growth within the urban growth area with protection of the individual identities and spirit of the cities
- 5 towns, the rural areas and unincorporated urban communities.
- 6 The Countywide Planning Policies are intended to be the consistent "theme" of growth management planning among
- 7 Pierce County jurisdictions. The policies also establish processes and mechanisms designed to foster open
- 8 communication and feedback among the jurisdictions.

#### 9 Background - Growth Management Act

- 10 The Washington State Growth Management Act has as planning goals the encouragement of development in urban
- 11 areas where adequate public facilities and services exist or can be provided in an efficient manner [RCW]
- 12 | 36.70A.020(1)], the reduction of sprawl (i.e., the inappropriate or premature conversion of undeveloped land into
- 13 | low-density development) [RCW 36.70A.020(2)], and the provision of adequate public facilities and services
- 14 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.
- 17 | The Growth Management Act further requires (1) that the County designate an "urban growth area" (UGA) or areas
- 18 within which urban growth shall be encouraged and outside of which growth shall occur only if it is not "urban" in
- 19 character; (2) that each municipality in the County be included within an UGA; (3) that an UGA include territory
- 20 outside of existing municipal boundaries only if such territory is characterized by urban growth or is adjacent to
- 21 territory that is already characterized by urban growth. [RCW 36.70A.110(1); for definition of "urban growth" see
- 22 RCW 36.70A.030(17).]
- 23 The designated UGAs shall be of adequate size and appropriate permissible densities so as to accommodate the
- 24 urban growth that is projected by the State Office of Financial Management to occur in the County for the
- 25 succeeding 20-year period. While each UGA shall permit urban densities, it shall also include greenbelt and open
- 26 space areas [RCW 36.70A.110(2)].
- 27 As to the timing and sequencing of urban growth and development over the 20-year planning period, urban growth
- 28 shall occur first in areas already characterized by urban growth that have existing public facility and service
- 29 capacities to service such development, second in areas already characterized by urban growth that will be served by
- 30 a combination of both existing public facilities and services and any additional needed public facilities and services
- 31 that are provided by either public or private sources [RCW 36.70A.110(3)]. Urban government services shall be
- 32 provided primarily by cities, and it is not appropriate that urban governmental services be extended to or expanded in
- 33 rural areas except in those limited circumstances shown to be necessary to protect basic public health and safety and
- 34 environment and when such services are financially supportable at rural densities and do not permit urban
- 35 development [RCW 36.70A.110(4)].
- 36 | The Growth Management Act Amendments expressly require that countywide planning policies address the
- 37 | implementation of UGA designations [RCW 36.70A.210(3)(a)], the promotion of contiguous and orderly
- 38 development, the provision of urban services to such development [RCW 36.70A.210(3)(b)], and the coordination of
- 39 joint county and municipal planning within UGAs [RCW 36.70A.210(3)(f)].

#### 40 Background - VISION 2050

- 41 VISION 2050 calls for a more efficient, sustainable, and strategic use of the region's land. It identifies urban lands
- 42 as a critical component to accommodate population and employment growth in a sustainable way. VISION 2050
- 43 calls for directing development to the region's existing urban lands, especially in centers and near transit, while
- 44 limiting growth on rural lands. The Regional Growth Strategy found in VISION 2050 allocates 98 percent of the
- 45 region's future population growth and 99 percent of its employment growth into the existing urban growth area.
- 46 Urban Areas are divided into five distinct groups: Metropolitan Cities, Core Cities, High-Capacity Transit
- 47 Communities, Cities and Towns, and Unincorporated Urban (outside of High-Capacity Transit Communities.
- 48 Additional geographies include Rural, Natural Resources Lands, and Military Installations. Tribal lands are
- 49 acknowledged as overlapping the various geographies. VISION 2050 recognizes that unincorporated urban lands are
- 50 often similar in character to cities they are adjacent to, calling for them to be affiliated with adjacent cities for joint
- 51 planning purposes and future annexation.



VISION 2050 recognizes that transit oriented compact development creates vibrant, livable, and healthy urban communities that offer economic opportunities for all, provide housing and transportation choices, and use our 3 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. 6

VISION 2050 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 2050 identifies 29 regional growth centers. These places play an 9 important role as locations of the region's most significant business, governmental, and cultural facilities. The 18 10 jurisdictions that have one or more regional growth centers are expected to accommodate a significant portion of the 11 region's residential growth (64 percent) and employment growth (79 percent). 12

13 VISION 2050 calls for local jurisdictions with regional growth centers to adopt housing and employment targets for each center. Ten regional manufacturing/industrial centers have also been designated. These are locations for more 14 intensive commercial and industrial activity. Both regional growth centers and regional manufacturing/industrial 15 16 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 17

18 VISION 2040's Regional Growth Strategy. These, too, are strategic locations for concentrating jobs, housing,

shopping, and recreational opportunities. VISION 2050 calls for each of the region's cities to develop one or more 19 20 central places as compact mixed-use hubs for concentrating residences, jobs, shops, and community facilities.

