

RESOLUTION NO. 784

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT WITH PIERCE COUNTY AND THE CITIES AND TOWNS OF PIERCE COUNTY, THEREBY AMENDING THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES AS RECOMMENDED BY THE PIERCE COUNTY REGIONAL COUNCIL.

WHEREAS, on January 31, 1995, the Pierce County Council passed Resolution R95-17 affirming the commitment of the County to continue discussions with other local jurisdictions to resolve implementation of the Growth Management Act; and

WHEREAS, the 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 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; and

WHEREAS, the Puget Sound Regional Council (PSRC) has specific responsibilities under federal and state law for transportation and growth management planning; and

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

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

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

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

WHEREAS, the regional centers are central to the Policy Framework that guides the distribution of federal transportation funding; and

WHEREAS, the Pierce County Countywide Planning Policies address regional centers; and

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

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

WHEREAS, The Pierce County Regional Council subsequently recommended adoption of the proposed amendments to the Pierce County Countywide Planning Policies on February 21, 2008, which address policy updates; and

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

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

WHEREAS, An Interlocal Agreement entitled "Amendments to the Pierce County Countywide Planning Policies" was developed for this purpose, and included the recommended amendments to the Pierce County Countywide Planning Policies as an attachment; and

WHEREAS, These revised and additional Countywide Planning Policies should be incorporated into the next amendment of the Pierce County Countywide Planning Policies by Ordinance of the County Council; and

WHEREAS, The City Council finds that it is in the public interest to authorize the Mayor to execute the interlocal agreement, attached hereto as Exhibit "A"; Now, Therefore,

THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON,
HEREBY RESOLVES AS FOLLOWS:

Section 1. The Mayor is hereby authorized to execute the Interlocal Agreement, attached hereto as Exhibit "A" 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.

RESOLVED this 23rd day of February, 2009.

CITY OF GIG HARBOR



Mayor Charles L. Hunter

ATTEST/AUTHENTICATED:



Molly Towslee, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney



Angela Belbeck, City Attorney

FILED WITH THE CITY CLERK: 02/19/09
PASSED BY THE CITY COUNCIL: 02/23/09
RESOLUTION NO: 784

Exhibit A

INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES

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

BACKGROUND:

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

PURPOSE:

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

Exhibit A

DURATION:

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

SEVERABILITY:

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

FILING:

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

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

Exhibit A

INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES

Signature Page

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

IN WITNESS WHEREOF

This agreement has been executed

Gig Harbor

(Name of City/Town/County)

BY:

Paul J. Hunter

(Mayor/~~Executive~~)

DATE:

2/24/09

Approved:

BY:

(Director/Manager/Chair of the Council)

Approved as to Form:

BY:

Angela Belben

(City Attorney/~~Prosecutor~~)

Approved:

By:

(Pierce County Executive)

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5 Proposed Amendments to the
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Countywide Planning Policies

for Pierce County, Washington

Urban Growth Area
Centers Amendments

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

Background - Requirements of Growth Management Act

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

The Growth Management Act further requires (1) that the County designate an "urban growth area" (UGA) or areas within which urban growth shall be encouraged and outside of which growth shall occur only if it is not "urban" in character; (2) that each municipality in the County be included within an ~~urban growth area~~ UGA; (3) that an ~~urban growth area~~ 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 ~~urban growth areas~~ 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 ~~urban growth area~~ UGA shall permit urban densities, they 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 should not be provided in rural areas.

The Growth Management Act Amendments expressly require that countywide planning policies address the implementation of ~~urban growth area~~ UGA designations [RCW 36.70A.210(3)(a)], the promotion of contiguous and orderly development, the provision of

1 urban services to such development [RCW 36.70A.210(3)(b)], and the coordination of joint
2 county and municipal planning within ~~urban growth areas~~ UGAs [RCW 36.70A.210(3)(f)].
3
4

5 ■ **Principles of Understanding Between Pierce County and the Municipalities in Pierce**
6 **County**
7

8 While following the goals and regulations of the Growth Management Act, Pierce County
9 and the municipalities in Pierce County will strive to protect the individual identities and
10 spirit of each of our cities and of the rural areas and unincorporated communities.
11

