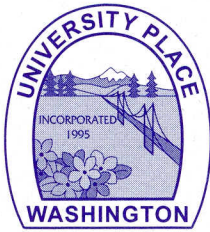


JUN 01 2010



CITY OF UNIVERSITY PLACE

3715 Bridgeport Way West - Suite B-1
University Place, WA 98466-4456

Phone: (253) 566-5656 Fax: (253) 566-5658
city_hall@cityofup.com

June 1, 2010

Bobbi Allison, Chair
Pierce County Regional Council
Pierce County Planning and Land Service
2401 South 35th Street
Tacoma, WA 98409

RE: Candidate Regional Growth Center Designation

Dear Mrs. Allison:

The City of University Place is pleased to submit the attached report to the Pierce County Regional Council (PCRC) in support of our request for a *Candidate Regional Growth Center* designation in the Countywide Planning Policies. Since 2008, the City has been working with PCRC to develop a process and refine goals and policies for the designation of new regional growth centers. As you are aware, earlier this year PCRC invited jurisdictions with Regional Growth Centers identified in their Comprehensive Plans to request designation in accordance with the recently-adopted process. In anticipation of this invitation, the University Place City Council recently amended the City's Comprehensive Plan to add goals and policies related to the designation and implementation of a University Place Regional Growth Center that meets the designation criteria, goals and policies contained in both the Countywide Planning Policies and the Multi-County Planning Policies.

As you will see in the attached report, the proposed University Place Candidate Regional Growth Center is already characterized by existing high density residential, retail, service, entertainment and civic uses. Further, zoning in the proposed candidate regional growth center area provides the capacity for future growth consistent with Regional Growth Center designation. The City has worked tirelessly since incorporation to develop infrastructure to serve our existing population and anticipated growth. Various plans and development regulations including design standards have been promulgated over the last fifteen years to promote the type of pedestrian-friendly urban form envisioned in the Countywide Planning Policies and now in VISION 2040.

We look forward to working with you and others on the PCRC to see the University Place Candidate Regional Growth Center become a reality. Should you have any questions, please do not hesitate to contact me at 566-5656.

Sincerely,

Debbie Klosowski,
Mayor

Application for

CANDIDATE REGIONAL GROWTH CENTER DESIGNATION

Made to
Pierce County Regional Council

June 1, 2010

City of University Place
3715 Bridgeport Way West
University Place, WA 98466



Candidate Regional Growth Center Application
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REQUEST

The City of University Place seeks a Candidate Regional Growth Center Designation of a 465 acre area that includes existing commercial and multi-family zones along Mildred Street between 19th and 27th Streets, along 27th Street between Mildred Street and Grandview Drive, and along Bridgeport Way between Olympus Drive W. and the 5200 block in the City of University Place.

Abstract

The proposed Candidate Regional Growth Center (RGC) is a 465 acre, geographically defined area where existing housing and employment densities meet the minimum criteria for RGC designation by the Pierce County Regional Council (PCRC) and the Puget Sound Regional Council (PSRC) (Exhibit 1).

- Existing Comprehensive Plan Policies support the development of the proposed RGC and are consistent with center policies contained in the Pierce County Countywide Planning Policies (CPP) and the Multi-county Planning Policies (MPP) contained in VISION 2040.
- Development regulations, including allowed density and design standards, have been adopted that permit the population and employment growth needed to meet planned growth criteria and design requirements in the CPP and MPP.
- The proposed RGC is on a major transit route linking the Lakewood RGC and the Downtown Tacoma Metropolitan Center.
- The new transit-oriented Town Center development located in the center of the proposed RGC includes a new federally-funded transit parking facility.
- Utility and transportation infrastructure exist to support the current population and employment. Regulations are in place to provide needed improvements concurrently with future growth.
- Public facilities and services including the school and fire districts have capacity to accommodate the projected growth.

INTRODUCTION

Regional Centers Definition

Regional Centers are relatively small areas of compact development where housing, employment, shopping and other activities are in close proximity. The regional growth strategy of the Puget Sound Regional Council's Vision 2040 involves strengthening and revitalizing existing centers as well as encouraging development of suburban places that are emerging as new community and regional hubs. The term "*regional center*" is used to differentiate centers that are designated for regional purposes from those that have a more local focus. A key goal of Vision 2040 is focusing development in urban growth areas, and attracting an increased portion of regional jobs and housing growth that occur within urban areas into regional centers.

Background

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

On June 30, 1992 the Pierce County Council adopted the Pierce County Countywide Planning Policies which included "examples" of centers in Pierce County. These centers were defined as areas of concentrated employment and/or housing within the urban growth area which serve as the hubs of transit and transportation systems. Although the Countywide Planning Policies included criteria and policies for centers, the centers cited were not geographically defined, may not have met the criteria for designation and were not subject to centers policy.