21 Urban services addressed in VISION 2050 include wastewater and stormwater systems, solid waste, energy,

telecommunications, emergency services, and water supply. An overarching goal of VISION 2050 is to provide 22

23 sufficient and efficient public services and facilities in a manner that is healthy, safe, and economically viable.

24 Conservation is a major theme throughout VISION 2050. The Multicounty Planning Policies address increasing

25 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 26

27 appropriateness and scale of particular public services.

VISION 2050 calls for jurisdictions to invest in facilities and amenities that serve centers and restrict urban facilities 29 in rural and resource areas. The Multicounty Planning Policies also discourage schools and other institutions serving 30 urban residents from locating outside the urban growth area.

The Regional Growth Strategy set forth in VISION 2050 provides guidance for the distribution of future population

and employment growth through the year 2050 within the Central Puget Sound Region. This strategy in combination

### **Growth Targets**

31

32 33

48

51

1

with the Office of Financial Management's population forecasts provide a framework for establishing growth targets 34 35 consistent with the requirements of the Growth Management Act. Consistent with VISION 2050, these growth 36 targets are the minimum number of residents, housing units, or jobs a given jurisdiction is planning to accommodate 37 within the appropriate planning horizon and are informational tools integrated into local land use plans to assist in 38 formulating future residential and employment land needs. These targets are to be developed through a collaborative 39 countywide process that ensures all jurisdictions are accommodating a fair share of growth. 40 It is recognized that some of the urban growth areas in existence prior to the adoption of VISION 2040 may contain 41 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 42

43 urban growth areas have been in existence for a decade or more, contain existing development patterns which are 44 urban in character, and are served by sanitary sewer and other urban infrastructure. These areas are largely expected 45 to remain within the urban growth area consistent with their urban character. Expansion of these urban growth area 46 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. 47

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

49 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

Freestanding Cities and

**Towns:** 

Buckley

Carbonado

Eatonville

Wilkeson

South Prairie

Roy

- 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
- 3 statewide objectives of a compact and concentrated development pattern within urban areas. The Countywide
- 4 Planning Policies provide guidance for development and the provision of urban services to support development
- 5 within the UGA.

#### 6 Urban Facilities and Services

- 7 Beyond inter-jurisdictional coordination, services provided within our communities by special purpose districts are
- 8 of vital importance to our residents. Consistent with the adopted regional strategy, these districts will be part of
- 9 future individual and group negotiations under the Countywide Planning Policies.
- 10 While the Growth Management Act defines sewer service as an urban service, Pierce County currently is a major
- 11 provider of both sewer transmission and treatment services. The County and municipalities recognize that it is
- 12 appropriate for the County and municipalities to continue to provide sewer transmission and treatment services.

#### Freestanding Cities and Towns

- 14 Freestanding cities and towns are incorporated communities separated from the
- 15 contiguous urban growth area and surrounded by unincorporated rural areas. These
- 16 communities are a significant part of Pierce County's diversity and heritage. They
- 17 have an important role as local trade and community centers. These communities
- 18 continue to be the primary providers of shopping, job and service needs of both
- 19 their residents and residents in neighboring rural areas. Development patterns in
- 20 these communities reflect the size and scale appropriate for smaller towns and
- 20 these communities reflect the size and scale appropriate for smaller towns and
- 21 should continue to support their walkable town centers. They also contribute to the
- 22 variety of development patterns and housing choices within the county. As
- 23 municipalities, these cities and towns provide many urban services. Under the
- 24 Growth Management Act, these communities are a designated urban growth area.

#### 25 Policies

26

27

28

29

30

31

32

33

34

35

36

37

38

40

41

42 43

44

13

#### Designating Urban Growth Areas

- 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 the Pierce 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 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 The Urban Growth Area and Potential Annexation Area designations shall only be changed in accordance with Countywide Planning Policy UGA-3.
    - 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 2050's Regional Growth Strategy. Jurisdictions shall, however, consider the adopted growth targets when updating their local comprehensive plans.
- UGA-2 The following specific factors and criteria shall dictate the size and boundaries of urban growth areas:

1	2.1	Size		
2 3		2.1.1	_	with areas must be of sufficient size to accommodate the urban growth projected to r the succeeding 20-year planning period taking into account the following:
4 5			2.1.1.1	Land with natural constraints, such as critical areas (environmentally- sensitive land);
6			2.1.1.2	Greenbelts and open space;
7 8 9			2.1.1.3	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;
10 11			2.1.1.4	Existing projects with development potential at various stages of the approval or permitting process (i.e., the "pipeline");
12			2.1.1.5	Land use patterns created by subdivisions, short plats or large lot divisions;
13 14			2.1.1.6	Build-out of existing development and areas which are currently only partially built out; and
15			2.1.1.7	Follow existing parcel boundary lines.
16	2.2	Bounda	ries	
17 18		2.2.1	Any of the boundarie	e following shall be considered in determining the location of urban growth area s:
19			2.2.1.1	Geographic, topographic, and manmade features;
20			2.2.1.2	Public facility and service availability, limits and extensions;
21			2.2.1.3	Jurisdictional boundaries including special improvement districts;
22			2.2.1.4	Location of designated natural resource lands and critical areas;
23 24			2.2.1.5	Avoidance of unserviceable islands of County land surrounded by other jurisdictional entities; and
25			2.2.1.6	Destination 2030 urban/rural line and PSCAA burn ban line.

#### Urban Growth Area Capacity and Bank

The Growth Management Act requires Pierce County to designate an Urban Growth Area (UGA) that is sufficient in size to accommodate the projected urban population growth for the 20-year planning period. Expansion of the UGA requires a demonstrated countywide need for additional residential or employment capacity, or that the expansion results in a no net gain in capacity within the countywide UGA. It is expected that Pierce County and its cities and towns, collectively, will continue to contain an adequate amount of buildable land needed to accommodate the planned growth, as documented in the past Buildable Lands Reports.

32 33 Effectively, until there is a demonstrated need, any application to expand the UGA to accommodate new growth

would need an accompanying application to reduce the UGA in another area. This is a difficult endeavor for 34

individuals and jurisdictions. To address this, the following policies establish a UGA Capacity Bank (Bank) that 35

allows for credits of residential and employment capacity to be formally established and deposits made associated 36

37 with areas removed from the UGA. A jurisdiction may make a request to the Pierce County Regional Council to use

all or a portion of the capacity credits deposited in the Bank to offset additional capacity associated with a proposed

39 UGA expansion.

27

28 29

30



1 2 3 4	UGA-3	amended	by Pierce C	coundaries designated by the County pursuant to the Growth Management Act may be ounty and accepted by the municipalities in the county pursuant to the same process Growth Areas were originally adopted and pursuant to subpolicies UGA-1. and UGA-
5	3.1	An am the Co		Urban Growth Area boundaries may be initiated by the County or any municipality in
7	3.2	A prop	osed amend	ment to Urban Growth Area boundaries shall include:
8 9		3.2.1	A map ind modificati	dicating the existing Urban Growth Area boundary and the proposed boundary ion;
10 11		3.2.2		ent indicating how, and the extent to which, the proposed boundary modification with each of the factors listed in subpolicies UGA-2.2, 2.4, 2.5 and 2.6;
12 13 14		3.2.3	the initial	ent indicating the factors, data or analyses that have changed since the designation of Urban Growth Area boundaries and/or the experience with the existing Urban area boundaries that have prompted the proposed amendment; and
15 16		3.2.4		tation, if applicable, that an adequate number of capacity credits have been authorized drawn from the Urban Growth Area Capacity Bank as set forth in UGA 3.5
17	3.3	The U	rban Growth	Area of a jurisdiction may be expanded only if:
18 19 20		3.3.1	assumptio	liction's observed development densities are consistent with the planned density ons as documented in the most recently published Buildable Lands Report as required 36.70A.215; and
21 22 23 24 25		3.3.2	Urban Gro countywic adequate i	demonstrated need for additional residential or employment capacity within the owth Area affiliated with an individual jurisdiction and a demonstrated need de; the expansion results in a no net gain to the countywide Urban Growth Area; or an number of capacity credits from the Urban Growth Area Capacity Bank are available been authorized to be used; and
26 27 28		3.3.3	Lands, po	stency evaluation, as required through the Countywide Planning Policies on Buildable licies BL-6. and BL-7., identifies an inconsistency between the observed and planned the jurisdiction shall either:
29 30 31			3.3.3.1	demonstrate reasonable measures were adopted to rectify the inconsistencies.  Documentation shall also be submitted that summarizes the monitoring results of the effectiveness of the measures in rectifying density inconsistencies; or
32			3.3.3.2	document updated development data that indicates consistency.
33 34 35 36 37 38	3.4	the ever Compr Growth vested	entual annex rehensive Pla h Area. The developmen	rly development of urban lands, predictability in the provision of urban services, and ation of Urban Growth Areas, Pierce County may incorporate criteria into its an policies for evaluating amendments proposing to remove properties from the Urbar criteria should, at a minimum, include the existing development pattern and density, at applications, and infrastructure and service needs to accommodate the existing and a general, any lands proposed to be removed from the Urban Growth Area shall be



rural in character and not require any urban level infrastructure or service needs.