12 Further agreements will be necessary to carry out the framework of joint planning adopted
13 herein. These agreements will be between the County and each city and between the
14 various cities.
15

16 The services provided within our communities by special purpose districts are of vital
17 importance to our citizens. Consistent with the adopted regional strategy, these districts will
18 be part of future individual and group negotiations under the framework adopted by the
19 County and municipal governments.
20

21 While the Growth Management Act defines sewer service as an urban service, Pierce
22 County currently is a major provider of both sewer transmission and treatment services. The
23 County and municipalities recognize that it is appropriate for the County and municipalities
24 to continue to provide sewer transmission and treatment services.
25

26 The County recognizes that unincorporated lands within ~~urban growth areas~~ UGAs are often
27 potential annexation areas for cities. These are also areas where incorporation of new cities
28 can occur. The County will work with existing municipalities and emerging communities to
29 make such transitions efficiently.
30

31 At the same time, annexations and incorporations have direct and significant impacts on the
32 revenue of county government, and therefore, may affect the ability of the County to fulfill
33 its role as a provider of certain regional services. The municipalities will work closely with
34 the County to develop appropriate revenue sharing and contractual services arrangements
35 that facilitate the goals of GMA.
36

37 The Countywide Planning Policies are intended to be the consistent "theme" of growth
38 management planning among the County and municipalities. The policies also spell out
39 processes and mechanisms designed to foster open communication and feedback among the
40 jurisdictions. The County and the cities and towns will adhere to the processes and
41 mechanisms provided in the policies.
42

43
44 ■ **Centers**
45

46 Centers are intended to be areas of concentrated employment and/or housing within ~~urban~~
47 ~~growth areas~~ UGAs which serve as the hubs of transit and transportation systems. They
48 Centers and connecting corridors are integral to creating compact urban development that

1 conserves resources and creates additional transportation, housing, and shopping choices.
2 Centers are an important part of the regional strategy (VISION 2020 2040) for urban growth
3 and are required to be addressed in the Countywide Planning Policies. Centers will become
4 focal points for growth within the county's ~~urban-growth-area~~ UGA and will be areas where
5 public investment is directed.
6

7 Centers are ~~intended~~ to:

- 8
- 9 • be priority locations for accommodating growth;
- 10 • strengthen existing development patterns;
- 11 • promote housing opportunities close to employment;
- 12 • support development of an extensive multimodal transportation system
13 which reduces dependency on automobiles; and
- 14 • reduces congestion and improves air quality; and
- 15 • maximize the benefit of public investment in infrastructure and services.
16

17 VISION 2020-2040, the adopted regional growth strategy, identifies several different types
18 of Centers as an integral feature, including three types of ~~Regional Growth~~ Urban Centers:
19 (1) ~~Regional Growth~~ Center, (2) Metropolitan Center, (3) Urban Center, which feature a mix
20 of land uses, as well as a category for Town Center. (Note: In 2003, PSRC replaced the
21 term "Urban Centers" with "Regional Growth Centers." Regional Growth Centers is the
22 term used in PSRC's Designation Criteria.) VISION 2020 2040 also identifies
23 Manufacturing/Industrial Centers, which consist primarily of manufacturing and industrial
24 uses. (See 1995 VISION 2020 2040 Update, pages 85 and 86.) Pierce County has
25 identified five Urban Centers and two Manufacturing/Industrial Centers that ~~are applicable~~
26 ~~and consistent with the~~ have been adopted into the regional vision. The Pierce County
27 Regional Growth Centers are designated as either Metropolitan Centers, Regional Growth
28 Centers, or Countywide Centers ~~within Pierce County~~ are as follows:
29

30 Tacoma Mall
31 Tacoma CBD
32 Lakewood
33 Puyallup
34 South Hill
35
36
37
38

39 Metropolitan Center
40 Tacoma Central Business District
41

42 Regional Growth Centers
43 Tacoma Mall
44 Lakewood
45 Puyallup Downtown
46 Puyallup South Hill
47

1 Currently there are no designated Countywide Centers.

2
3 Manufacturing/Industrial Centers are areas where employee- or land-intensive uses will be
4 located. These centers differ from ~~Urban~~ Regional Growth Centers in that they consist of an
5 extensive land base and the exclusion of non-manufacturing or manufacturing-supportive
6 uses ~~are~~ is an essential features of their character. These areas are characterized by a
7 significant amount of manufacturing, industrial and advanced technology employment uses.
8 Large retail and non-related office uses are discouraged. Other than caretakers' residences,
9 housing is prohibited within Manufacturing/Industrial Centers. However, these centers
10 should be linked to high density housing areas by an efficient multimodal transportation
11 system. The efficiency of rail and overland freight to markets is the critical element for
12 manufacturers and industries located in these centers.