On June 26, 2003 the Puget Sound Regional Council (PSRC) adopted criteria for the designation of Regional Growth Centers. In response, on November 18, 2004 the Pierce County Regional Council recommended amendments to the Countywide Planning Policies changing the "examples" of centers into "designated" centers. Although PSRC and PCRC had minimum criteria and policies regarding center designation, these were not applied at the time. Rather, these centers were considered grandfathered because they were previously listed as examples. These new Urban Growth Centers included: Tacoma Mall, Tacoma CBD, Lakewood, Puyallup, and South Hill. Manufacturing/Industrial Centers included Fredrickson. Although not originally included in the CPPs, the Port of Tacoma was added as a Manufacturing/Industrial Center at this time.

In 1995, PCRC directed the Growth Management Coordinating Committee (GMCC) to begin working on amendments to the Countywide Planning Policies to add a process to designate new Regional Growth and Manufacturing / Industrial Centers in Pierce County. After two years of debate and several drafts, the GMCC presented a recommendation to the PCRC in mid 2007.

At the Annual Pierce County Regional Council General Assembly Meeting on February 21, 2008, voting members approved amendments to the Countywide Planning Policies establishing a Centers Designation Process. On March 25, 2008 the Pierce County Planning Commission reviewed and recommended the amendments to become part of the Countywide Planning Policies.

On May 27, 2008 the Pierce County Council directed the County Executive to execute an amendment to the Countywide Planning Policy Inter-local Agreement, thereby ratifying the proposed amendments.

Regional Growth Center Designation Process

Regional Growth Center designation is a two-step process. First, a city or county must apply to the Pierce County Regional Council (PCRC) to be designated a “Candidate Regional Growth Center.” If the PCRC recommends approval of the candidate center, the Countywide Planning Policies (CPPs) may be amended to add the center. Once designated in the CPPs, the city or county can apply to the Puget Sound Regional Council (PSRC) for actual Regional Growth Center designation.

To be designated a Candidate Regional Growth Center in the CPPs, the City must have the boundary of the Candidate Regional Growth Center included in their Comprehensive Plan together with goals and policies to guide the center’s development and development regulations to implement the goals and policies. The minimum requirements for Candidate Regional Growth Center designation include:

- 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
- Transit: serve as a focal point for regional and local transit services.¹

To be designated a Candidate Regional Growth Center the City must plan to accommodate additional population and jobs. The minimum planning requirements include:

- A minimum of 25 employees per gross acre of non-residential lands; and
- A minimum of 10 households per gross acre; and/or
- A minimum of 15,000 employees; and

- Not to exceed a maximum of 1½ square miles in size;
- Must be supported by policies and regulations consistent with the Countywide Planning policies on regional growth centers.

Invitation and Staff Report

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

Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria for designation together with a statement and map describing the center, its consistency with the applicable Countywide Planning Policies, and how adopted regulations will serve the center. Transit services shall be defined in the broadest sense and shall include local and regional bus service, rail (where appropriate), vanpool, carpool, and other transportation demand measures designed to reduce vehicle trips.

The minimum 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 a joint recommendation to the PCRC.

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

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

REPORT

Organization of the Report

The proposed University Place Candidate Regional Growth Center meets the criteria for designation, and is consistent with applicable CPP (Countywide Planning Policies), MPD (Multi-county Planning Policies), and design criteria for RGC (Regional Growth Centers).

This report lists the specific criteria, policy or design element required by each document followed by explanations or comments describing how the proposal meets each requirement's intent. Several supporting exhibits are also attached to the report.

Countywide Planning Policies ~ Regional Growth Centers

VISION

Centers shall be designated based upon the following:

- 1) Consistency with specific criteria for centers adopted in the Countywide Planning Policies;**

COMMENT: This report details how the proposed RGC is consistent with specific criteria for centers adopted in the CPP.

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

COMMENT: Existing development patterns in Pierce County should dictate where centers are located. Because past investments in public facilities and services including infrastructure have been spent in places where growth has already occurred, such places meet the first goal of the Growth Management Act (GMA) which is to "encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner." According to VISION 2040 "Concentrating growth in centers allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth.¹ Center locations should take advantage of existing transportation infrastructure and transit routes. It is both logical and desirable to locate centers in places where there is existing concentrations of housing and/or employment, where infrastructure investments have been made to support existing growth, and which is located along existing high ridership transit routes.

The proposed University Place RGC is such a place. Growth has already occurred. Public facilities, services, and infrastructure are already in place. Bridgeport Way, the

backbone of the proposed RGC, is a major arterial street that supports multimodal transportation facilities including Pierce Transit Route 2, Pierce Transit's second highest ridership route². Pierce Transit Route 2 links the Lakewood RGC and the Downtown Tacoma Metropolitan Center and the new transit-oriented Town Center Development located near the center of the proposed RGC which includes a new federally-funded transit parking facility.

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;

COMMENT: The CPP include the following statement regarding 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 Regional Growth Centers become attractive places to live and work, while supporting efficient public services such as transit and being responsive to the local market for jobs and housing.

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

Every five years the State Office of Financial Management (OFM) publishes population growth estimates to be used for Growth Management planning in accordance with RCW 36.70A.110(2). In November 2007, OFM provided the most recent population projections indicating Pierce County's total population would increase to between 903,819 and 1,213,326 by 2030. This represents an increase of between 117,332 and 305,101 in the 20 years between 2010 and 2030.