2	3.3		•	unincorporated lands that are removed from the Urban Growth Area.		
3 4 5		3.5.1		of the existing Urban Growth Area, which are rural in character or where it has been ed that urban services will not be available, may be removed from the Urban Growth		
6 7 8	1	3.5.2	Urban Gı	capacity associated with undeveloped or underutilized properties removed from the rowth Area may be placed in the Urban Growth Area Capacity Bank in the form of and/or employment capacity credits.		
9 10 11			3.5.2.1	The land capacity for underdeveloped and underutilized properties shall be calculated using the methodology and assumptions incorporated in the most recent Pierce County Buildable Lands Report.		
12 13		3.5.3	The Urba Capacity	n Growth Area may be expanded using capacity credits from the Urban Growth Area Bank.		
14 15 16			3.5.3.1	The banked capacity credits should only be utilized for the expansion of the Urban Growth Area when the area is affiliated with a city or town through the designation of a Potential Annexation Area.		
17 18		3.5.4		ounty Regional Council is the body for authorizing distribution of capacity credits from a Growth Area Capacity Bank.		
19 20		3.5.5		the County Regional Council shall establish an application and review process for any use of capacity credits.		
21 22		3.5.6		the County Regional Council shall consider the following preference in the distribution try credits:		
23			3.5.6.1	Cities and towns that have not had a Potential Annexation Area since 1996;		
24 25			3.5.6.2	Cities and towns that have had a reduction in their Potential Annexation Area that has resulted in deposits into the Urban Growth Area Capacity Bank;		
26 27			3.5.6.3	Cities and towns that have annexed all of their associated Potential Annexation Areas; and		
28			3.5.6.4	The creation of logical city or town boundaries.		
29 30		3.5.7		d towns utilizing capacity credits to expand its Urban Growth Area must demonstrate a tent to annex the associated property.		
31 32		3.5.8		ounty will provide an annual report to the PCRC identifying the number of available credits in the Urban Growth Area Capacity Bank.		
33 34 35		3.5.9	required	tion in the Pierce County Transfer of Development Rights (TDR) program is not when the Urban Growth Area is expanded using capacity credits from the Urban Area Capacity Bank.		
36 37	3.6		osed amend and recom	lment to the Urban Growth Area boundaries shall be referred to the PCRC for its mendation.		
38 39		exation within the Urban Growth Area  County recognizes that unincorporated lands within UGAs are often Potential Annexation Areas for cities.				

32

33

34

35

36

37

38

39

40 41

42

- UGA-4 Potential Annexation Areas shall be designated through the Pierce County Comprehensive Plan in
- A city or town shall first identify a Potential Annexation Area(s) within its respective Comprehensive
  - - 4.2.1 The VISION 2050 document, including Multicounty Planning Policies;
    - 4.2.2 The carrying capacity of the land considering natural resources, agricultural land, and environmentally-sensitive lands;
    - 4.2.3 Population, housing, and employment projections;
    - 4.2.4 Financial capabilities and urban services capacities;
    - 4.2.5 Consistency and compatibility with neighborhood, local and regional plans;
    - 4.2.6 The existing land use and subdivision pattern; and
    - 4.2.7 Property access and ownership.
    - 4.3 Potential Annexation Areas should not overlap or leave unincorporated urban islands between cities and towns.
      - 4.3.1 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.