13
14 The designated Manufacturing/Industrial Centers, within Pierce County are as follows:

15
16 Frederickson
17 Port of Tacoma
18

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

24
25 Designated ~~C~~centers may vary substantially in the number of households and jobs they
26 contain today. The intent of the Countywide Planning Policies is that ~~Urban~~ Regional
27 Growth Centers ~~grow to~~ become attractive places to live and work, while supporting
28 efficient public services such as transit and being responsive to the local market for jobs and
29 housing.

30
31 The Countywide Planning Policies establish target levels for housing and employment
32 needed to achieve the benefit of an ~~Urban~~ Center. Some ~~C~~centers will reach these levels
33 over the next twenty years, while for others the criteria set a path for growth over a longer
34 term, providing capacity to accommodate growth beyond the twenty year horizon.

35 36 **County-Level Centers Designation Process**

37
38 The County and any municipality in the County that is planning to include a Metropolitan
39 Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial
40 Center within its boundaries shall specifically define the area of such center within its
41 comprehensive plan. The comprehensive plan shall include policies aimed at focusing
42 growth within the center and along corridors consistent with the applicable criteria
43 contained within the Countywide Planning Policies. The County or municipality shall
44 adopt regulations that reinforce the center's designation.

45
46 No more often than once every two years, the Pierce County Regional Council (PCRC)
47 shall invite jurisdictions with centers already adopted in their comprehensive plan that
48 seek to be designated as centers in the Countywide Planning Policies to submit a request

for such designation. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.

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

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

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

Metropolitan Center

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

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;

Population: a minimum of ten households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Regional Growth Center

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

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 2,000 employees;

Population: a minimum of seven households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Countywide Center

Area: up to one square mile in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 1,000 employees;

Population: a minimum of 6 households per gross acre; and

Transit: serve as a focal point for local transit services.

Manufacturing / Industrial Center

Capital Facilities: served by sanitary sewers;

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

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

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee for consistency with Countywide Planning Policies, the Transportation Coordination Committee 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.

1 Once included in the Countywide Planning Policies, the jurisdiction where a center is
2 located may go on to seek regional designation of the center from the Puget Sound
3 Regional Council (PSRC) in accordance with its established criteria and process.
4

5 In order to be designated a Regional Growth Center the center should meet the regional
6 criteria and requirements including those in VISION 2020 2040, the regional growth,
7 economic and transportation strategy as may be amended and designated by the Puget
8 Sound Regional Council.
9

10 After county-level designation occurs within the Countywide Planning Policies and until
11 regional-level designation by the PSRC occurs the center shall be considered a
12 “candidate” Regional Growth Center.
13

14 Each jurisdiction which designates an Urban Regional Growth Center shall establish 20-
15 year household and employment growth targets for that Center. The expected range of
16 targets will reflect the diversity of the various centers and allow communities to effectively
17 plan for needed services. The target ranges not only set a policy for the level of growth
18 envisioned for each Center, but also for the timing and funding of infrastructure
19 improvements. Reaching the target ranges will require careful planning of public
20 investment and providing incentives for private investments.
21

22 23 Urban Growth Outside of Centers 24

25 A variety of urban land uses and areas of growth will occur outside of designated centers but
26 within the ~~urban-growth-area~~ UGA. Local land use plans will guide the location, scale,
27 timing and design of development within ~~urban-growth-areas~~ UGAs. The ~~urban-growth-area~~
28 UGA will be where the majority of future growth and development will be targeted.
29 Development should be encouraged which complements the desired focus of growth into
30 centers and supports a multimodal transportation system. For example, policies which
31 encourage infill and revitalization of communities would help to achieve the regional and
32 statewide objectives of a compact and concentrated development pattern within urban areas.
33 The Countywide Planning Policies provide guidance for development and the provision of
34 urban services to support development within the ~~urban-growth-area~~ UGA.
35