Meanwhile, the Puget Sound Regional Council estimates the four-county Puget Sound region will grow by 1.7 million people and 1.2 million jobs between 2000 and 2040. VISION 2040's Regional Growth Strategy allocates the population and employment growth by “Regional Geographies”. In 2008 when PSRC adopted VISION 2040, the Regional Growth Strategy allocated 23,000 more people to University Place. With a population of 29,300 in 2000, according to VISION 2040 University Place should accommodate 52,300 people by 2040. Extrapolating the City's 20 year population growth from the growth rates needed to accommodate 23,000 more people in 40 years indicates University Place would have a population of 45,005 by 2030.

Using these two population projections and considering historical development trends, buildable lands, and current market conditions, the PCRC is currently considering population allocations for Pierce County and its cities and towns. Pierce County currently has three cities with Regional Growth Centers – Tacoma, Lakewood and Puyallup. Table 1 shows the cities with RGCs, the number of RGCs in each city, and projected population and employment growth rates.

TABLE 1

City	2008 Population	Metropolitan/ Regional Growth Center	2008-2030 Population Growth	2010-2030 Employment Growth
Tacoma	202,700	1/1	78,600	62,213
Lakewood	58,780	0/1	13,220	1,285
Puyallup	36,930	0/2	13,070	9,000
University Place	31,440	0/0	8,100	3,000

Based on these projections and the CPP statement regarding different center sizes and growth rates Pierce County will experience enough growth in the next twenty years to allow all five existing centers and the proposed University Place RGC to reasonably develop in accordance with the criteria and policies contained in the CPP and MPP.

4) Environmental analysis 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.

COMMENT: In 1998 the City completed an Environmental Impact Statement (EIS) for the new Comprehensive Plan. The EIS examined public facilities and services available to accommodate projected growth and found there were no potential adverse environmental impacts to public facilities and services that could not be mitigated. Since 1998 the City has amended the Comprehensive Plan and various development regulations on several occasions, each time conducting an environmental analysis to determine potential environmental impacts and mitigation. In 2004 the City published an EIS to establish the Town Center Overlay Zone and Planned Action Development. The Town Center EIS examined the potential impacts to public facilities and services from the Planned Action and found there were no potential adverse environmental impacts to public facilities and services that could not be mitigated.

The City of University Place has several mechanisms in place to mitigate the impacts of growth on public facilities and services owned and operated by the City. These include a transportation concurrency ordinance, traffic and park impact fees, SEPA mitigation, and regulations including design standards. For example, regulations require developers extend sewer lines if needed, dedicate open space, provide roads and pedestrian facilities, and install storm drainage systems. Public facilities and services provided by others include schools, fire, sewer, water, power, cable and refuse. Telephone service is provided by several private utilities. Letters from the School and Fire Districts, Tacoma Public Utilities, and Pierce County Utilities appear in the Addenda indicating their capacities to accommodate growth.

Applicable City of University Place Comprehensive Plan goals and policies include:

Policy LUTC

Manage growth so that delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment.

DISCUSSION: Contain and direct growth where adequate public facilities exist or can be efficiently provided. Assure the urban level of facilities, including sewer, street lighting, sidewalks, curbs and gutters, and adequate streets are provided prior to or concurrent with development.

Goal TR5

Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses.

Policy TR5A

Except as otherwise designated establish a level of service (LOS) standard for intersections and roadways with LOS D as being acceptable on Major (Principal) or Secondary (Minor) Arterials and on Collector arterials and minor streets where they intersect with a Principal or Secondary arterial street.

DISCUSSION: The Growth Management Act requires that a LOS standard be established for arterial routes. “LOS” is defined as the capacity of a roadway or intersection. It measures delay or congestion. “LOS A” is the highest level of service and “LOS F” the lowest. “LOS D” and lower are typical of many arterial streets and intersections in urban areas. “LOS A, B, and C” are characteristic of residential streets and rural areas.

Policy TR5B

Establish Quality Service Corridors through intense commercial areas where slower traffic is desirable to promote economic development and facilitate pedestrian safety. A Level of Service E is appropriate along designated Quality Service Corridors.

DISCUSSION: To a point, there is a positive relationship between the amount of traffic in commercial areas and the economic health of the area. Rather than moving traffic quickly through a commercial area, it is often more desirable to slow traffic down. Slower moving traffic increases safety when pedestrians are present, facilitates pedestrian crossings and provides more time for motorists to observe commercial activities. However, slower moving traffic alone is not enough to realize safety and economic benefits. Other transportation improvements including curbs, gutters, sidewalks, landscape strips, streetlights, and transit facilities contribute to an overall “Quality of Service”. On the other hand, too much traffic congestion and/or a lack of other transportation facilities can hurt economic activity and pose safety concerns.

Goal UT1

Encourage provision of adequate facilities and cost-effective services, which meet the needs of the City and accommodate future population and economic growth.

Policy UT1A

Work with providers to appropriately site new utility facilities to maintain a reliable level of service and accommodate growth.

DISCUSSION: The Growth Management Act requires that cities provide facilities and services to accommodate projected growth. Services including utilities must be provided at a reasonable level of service to both existing and new customers. Cooperation between the City and utility providers can benefit both. It can result in timely provision of required new services, minimize adverse impacts for the City and offer more efficiency for the

utility provider. Siting considerations are important to the preservation of neighborhood character.