	4.3.2		the existing overlaps.
4.4			areas and freestanding urban growth areas as designated through the Pierce County an as of June 30, 2013 shall be recognized as designated Potential Annexation Areas.
	4.4.1		vice area designations approved by the Pierce County Council through its 2013 ensive Plan Amendment Cycle shall be recognized as a Potential Annexation Area.
	4.4.2		es of the Potential Annexation Areas should not split parcels. Efforts should be put solve split parcels prior to the initial designation of Potential Annexation Areas.
UGA-5		· • ·	ijunction with its cities and towns, shall establish a strategy for future annexations with area.
5.1	Annexa	tion is pref	erred over incorporation within the urban growth area.
5.2			exation Areas as identified in the Pierce County Comprehensive Plan shall be the innexation strategy.
	5.2.1		towns are allowed to annex territory only within their adopted Potential Annexation lentified in the Pierce County Comprehensive Plan.
	5.2.2		on of an area should be phased to coincide with a city or town's ability to coordinate ion of a full range of urban services to the areas proposed for annexation.
5.3		•	s cities and towns should proactively coordinate the annexation of unincorporated ban growth area that are within each respective city or town's Potential Annexation
	5.3.1	and joint	ty and each city and town should work towards the establishment of annexation plans planning agreements, with an exception for lands associated with Joint Base Lewis and Camp Murray.
		5.3.1.1	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.
		5.3.1.2	An annexation plan should identify a potential schedule for annexation of areas with a city or town.
	5.3.2	//	ty should explore and implement financial incentives for a city or town to annex areas I with its respective Potential Annexation Area.
		5.3.2.1	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.
		5.3.2.2	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.
	5.3.3		ty, and cities and towns, should explore potential partnerships in grant funding ties to overcome obstacles associated with annexing specific areas.
	5.3.4	annexatio	towns should recognize the financial impacts experienced by the County when n only encompasses commercial or greenfield areas and avoids existing residential ent.
	UGA-5 5.1 5.2	4.4.1  4.4.2  UGA-5 Pierce Co within the 5.1 Annexa 5.2.1  5.2.2  5.3 The Co areas w Area. 5.3.1	resolving  4.4 The urban service and Comprehensive Plants   4.4.1 Urban service and Comprehensive Plants   4.4.2 Boundaries   6 forth to result   4.4.2 Boundaries   6 forth to result   5.1 Annexation is prefect   5.2 The Potential Annex   6 foundation to an arrow   5.2.1 Cities and   6 Area as id   6 forth to result   5.2.2 Annexation   5 foundation to an arrow   6 foundation to an arrow   6 foundation to an arrow   7 foundation to an arrow   8 foundation to an arrow   8 foundation to an arrow   7 foundation to an arrow   8 foun

1 2			5.3.4.1	Cities and towns are encouraged to include a mix of existing commercial, residential, and greenfield areas, where appropriate, in future annexation proposals.
3	5.4	The Co	unty should	d prioritize the adopted Potential Annexation Areas for annexation.
4 5		5.4.1		aty's highest priority should be Potential Annexation Areas representing prated "islands" between cities and towns; and,
6 7		5.4.2		ty shall support annexation for areas in which a joint planning agreement exists he County and appropriate city or town.
8 9			•	ithin the Urban Growth Area as follows:
10	6.1	First to	cities and t	owns, centers and urbanized areas with existing infrastructure capacity;
11 12	6.2	Second and	to areas tha	at are already urbanized such that infrastructure improvements can be easily extended;
13	6.3	Last to	areas requi	ring major infrastructure improvements.
14 15 16 17		6.3.1	areas only determine	ty's urban growth area may be extended to allow for build-out of newly developed if development capacity within Potential Annexation Areas and growth in the areas and to be inadequate to meet total population and employment projections consistent other policies set forth herein.
18 19	6.4			at use of urban land by maximizing the development potential of existing urban lands, development that achieves zoned density.
20 21 22 23 24 25 26	6.5	beyond year pla patterns Growth with the	that needed nning perion, and similar Areas. Ex	Areas in existence prior to the adoption of VISION 2040 may contain capacity d to accommodate the growth target per regional geography for the succeeding 20-bod based upon existing zoning designations, allowed density, existing land division ar factors. It is permissible for such areas to continue to be designated as Urban pansion of these Urban Growth Area boundaries is acknowledged to be inconsistent strongly discouraged if the Urban Growth Area expansion is not in accordance with
27 28 29 30	UGA-7	growth are allows for	ea uses land	their respective comprehensive plans, to ensure that development within the urban defficiently, provides for a wide variety of uses, conserves natural resources, and etion of communities to an efficient, transit-oriented, multimodal transportation ll:
31 32 33	7.1	fourple	kes, rowhoi	choices in housing types, including missing middle housing like duplexes, triplexes, uses and townhomes, and moderate increases in density to achieve at least an average units per acre;
34	7.2	Support	infill and	compact development; and
35	7.3	Provide	for land us	ses that encourage travel by foot, bike and transit.
36 37 38	UGA-8	local need		ntly located, appropriately scaled commercial development to serve the immediate rounding community by encouraging revitalization of underused commercial areas ew areas.

1 2	
3 4 5	
7	
8	
9	
10 11	
12 13	
14	
15	
16	
17	
18 19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38 39	

UGA-9 Adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty-year population and employment growth targets.