36 Satellite Cities and Towns 37

38 The cities and towns in the rural areas are a significant part of Pierce County's diversity and
39 heritage. They have an important role as local trade and community centers. These cities
40 and towns are the appropriate providers of local rural services for the community. They also
41 contribute to the variety of development patterns and housing choices within the county. As
42 municipalities, these cities and towns provide urban services and are located within the
43 County's designated ~~Urban-Growth-Area~~ UGA. The urban services, residential densities
44 and mix of land uses may differ from those of the large, contiguous portion of the ~~Urban~~
45 ~~Growth-Area~~ UGA in Pierce County.
46
47

Countywide Planning Policy

OVERALL POLICIES FOR REGIONAL GROWTH NON-INDUSTRIAL
CENTERS

Vision

12. Centers shall be designated based upon the following:

- 12.1 consistency with specific criteria for Centers adopted in the Countywide Planning Policies;
- 12.2 the Center's location in the County and its potential for fostering a logical and desirable countywide transportation system and distribution of Centers;
- 12.3 the total number of centers in the County that can be reasonably developed based on twenty years projected growth over the next twenty years;
- 12.4 environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the Center and that the jurisdiction is capable of ensuring concurrent urban services to new development;
- 12.5 if a jurisdiction designates a center, they it must also adopt the center's designation and provisions in their its comprehensive plans and development regulations to ensure that growth targeted to Centers is achieved and urban services will be provided;
- 12.6 Centers shall be characterized by all of the following:
 - 12.6.1 clearly defined geographic boundaries;
 - 12.6.2 intensity/density of land uses sufficient to support high-capacity transit;
 - 12.6.3 pedestrian-oriented land uses and amenities;
 - 12.6.4 pedestrian connections shall be provided throughout;
 - 12.6.45 urban design standards which reflect the local community;
 - 12.6.56 provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
 - 12.6.67 provisions for bicycle use;
 - 12.6.78 sufficient public open spaces and recreational opportunities; and
 - 12.6.89 uses which provide both daytime and nighttime activities; and
 - 12.6.10 centers shall be located in urban growth areas.

13. Each jurisdiction which designates a center within its comprehensive plan shall define the type of center and specify the exact geographic boundaries of the center. All Urban Centers shall not exceed one and one-half square miles of land and Countywide centers shall not exceed one square mile of land. Infrastructure and

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

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

Design Features of Urban Centers

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

14.1 Any of the following ~~may~~ approaches could be used to implement center development:

14.1.1 encouraging higher residential densities within centers;

14.1.2 avoiding creation of large blocks of single-use zones;

14.1.3 allowing for greater intensity of use within centers;

14.1.4 increaseing building heights, greater floor/area ratios within centers;

14.1.5 minimizeing setbacks within centers;

14.1.6 allowing buildings to locate close to street to enhance pedestrian accessibility; and

14.1.7 encourageing placement of parking to rear of structures.

14.2 Designated centers are expected to receive a higher proportion of projected growth in conjunction with periodic disaggregation of countywide population allocations.

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

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

17. ~~Any of t~~The following regulatory mechanisms shall be used within ~~C~~centers:.

~~17.1 either use zoning mechanisms which allow residential and commercial uses to intermix or limit the size and extent of single use districts.~~

17.21 aAdopt development standards ~~to~~ that encourage pedestrian-scaled development such as those that address:

~~17.2.1 buildings close to streets and sidewalks;~~

17.21.21 interconnections between buildings and sidewalks;

17.21.32 pedestrian links between residential and non-residential areas;

17.21.45 street trees/furniture; and

17.1.6 minimizing separations between uses.