Goal CF1

Provide and maintain adequate public facilities to meet the needs of existing and new development. Establish level of service (LOS) standards and identify capital improvements needed to achieve and maintain these standards.

Policy CF1A

Establish level of service (LOS) standards for certain City owned and operated public facilities. The City shall work with owners and operators of non-City owned and operated facilities to establish levels of service standards necessary to provide for growth and achieve the City's vision. Levels of service should be established in interlocal or contractual agreements between the City and the service provider.

DISCUSSION: Level of service (LOS) standards are benchmarks for measuring the amount of a public facility and/or services provided to the community. Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need (WAC 365-195-210). Level of service standards will be a determining factor for when and where development will occur. This is because level of service is intricately tied to concurrency.

Policy CF1B

Require transportation and storm water facilities concurrent with development. Other public facilities such as schools and parks will be provided based on adopted plans and development schedules.

DISCUSSION: GMA Goal 12 states that public facilities and services necessary to support development shall be adequate to serve the development at the time of development without decreasing current service level standards below locally established minimums (RCW 36.70A.020(12)). The GMA requires concurrency for transportation facilities. (The City's level of service for transportation facilities is established in the Transportation Element.) In addition, water and sewer concurrency is highly recommended by the Department of Community, Trade and Economic Development (DCTED). However, the City does not have direct oversight over water and sewer provisions. Water and sewer service are provided by other public agencies. The City should work closely with these and other public facility providers to ensure an appropriate level of service for University Place.

- 5) If a jurisdiction designates a center, they must also adopt the center's designation and provisions in their comprehensive plans and development regulations to ensure that growth targeted to centers is achieved and urban services will be provided.**

COMMENT: In 2010 the City Council adopted Ordinance 568 amending the Comprehensive Plan by adding a map of the University Place RGC (Figure 1), two Comprehensive Plan Goals, and two Comprehensive Plan policies (see below). The new goals describe the RGC area and direct the City to seek RGC designation by PCRC and PSRC. The policies summarize which existing comprehensive plan land use and transportation policies apply in the RGC.

Prior to adopting the RGC area map and new comprehensive plan goals and policies to implement the RGC, the proposed area contained more than the minimum number of dwelling units and jobs per acre for designation and existing zoning provides the capacity for the future dwelling units and jobs required. Past and ongoing projects provide the transportation infrastructure required and existing development regulations and design standards ensure development will be consistent with the policies and design criteria contained in the CPP and MPP. In short, everything was already in place for this area to be considered an RGC except for an official designation.

Applicable Comprehensive Plan goals and policies include:

Goal LU8B

Seek a Regional Growth Center Designation that includes existing commercial and multi-family zones along Mildred Street, between 19th and 27th Streets, along 27th Street between Mildred Street and Grandview Drive and along Bridgeport Way between Olympus Drive W and 52nd Street.

Policy LU8A

Apply and implement applicable comprehensive plan goals and policies on growth and development in the City's Regional Growth Center Area including but not limited to those that address population, and employment growth, mixed uses and housing, transportation and utility infrastructure and creating a pedestrian friendly urban form.

DISCUSSION: Existing goals and policies in various elements of the City's comprehensive plan are consistent with and embrace the same values and purposes as goals and policies for Regional Growth Centers contained in the Countywide Planning Policies and the Multi-County Planning Policies (VISION 2040). For example, comprehensive plan goals and policies encourage a mix of higher density residential, office, and retail uses in appropriate areas, subject to development and design standards; delivery of public facilities and services in a timely and fiscally responsible manner; a transportation network that supports high capacity transit, pedestrians and bicycles and design standards and incentives that serve to create vibrant, pedestrian friendly streetscapes that offer visual interest and helps create a sense of place.

Transportation

Policy TR4A

Within the Regional Growth Center, provide infrastructure and programs in support of high occupancy vehicle use, local transit, and regional high capacity transit and support non-motorized transportation.

DISCUSSION: Within the Regional Growth Center, mechanisms that can be used to limit the use of single occupancy vehicles and encourage transit use include limiting off-street parking spaces, establishing minimum and maximum parking requirements offering commute trip reduction programs and other transportation demand management measures. Locating higher densities and intensities of use close to transit stops can create a core area to support transit and high occupancy vehicle use. Pursuing the development of several types of transit facilities (transit centers, bus pullouts, etc.) and establishing incentives for

developers to provide transit and transportation demand management supportive amenities can further serve to encourage transit use.