#### Joint Planning

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

- More efficient delivery of services;
- Shared use of public facilities;
- Coordinated permitting processes;
- Cost-sharing for planning and construction of public facilities (e.g., water, sewer infrastructure, parks, etc.);
- Consistent development standards;
- Shared regional data, including GIS data;
- Proactive identification of potential issues.
- UGA-10 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.
  - 10.1 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:
    - 10.1.1 Size of the proposed joint planning study area;
    - 10.1.2 Location of the proposed study area in relation to urban growth boundaries;
    - 10.1.3 Description of the issues proposed to be addressed in the joint planning process;
    - 10.1.4 Proposed end-product of the joint planning process (e.g., amendments to comprehensive plans or implementing ordinances of each jurisdiction, interlocal agreement, etc.);
    - 10.1.5 Proposed resources (e.g., staff, funding, technology, etc.) to be provided by the initiating jurisdiction toward completing the joint planning process; and
    - 10.1.6 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.
  - 10.2 A jurisdiction receiving a proposal for joint municipal-County planning shall respond by either:
    - 10.2.1 Issuing a resolution of its legislative authority indicating an intent to enter into a joint planning process as proposed;
    - 10.2.2 Entering into discussions with the proposing jurisdiction regarding alternatives to joint planning proposal; or
    - 10.2.3 Proposing to Pierce County that the proposal be included as part of an appropriate community planning process, if mutually agreeable to all jurisdictions involved.



1 2 3 4 5 6 7	10.3	will proconside conside according	y time Pierce County receives more proposals for participation in joint planning than its resource wide, the County shall forward the proposals to the Pierce County Regional Council (PCRC) for ration and a recommendation on prioritization based on planning needs. The PCRC shall r proposals for joint planning that have been forwarded to them and prioritize the proposals ng to the probable benefit to the County as a whole. Prioritization shall be based on the ation included in the proposal, plus other criteria agreed upon by the PCRC. These criteria could but are not limited to:			
8		10.3.1	Rate of growth in the proposed study area;			
9		10.3.2	Scope of existing municipal utility provision in the proposed study area;			
10		10.3.3	Existence of special districts serving both the proposed study area and the municipality;			
11 12	,	10.3.4	Degree to which development standards or comprehensive plan policies may differ between jurisdictions within the proposed study area; and			
13		10.3.5	Criteria 10.4.1 through 10.4.3 below.			
14 15	10.4		oint planning is required, the joint planning effort shall determine and resolve issues including, limited to, the following:			
16 17		10.4.1	How zoning, subdivision and other land use approvals in designated urban growth areas of municipalities will be coordinated;			
18 19		10.4.2	How appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated;			
20		10.4.3	How the rate, timing, and sequencing of boundary changes will be coordinated;			
21		10.4.4	How the provision of capital improvements to an area will be coordinated; or			
22		10.4.5	To what extent a jurisdiction(s) may exercise extra jurisdictional responsibility.			
23	10.5	Joint pl	anning may be based upon factors including, but not limited to, the following:			
24		10.5.1	Contemplated changes in municipal and special purpose district boundaries;			
25 26		10.5.2	The likelihood that development, capital improvements, or regulations will have significant impacts across a jurisdictional boundary; or			
27 28		10.5.3	The consideration of how public facilities and services are and should be provided and by which jurisdiction(s).			
29 30 31 32		approval a shall inclu	ty and each municipality shall enter into an interlocal cooperation agreement providing for the and delivery of public facilities and services in the Urban Growth Area. Such further agreements de, where appropriate, provisions relating to services such as law enforcement and schools and es of special purpose districts and other service providers.			
33 34 35	Public Facilities and Services UGA-12 Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.					
36 37	12.1	12.1 The County and each municipality in the County should identify appropriate levels of service and concurrency standards that address schools, sewer, water, and parks.				

1 2	12.2		unty and each municipality in the County shall identify appropriate levels of service and odal concurrency standards that address roads.
3 4 5	m	easures	delineated urban growth areas, the County, and each municipality in the County, shall adopt to ensure that growth and development are timed and phased consistent with the provision of public facilities and services.
6 7 8 9 10 11	13.1	services shall be jurisdic	acy" shall be defined by locally established service level standards for local facilities and both on the site and off-site. For facilities and services provided by other agencies, adequacy defined by level of service standards mutually agreed upon by the service provider and the tion served. The definition of levels of service standards may allow for the phasing-in of such its as may be provided in the capital facilities element of County or municipal comprehensive
12	13.2	"Public	facilities" include:
13		13.2.1	Streets, roads, highways, sidewalks, street and road lighting systems, and traffic signals;
14		13.2.2	Domestic water systems;
15		13.2.3	Sanitary sewer systems;
16		13.2.4	Storm sewer systems;
17		13.2.5	Park and recreational facilities; and
18		13.2.6	Schools.
19	13.3	"Public	services" include:
20		13.3.1	Fire protection and suppression;
21		13.3.2	Law enforcement;
22		13.3.3	Public health;
23		13.3.4	Education;
24		13.3.5	Recreation;
25		13.3.6	Environmental protection;
26		13.3.7	Access to broadband internet; and
27		13.3.8	Other governmental services, including power, transit, and libraries.
28 29	13.4		Sanitary Sewer Service. The following policies shall be applicable to the provision of public sewer service in the County and its municipalities:
30 31 32 33 34 35 36		13.4.1	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 13.4.2 a. and b. below.