Transportation, Parking and Circulation

18. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms should include:
 - 18.1 charges for parking;
 - 18.2 limiting the number of off-street parking spaces;
 - 18.3 establishing minimum and maximum parking requirements;
 - 18.4 commute trip reduction (CTR) measures and other transportation demand management measures; and
 - 18.5 development of CTR commuter programs for multiple employers not otherwise affected by the CTR law.
19. Centers should receive a high priority for the location of high-capacity transit stations and/or transit centers.
20. Locate higher densities/intensities of use close to transit stops within centers and seek opportunities to:
 - 20.1 create a core area to support transit and high occupancy vehicle use;
 - 20.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.) within centers; and
 - 20.3 establish incentives for developers to provide transit and transportation demand management supportive amenities.
21. Allow on-street parking within centers in order to narrow the streetscape, provide a buffer between moving traffic and pedestrians, and provide common parking areas.
22. Provisions for non-motorized transportation shall be provided, including but not limited to:
 - 22.1 bicycle-friendly roadway design;
 - 22.2 wider outside lane or shared parking/bike lanes;
 - 22.3 bike-activated signals;
 - 22.4 covered, secure bicycle parking at all places of employment;
 - 22.5 bicycle racks; and

22.6 pedestrian pathways.

Implementation Strategies

23. Jurisdictions should consider incentives for development within Centers such as:

23.1 streamlined permitting;

23.2 financial incentives;

23.3 density bonuses or transfer of development rights;

23.4 ~~master EISs to address environmental issues in advance of project proposals~~ using SEPA Planned Action provisions to streamline environmental review by conducting environmental analysis during planning and providing permit applicants and public with more certainty of how impacts will be addressed; and

23.5 shared mitigation such as stormwater detention and joint parking.

24. ~~Centers~~ The hierarchy of centers shall be ~~given priority consideration~~ one criteria used to prioritize ~~for~~ that portion of countywide and regional funding distribution oriented ~~for~~ toward urban transportation improvements.

METROPOLITAN CENTER

Vision

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

Design

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

26.1 a minimum of 50 employees per gross acre of non-residential lands;

26.2 a minimum of 15 households per gross acre;

26.3 a minimum of 30,000 employees; and

26.4 not exceed a maximum of 1-1/2 square miles in size.

1
2 *Transportation, Parking and Circulation*
3

- 4 27. Metropolitan Centers shall be planned to have fast and frequent high capacity transit
5 and other forms of transit.
6

7 **URBAN REGIONAL GROWTH CENTER**
8

9 *Vision*
10

- 11 28. Urban Regional Growth Centers are locations which that include a dense mix of
12 business, commercial, residential and cultural activity within a compact area. Urban
13 Regional Growth Centers are targeted for employment and residential growth, and
14 provide excellent transportation service, including fast, convenient high capacity
15 transit service, as well as investment in major public amenities.
16

17 *Design*
18

- 19 29. Urban Regional Growth Centers will shall plan for and to meet the following
20 criteria:
21
22 29.1 a minimum of 25 employees per gross acre of non-residential lands; and
23
24 29.2 a minimum of 10 households per gross acre; and/or
25
26 29.3 a minimum of 15,000 employees; and
27
28 29.4 not to exceed a maximum of 1-1/2 square miles in size.
29

30 *Transportation, Parking and Circulation*
31

- 32 30. Urban Regional Growth Centers shall plan to have fast and frequent high capacity
33 transit, as well as other forms of transit.
34

35 **TOWN COUNTYWIDE CENTER**
36

37 *Vision*
38

- 39 31. Town Countywide Centers are local focal points where people come together for a
40 variety of activities, including business, shopping, living and recreation. These
41 centers may include the core of small to medium-sized cities and may also be
42 located in unincorporated areas. Often Town Countywide Centers include a strong
43 public presence because they are the location of city hall, main street, and other
44 public spaces.
45

1 *Design*

2
3 32. ~~Town~~ Countywide Centers ~~will~~ shall be characterized by a compact urban form that
4 includes a moderately dense mix of locally-oriented retail, jobs and housing that
5 promotes walking, transit usage and community activity.

6
7 32.1 ~~Town~~ Countywide Centers ~~will~~ shall be developed at a higher density than
8 surrounding urban areas to take advantage of connecting ~~transit~~ centers.

9
10 32.2 sSmall-scale forms of intensification such as accessory housing units and
11 development of vacant lots and parking lots help achieve the qualities of
12 centers while preserving neighborhood character.