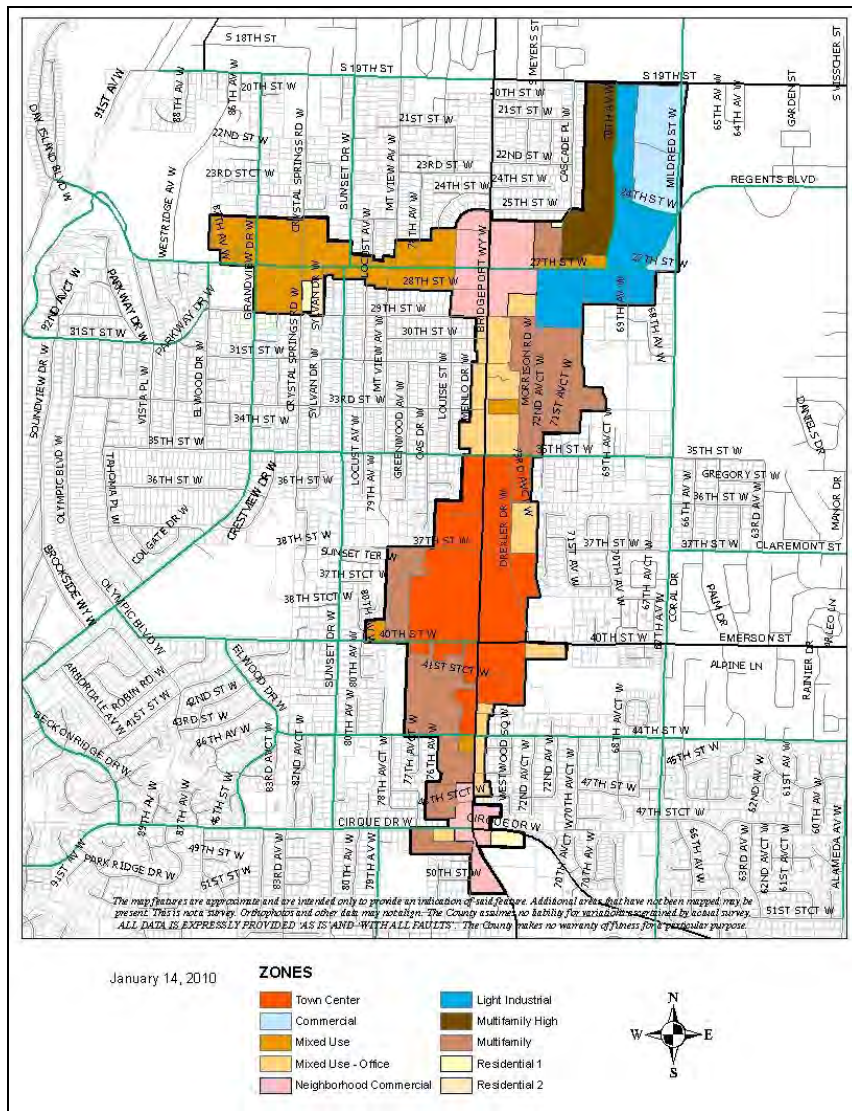
In keeping with the design of Regional Growth Centers, the City should develop non-motorized transportation facilities and services including bicycle-friendly roadway design; wider outside lane or shared parking/bike lanes; bike-activated signals; covered, secure bicycle parking; bicycle racks; and pedestrian pathways. Allowing on-street parking within centers with narrow streetscapes will provide a buffer between moving traffic and pedestrians and provides common parking areas.

6) Centers shall be characterized by all of the following:

- a) Clearly defined geographic boundaries;

COMMENT: The boundaries of the proposed RGC are shown in Figure 1 below.

Figure 1
Proposed University Place RCG



b) Intensity/density of land uses sufficient to support high capacity transit;

COMMENT: According to the 2003 Central Puget Sound High Capacity Transit Corridor Assessment Technical Handbook prepared by the Puget Sound Regional Council:

“Concentrations of residential development and employment have been found to be the most influential land uses determining whether a specific location has adequate land use activity to support high capacity transit services. A concentrated base of employment is an important land use variable in support of high capacity transit services. Job sites provide a regular daily destination at specific periods each day where frequent, high capacity transit service can be concentrated. Office employment provides opportunities for the greatest job-intensities and therefore the greatest ridership potential. Residential development provides a ready market for originating transit trips at peak periods and throughout the day.

Although the research is clear on the positive impact that land use density has on transit use, specific density thresholds are less definitive. Complicating the issue is that density is one among many factors that influence transit use and density can be measured in a wide variety of ways – gross vs. net density, small area vs. large area, combined land use activity vs. individual land uses. Additionally, the level of transit that is evaluated can include express vs. local services, all-day vs. peak-hour services, and other many other operational differences. For these and other reasons, the research does not identify a specific density number that can be said is necessary to support high capacity transit.

There is, however, a range of good research and experience that helps to provide a framework for evaluating the relationship between various density levels and support for high capacity transit. One study that looked at actual experiences in over 50 cities throughout the world (Newman/Kenworthy, 1999) found that densities of 100 people per hectare (40 people per acre) could support frequent all-day transit service. In a study conducted in the Puget Sound region (Pivo/Frank 1994), researchers found several density thresholds at which single-occupancy vehicle use drops and transit use increases. For major activity centers, significant transit ridership gains begin to occur when densities exceed 30 people (employees and/or residents) per gross acre and transit use expands most rapidly when densities exceed 45-50 jobs and residents per gross acre. A synthesis of research conducted for the Federal Transit Administration (Seskin/Cervero, 1996) documented additional studies with similar findings.”