- 13.4.2 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;
    - (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.
  - 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;
    - (ii) A new municipality incorporates;
    - (iii) A formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area; or
    - (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 13.4.2(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.
- 13.4.3 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:



	Thour Consultation, Coordination, and Lands Compationity
1	a. If a septic system fails;
2	b. For all new development except existing single-family lots; and
3	c. For development with dry sewer systems.
4 5	(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.
6 7 8	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.
9 10	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:
11	(i) The septic system fails;
12 13 14	<ul> <li>(ii) 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;</li> </ul>
15	(iii) The density of development on the property increases;
16 17	(iv) The existing septic system was originally permitted as an interim system to be abandoned when sewers became available; or
18	(v) A municipality had a mandatory policy.
19	13.4.4 Achieving an adopted Level of Sewer Service.
20 21 22 23	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).
24 25	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:
26	(i) Grants;
27	(ii) Public Works Trust Fund;
28	(iii) State Revolving Fund;
29	(iv) Centennial Clean Water Fund; or
30 31	<ul><li>(v) Municipally imposed surcharges to fund sewer improvements in the jurisdictions where the surcharges are collected.</li></ul>
32 33 34 35	13.4.5 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.
36	13.5 Non-Municipal Service-Provision Entities.



1 2	13.5.1	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.
3 4 5 6 7	13.5.2	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.
8		overnment services shall be provided primarily by cities and urban government services shall rovided in rural areas.
10	13.7 Public fa	acilities and services will be considered available "at the time of development" as follows:
11 12 13 14	13.7.1	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:
15 16	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;
17	b.	Impact fees;
18	c.	Required land dedication;
19	d.	Assessment districts;
20	e.	Ssers fees and charges;
21	f.	Utility fees; or
22	g.	Other.
23 24 25	13.7.2	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.
26 27 28	13.7.3	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.
29 30		acility and service adequacy shall be determined by the County, and each municipality in the based upon:
31	13.8.1	The specific public facility or service;
32	13.8.2	The adopted or established level of service standard;
33	a.	Established by each municipality for local facilities and services;
34 35	b.	By mutual agreement between provider and municipality served for other facilities and services; or
36	c.	Established through interlocal agreements for cross-jurisdictional facilities and services.
l)		



1 2 3	13.8.3	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; and
4 5 6 7	13.8.4	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.
8	13.9 Facility	and service provision/extension to new development areas shall be subject to the following:
9 10	13.9.1	Imposition of requirement for payment of the full, but fair, share of costs of needed facilities and services on the new development through:
11	a	. Impact fees;
12	b	Assessment districts;
13	c	. User fees and charges;
14	d	. Surcharges;
15	e	. Dedication;
16	f	. Utility fees; or
17	g	c. Other, as appropriate.
18 19	13.9.2	Consideration of the total impact of the facility or service extension on the achievement of othe policies, goals and objectives, in addition to the impact on the area being served.
20 21	13.9.3	If necessary to minimize off-site impacts, specify that such service extensions (e.g., sewer, water) are not subject to connection by intervening landowners.
22 23 24 25	including	ies and Towns ing Cities and Towns are local focal points where people come together for a variety of activities business, shopping, living and recreation. Often, Freestanding Cities and Towns include a strong seence because they are the location of city hall, main street, and other public spaces.
26 27	14.1 Freesta residen	nding cities and towns should provide the majority of services and jobs for surrounding rural ts.
28 29 30	dense mix	ing Cities and Towns will be characterized by a compact urban form that includes a moderately a of locally oriented retail, jobs and housing that promotes walking, transit usage, when feasible, nunity activity.
31 32	15.1 Freesta areas.	nding Cities and Towns will be developed at a higher density than surrounding urban and rural
33 34		scale forms of intensification such as accessory housing units and development of vacant lots and g lots help achieve the qualities of centers while preserving the neighborhood character.
35 36		nding cities and towns should provide more concentrated and varied housing options than ding rural areas.

may have direct connections to the local public transportation system.

centers and to the regional high-capacity transit system. In some instances, Freestanding Cities and Towns

# 5

## 6 7

## 8 9 10 11 12

## 13 14 15 16

#### 17 18 19

20 21 22

## 23 24

25 26 27

28

29 30

31 32 33

34 35 36

37

38

39 40

41 42 43

> 46 47 48

44

45

#### FINDINGS OF FACT

The Pierce County Council finds that:

- The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County Government (the County), and charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council (PSRC), promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (GMA) (Chapter 36.70A Revised Code of Washington [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.
- 2. The GMA required the County to adopt a countywide planning policy in cooperation with the cities and towns located within Pierce County.
- 3. The Countywide Planning Policies are to be used for establishing a county-wide framework from which the comprehensive plans for Pierce County and the cities and towns within Pierce County are developed and adopted.
- On June 30, 1992, the Pierce County Council passed Ordinance No. 92-74 4. adopting the initial Pierce County Countywide Planning Policies (CPPs).
- 5. The GMA requires the central Puget Sound region to adopt multi-county planning policies.
- 6. The PSRC membership is comprised of central Puget Sound counties (King, Pierce, Snohomish, and Kitsap), cities and towns, ports, tribes, and transit agencies.
- 7. The PSRC is the regional authority to adopt multi-county planning policies.
- The PSRC adopted VISION 2050 at its October 2020 General Assembly meeting. 8.
- 9. VISION 2050 is the central Puget Sound region's multi-county planning policies.
- 10. The CPPs are required to be consistent with VISION 2050.
- The PSRC has created a VISION Consistency Tool for Countywide Planning Policies that provides a checklist for evaluation of consistency. The Pierce County Growth Management Committee (GMCC) used this checklist in formulating policy amendments to the CPPs. In review of this checklist, the proposed CPPs address all the policy topics required for consistency with Vision 2050.

7 8

9

6

10 11

12 13

14 15 16

17 18 19

20

21

> 27 28

39 40 41

36 37

38

42 43 44

- 12. The GMCC met in 2020 and 2021 to develop and refine policy language to reach consistency between the CPPs and VISION 2050.
- 13. PSRC staff participated in the GMCC discussions in 2020 and 2021.
- The GMCC completed its package of recommendations reflected in the proposed amendment language to the PCRC at its December 8, 2021, meeting.
- The PCRC, based upon the recommendation from the GMCC and its own discussions, recommended approval of the proposal at their December 16, 2021, meeting.
- 16. The Pierce County Planning Commission recommended approval of the proposals at its February 22, 2022, meeting.
- 17. An environmental review of the proposed amendments to the CPPs was conducted pursuant to Chapter 43.21C RCW and an Addendum to the Vision 2050 Environmental Impact Statement was issued on March 23, 2022.
- 18. The amendment to the CPPs incorporates three types of changes to the document: (1) the document is reformatted as sections are moved within the document, policies are renumbered, and sidebar text boxes and hyperlinks to informational source documents are added, (2) background text is updated to reference policy direction from Vision 2050, changes to the Growth Management Act (GMA), and incorporate information related to the topics, and (3) existing policies are refined and new policies added for consistency with GMA and Vision 2050.
- The proposed amendments to the CPPs incorporate policies that: (1) support equity and inclusion in the planning for, and investment in, communities, (2) encourage strategies to create communities affordable to its residents, (3) support coordination between jurisdictions and governmental agencies, with a focus on tribes and military installations, (4) support strategies to slow and mitigate impacts of climate change, (5) address potential displacement of residents and businesses resulting from housing and commercial/industrial development and redevelopment, and (6) encourage the development of healthy communities.
- The extent of the changes to the CPPs support the update and replacement of the 20. existing policy document.
- 21. The CPPs include provisions addressing procedures for amending the Countywide Planning Policies.
- The CPPs require amendments to the Countywide Planning Policies to be adopted 22. through an amendment of the original Interlocal Agreement or by a new interlocal agreement. The amendment will 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.
- 23. The ratification of the recommend amendments shall modify the ratification process for future amendments to the CPPs. Future amendments shall be automatically ratified after 180 days if the sufficient number of jurisdictions do not take action in opposition of a recommended proposal. The 180 days shall start on the date the Pierce County Executive forwards an interlocal agreement to cities and towns for ratification purposes. This date provides the longest opportunity for a jurisdiction to consider a proposal as compared to the date in which the Pierce County Regional Council takes formal action to recommend an amendment and the date in which the Pierce County Council takes formal action to authorize the County Executive to inter into an interlocal agreement(s).
- 24. When ratified by the necessary number of cities and towns, Chapter 19D.240 of the Pierce County Code (PCC), "Pierce County Countywide Planning Policies", shall be amended through update and replacement, without a subsequent ordinance of the County Council, to incorporate the recommended proposal
- 25. 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.
- 26. The County Council held a public hearing on May 17, 2022, where oral and written testimony was considered.
- 27. It is in support of the amendment for providing increased consistency between the Pierce Countywide Planning Policies and VISION 2050 and the Growth Management Act.
- 28. The proposed amendments to the CPPs satisfy the requirements of RCW 36.70A.210.
- 29. The Countywide Planning Policies are intended to recognize and provide consistency with the requirements of RCW 36.70A.211 through RCW 36.70A.213.
- 30. The Pierce County Comprehensive Land Use Plan shall be amended through its next GMA compliance update to ensure consistency with the amended CPPs.
- 31. It is in the public interest to authorize the Pierce County Executive to execute the interlocal agreements.