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## 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 A).

1 DURATION:

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5 will remain in effect until subsequently amended or repealed as provided by the Pierce County  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

7 SEVERABILITY:

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

10 FILING:

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

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

AMENDMENTS TO THE PIERCE COUNTY  
COUNTYWIDE PLANNING POLICIES

Signature Page

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

IN WITNESS WHEREOF

This agreement has been executed

Tacoma, WA

(Name of City/Town/County)

BY:

Curt M. Gorman

(Mayor/Executive)

DATE:

5/9/07

Approved:

BY:

[Signature]

(Director/Manager/Chair of the Council)

Approved as to Form:

BY:

[Signature]

(City Attorney/Prosecutor)

Approved:

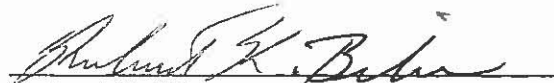
By:

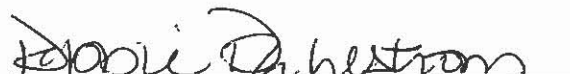
[Signature]

(Pierce County Executive)

IN WITNESS WHEREOF the parties have executed this Agreement as of the day and year first above written.

**CITY OF TACOMA**

  
Robert K. Biles  
Finance Director

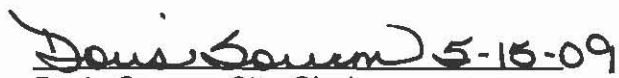
  
Debbie Dahlstrom, Risk Manager

Approved as to form and legality:

See Previous Page

\_\_\_\_\_  
City Attorney

Attest:

 5-15-09  
Doris Sorum, City Clerk

Proposed Amendments to the

# Countywide Planning Policies

for Pierce County, Washington



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

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

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

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

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

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

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

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

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

▪ **Centers**

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



Currently there are no designated Countywide Centers.

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

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

Frederickson  
Port of Tacoma

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

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

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

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

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

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





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

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

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

Each jurisdiction which designates an Urban 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.

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

A variety of urban land uses and areas of growth will occur outside of designated centers but within the urban-growth-area UGA. Local land use plans will guide the location, scale, timing and design of development within urban-growth areas UGAs. The urban-growth-area 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 urban-growth-area UGA.

#### **Satellite Cities and Towns**

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





## Attachment A

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 encourage higher residential densities within centers;
- 14.1.2 avoiding creation of large blocks of single-use zones;
- 14.1.3 allowing for greater intensity of use within centers;
- 14.1.4 increase building heights, greater floor/area ratios within centers;
- 14.1.5 minimize setbacks within centers;
- 14.1.6 allowing buildings to locate close to street to enhance pedestrian accessibility; and
- 14.1.7 encourage placement of parking to rear of structures.

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

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

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

17. ~~Any of the following regulatory mechanisms shall be used within centers:~~

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

17.21 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



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.



*Design*

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

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

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

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

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

33.2 a minimum of 7 households per gross acre;

33.3 a minimum of 2,000 employees; and

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

*Transportation, Parking and Circulation*

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

**MANUFACTURING/INDUSTRIAL CENTER**

*Vision*

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

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

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

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



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

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

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

#### *Implementation Strategies*

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