Currently the proposed RGC has a combined population and jobs per acre of 26.8 and is served by Pierce Transit Route 2 with an average of over 3,000 riders per day. Existing land area and development capacity within the proposed RGC exceeds 78 jobs and residents per acre.

c) Pedestrian-oriented land uses and amenities;

COMMENT: A combination of capital improvements by the City since incorporation, comprehensive plan policies and development regulations will serve to establish pedestrian-oriented land uses and amenities in the proposed RGC area.

Since incorporation the City has built sidewalks on both sides of Bridgeport Way for the entire length of the proposed RGC. Sidewalks along Bridgeport include pedestrian amenities including pedestrian lighting, benches, waste receptacles, and street trees. Sidewalks have also been installed along Drexler Drive, 40th Street, 37th Street, 35th Street and 70th Avenue all within the proposed RGC. Sidewalks will be installed along 27th Street and Mildred Street when funds become available.

The City's Comprehensive Plan includes the following applicable policies:

Policy CC4E

Establish design guidelines for development in mixed use areas that will encourage quality residential and commercial projects, an attractive streetscape and a pedestrian-friendly environment.

DISCUSSION: Mixed-use areas along the 27th Street and Bridgeport Way corridors contain many small single-family structures, generally 1 story or 1½ stories. Some homes have been turned into offices and retail businesses, while others are still used as residences. In addition, there is a mix of multi-family and commercial buildings. The mixed-use designation reflects, to some extent, what has already occurred in the neighborhood evolution. Guidelines should address the transition from single-family structures (renovation to full redevelopment) and create a pedestrian friendly environment. In the mixed-use zone, residential and commercial uses may exist side-by-side or within the same structure. Drive-through uses should not be allowed because of the variety of conflicts with residences in the same zone. The area is intended to be lower scale and less intense than commercial or neighborhood commercial designations.

Policy TR2A

Require sidewalk facilities on all public streets.

DISCUSSION: Sidewalks are vital to pedestrian safety, particularly along roadways with faster moving traffic and along designated Quality Service Corridors. Near schools they offer protection for children who walk to and from school. Pedestrian facilities on non-arterials are needed to supplement the major system of pedestrian facilities. Crosswalks, signing, and pedestrian-activated signals should conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Policy TR2C

Encourage installation of pedestrian pathways in new and existing developments.

DISCUSSION: Currently many residential subdivisions and commercial developments have barriers for easy walking between destinations. People must walk out to busy arterials and use circuitous routes to get from one development to another. New pathways (lighted

where appropriate) might also tie into a network of walking trails, help interconnect the whole system and make the City more pedestrian friendly.

In addition to the City's Capital Improvement Projects and Comprehensive Plan goals and policies directing development of pedestrian-oriented land uses and amenities, the City's development regulations including design standards require developers to install pedestrian facilities and amenities concurrent with their projects. Examples of applicable regulation and design standards include:

UPMC 13.20.150 Street Frontage Improvements.

A. Street frontage improvements shall be required in conjunction with the subdivisions and short subdivisions of land, planned development districts, conditional use permits, binding site plans, and the modification or construction of buildings. Frontage improvements shall consist of half street improvements in conformance with the standard street section and the City street standards in Article II of this chapter. Such improvements may include curbs, gutters, bike lanes, planter strips, medians, sidewalks, bus stops, bus shelters, bus pads, bus pullouts, street storm drainage, street lighting systems, traffic signal installation, modification, or relocation, utility relocation, landscaping, irrigation, and street widening.

UPMC 119.50.070. Front Yard Setback Pedestrian Zone.

A front yard setback pedestrian zone shall be provided abutting the public sidewalk (public right-of-way). The front yard setback pedestrian zone shall consist of a minimum five-foot-wide paving area free of physical obstructions to pedestrian movement. Paving shall be the same as the public sidewalk or shall be complementary decorative paving as approved by the director.

Focal Point for Outdoor Pedestrian Areas. Plazas, courtyards, and pocket parks shall incorporate one or more of the following open space amenities to encourage pedestrian use and activity:

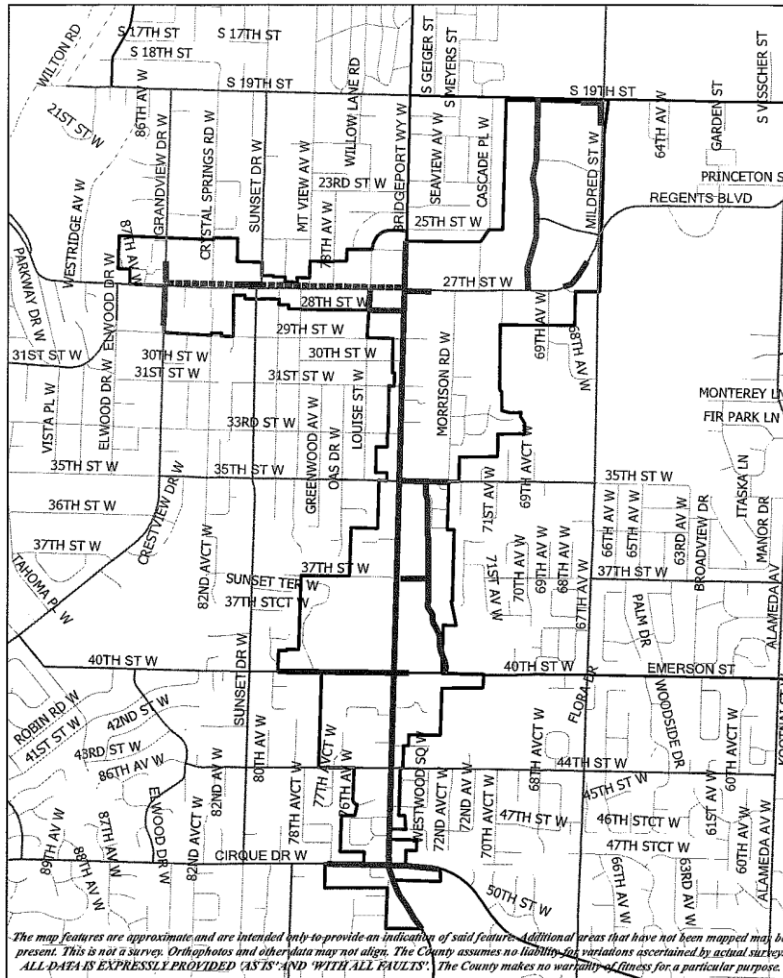
- *Public seating or play areas;*
- *Public art, such as a water feature or sculpture, play sculptures, or art;*
- *Transit stops;*
- *Performance/stage areas, or specialty plantings; and*
- *Other public amenities, as approved by the director.*

d) Pedestrian connections shall be provided throughout;

COMMENT: Since incorporation the City has constructed sidewalks in most of the proposed RGC. Figure 2 below shows the proposed RGC and the location of existing sidewalks. The City has submitted a Safe Route to Schools grant request to provide sidewalks on the north side of 27th Street west of Bridgeport Way. As funding becomes available and as properties in the proposed RGC develop or redevelop, sidewalks and other pedestrian amenities will be provided.

Figure 2

Proposed Regional Growth Center Sidewalk Locations



May 25, 2010

———— Sidewalk
 - - - - - Sidewalk Grant Pending



e) Urban design standards which reflect the local community;

COMMENT: The City has adopted six sets of urban design standards that apply in various parts of the proposed RGC. All six sets of design standards have requirements for improving pedestrian and multi-modal transportation choices. Five of the design standard sets include site planning, architecture, parking landscape, and streetscape standards aimed at creating pedestrian friendly and safe environments.

The following design standard documents are attached as Appendix A:

- i. Town Center Zone Design Guidelines
- ii. Town Center Overlay Design Standards and Guidelines
- iii. Design Standards for the Mixed Use, Mixed Use – Office, and Commercial Zones

- iv. Design Standards and Guidelines for Small Lot and Multifamily Development
- v. Design Standards and Guidelines for Streetscape Elements
- vi. Mixed Use Incentive Zoning Design Standards

f) Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;

COMMENT: Several provisions have been made to reduce single-occupancy vehicle use especially during peak hours and commute times. These include the construction of a transit facility in the Town Center Development, adoption of a Commute Trip Reduction Plan³, and Comprehensive Plan goals and policies and development regulations. The following Comprehensive Plan goals and policies apply to reducing single-occupancy vehicle use and increasing transit use.

Policy TR4D

Utilize transportation demand management (TDM) strategies to reduce the need for new roads and capacity improvements.

DISCUSSION: Transportation Demand Management (TDM) strategies help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. Existing strategies used by the City include coordinating with Pierce Transit on service levels, frequency and route location, and actively pursuing street improvements that include bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile.

Potential TDM projects include developing vanpool and ride match programs in conjunction with Pierce Transit and actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction (CTR) Act.

Goal TR7

Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy TR7A

Work with Pierce Transit to focus local transit service on Major, Secondary, and Collector Arterials providing feeder service to residential areas and connections to adjacent jurisdictions.

DISCUSSION: Area residents and elected officials have identified the need for improved public transit service and programs to increase the use of public transportation. Without an expansion of the current public transit system, citizens will have minimal access to public transit service. Existing public transit service to the City of University Place primarily targets the Pierce Transit Center at Tacoma Community College. Local transit service should be expanded to serve the entire community.

Policy TR7B

Encourage coordinated development of bus stops and shelters.

DISCUSSION: Convenient shelters from rain and wind that offer seating make the wait for a bus more comfortable. The City should work with Pierce Transit to find appropriate locations for stops and shelters along the transit routes.

Policy LU1G

Plan for a gradual transition to a less automobile-intensive transportation system.

DISCUSSION: The City should recognize that, for the foreseeable future, the private automobile is and will be the transportation mode of choice for the great majority of residents. However, construction of pedestrian, bicycle, and public transit facilities should be encouraged. For example, density calculations for new developments could include an area devoted to pedestrian and bike trails.

Public transit is a required means of transportation for a portion of residents, particularly in multi-family developments. Design of those developments should include safe pedestrian access for transit users.

Policy LU3E

Encourage a mix of residential, office, and retail uses in the town center and mixed-use zones.