13
14 33. ~~Town~~ Countywide Centers shall plan for a development pattern that will provide a
15 successful mix of uses and densities that will efficiently support transit. Each ~~Town~~
16 Countywide Center shall plan to meet the following criteria:

17
18 33.1 a minimum of 15 employees per gross acre of non-residential lands;

19
20 33.2 a minimum of 7 households per gross acre;

21
22 33.3 a minimum of 2,000 employees; and

23
24 33.4 not to exceed a maximum of 1-1/2 square miles in size.

25
26 *Transportation, Parking and Circulation*

27
28 34. At a minimum, ~~Town~~ Countywide Centers ~~will~~ shall plan to be served by public
29 transit and/or ferries which connect them to other centers, surrounding residential
30 communities, and to the regional high capacity transit system. ~~In some instances,~~
31 ~~Town~~ Countywide Centers ~~may~~ should have direct connections to high capacity
32 local and regional transit hubs.

33
34 **MANUFACTURING/INDUSTRIAL CENTER**

35
36 *Vision*

37
38 35. Manufacturing/Industrial Centers shall be locally determined and designated based
39 on the following steps:

40
41 35.1 consistency with specific criteria for Manufacturing/Industrial Centers
42 adopted within the Countywide Planning Policies;

43
44 35.2 consideration of the Center's location in the county and region, especially
45 relative to existing and proposed transportation facilities;

46
47 35.3 consideration of the total number of Manufacturing/Industrial Centers in the
48 County that are needed over the next twenty years based on projected need

for manufacturing/industrial land to satisfy regional projections of demand for manufacturing/industrial land uses;

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

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

Design

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

36.1 clearly defined geographic boundaries;

36.2 intensity of land uses sufficient to support alternatives to single-occupant vehicle use;

36.3 direct access to regional highway, rail, air and/or waterway systems for the movement of goods;

36.4 provisions to prohibit housing; and

36.5 identified transportation linkages to high-density housing areas.

37. Provisions to achieve targeted employment growth should include:

37.1 preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing/industrial uses;

37.2 prohibition of land uses which are not compatible with manufacturing/industrial, manufacturing/industrial supportive, and advanced technology uses;

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

37.4 reuse and intensification of the land.

Transportation, Parking and Circulation

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

- 1 39. The transportation system within Manufacturing/Industrial Centers shall be built to
2 accommodate truck traffic and acceleration. Review of projects should consider the
3 infrastructure enhancements such as:
4
- 5 39.1 turn lanes and turn pockets to allow turning vehicles to move out of through
6 traffic lanes;
7
- 8 39.2 designing turn lanes with a width to allow freight vehicles to turn without
9 interrupting the flow of traffic in other lanes;
10
- 11 39.3 designing the far side of intersections with acceleration lanes for trucking
12 vehicles and heavy loads to facilitate traffic flow;
13
- 14 39.4 constructing climbing lanes where necessary to allow for slow moving
15 vehicles; and,
16
- 17 39.5 providing off-street truck loading facilities to separate goods loading and
18 unloading; and
19
- 20 39.6 arterial grade separations with rail freight and designation of Heavy Haul
21 corridors or truck only lanes.
- 22 ~~40. To facilitate traffic flow in the communities surrounding Manufacturing/Industrial~~
23 ~~Centers, truck delivery hours should be established.~~
24

25 *Implementation Strategies*
26

- 27 410. All jurisdictions will support transportation capital improvement projects which
28 support access and movement of goods to Manufacturing/Industrial Centers.
29
- 30 421. Jurisdictions having a designated Manufacturing/Industrial Center shall:
31
- 32 421.1 plan for and fund capital facility improvement projects which support the
33 movement of goods;
34
- 35 421.2 coordinate with utility providers to ensure that utility facilities are available
36 to serve such centers;
37
- 38 421.3 provide buffers around the Center to reduce conflicts with adjacent land
39 uses;
40
- 41 421.4 facilitate land assembly; and
42
- 43 421.5 assist in recruiting appropriate businesses; and
44
- 45 41.6 encourage employers to participate in a commute trip reduction program.
46
47