DISCUSSION: The traditional zoning approach segregates various land uses, such as commercial and residential, into different locations. In many situations, however, it is more appropriate for some land uses to be “mixed” together. A “mixed-use” building site provides different uses within one structure or site – typically, retail uses on the first floor with office or residential on the upper floors. This type of development would promote a more pedestrian-friendly environment and might encourage more resident-oriented businesses to locate in University Place. A variety of uses may also occur on different sites within the district. Residential uses add vitality and customers for commercial uses in the area.

Policy LU3F

Ensure that new and redeveloped buildings are designed to complement community goals for attractive streets, public spaces, and pedestrian amenities.

DISCUSSION: Most of the City’s development occurred before incorporation, without guidance of an overall plan. Street edges in the City are poorly defined, land uses are largely auto-oriented, and building design and site planning are generally uncoordinated. Additionally, building orientation and parking lot locations vary considerably, with parking often being a significant component of the site. Improved City appearance could attract new business to the City and would enhance livability for all citizens.

Implement design standards for new construction and building renovation which include improved signage, sidewalks, and landscaping to enhance the functionality and aesthetics of existing commercial areas.

In addition to the Comprehensive Plan goals and policies the City’s development regulations also sets a maximum number of parking spaces for uses, allows for joint use

parking agreements⁴ and requires new development to provide pedestrian and transit facilities.⁵

g) Provisions for bicycle use;

COMMENT: Since incorporation the city has added 17 miles of bike lanes including 3 miles in the proposed RGC. In addition to the bike lanes, the City has installed bike racks throughout the proposed RGC and is installing bike lockers in the multi-modal transit facility currently under construction in the Town Center Development. The following Comprehensive Plan goal and policy address bicycle use:

Goal TR2

Develop facilities for pedestrians and bicyclists as alternative travel modes to the automobile.

Policy TR2B

Develop a system of bicycle routes, both east/west and north/south, that provides for travel within the City with connections to local parks and regional facilities.

DISCUSSION: Bicycle routes should be provided to enable bicyclists the most convenient, yet safe, streets and bicycle ways within the City. These routes should connect with designated bike routes of adjacent jurisdictions to accommodate longer, more regional bicycle trips as an alternative transportation mode. Planning, design and construction of these facilities should be coordinated with adjacent jurisdictions and should be consistent with regional plans. The design and type of bicycle facilities should be based on the design standards for the functional classification of the roadway.

Bicycle facilities are also required in conjunction with new development.⁵

h) Sufficient public open spaces and recreational opportunities;

Homestead Park a 5-acre park is located within the proposed RGC. Within walking distance are several other parks including Cirque Park to the south, Sunset Park to the north, Colgate Park to the west and Adrianna Hess and Morrison parks to the east. The City has a cooperative agreement with the School District to use a number of school facilities including sports fields, gymnasiums and a swimming pool complex. Last year the City's Parks and Recreation Department ran 1,226 programs with 10,427 participants for youth, adults and seniors at city, school and other area facilities.

i) Uses which provide both daytime and nighttime activities; and

COMMENT: There are a number of existing daytime and nighttime activities available to the residents and employees within the proposed RGC and with more planned. Daytime activities include employment, shopping, civic and recreational activities. There are a variety of full service and fast food restaurants that are open during day and night hours. Existing restaurants in the proposed RGC offer a variety of cuisines including but not limited to American, Chinese, Japanese, Thai, Mexican, and Greek. Entertainment uses include night clubs, taverns, bars, a theater, bowling alley, recreation center and laser tag.

The Pierce County Library and City of University Place Recreation Services provide daytime and night time activities at their facilities.

j) Centers shall be located in urban growth areas.

COMMENT: The City of University Place is located within the Pierce County Urban Growth Area.

7) 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.

COMMENT: The City seeks designation of a Regional Growth Center. The boundaries of the proposed RGC are shown in Figure 1.

8) 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.

COMMENT: The proposed RGC is 465 acres or .726 square miles in size.

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

COMMENT: The City provides some of the facilities and services needed to accommodate growth including roads, storm drainage, parks, recreation, police, and development services. Other facilities and services are provided by others including schools, fire and library services, and sanitary sewer, water, power, natural gas, and communication utilities.

There is some existing capacity in the facilities and services provided by the City that is already present. For example, many of the City's roads and intersections have capacity to accommodate additional traffic without the need to expand. However, as growth occurs there will be impacts to the City's infrastructure and services that will need to be mitigated. To mitigate these impacts the City has adopted development regulations including transportation and park impact fees that require developers to help pay for needed infrastructure and services. In addition the City has identified infrastructure and services that will need additional capacity and has accounted for these needed improvements in the Comprehensive Plan, Transportation Improvement Plan, Capital Improvement Plan, and Parks Recreation and Open Space Plan.

With regard to facilities and services provided by others, the City has been in contact with the school and fire district, water, power, and sewer providers – all of which have indicated they have capacity to accommodate projected growth (See Appendix B, Letters of Support).

Applicable Comprehensive Plan goals and policies include:

Policy LU1C

Manage growth so that delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment.

DISCUSSION: Contain and direct growth where adequate public facilities exist or can be efficiently provided. Assure the urban level of facilities, including sewer, street lighting, sidewalks, curbs and gutter, and adequate streets are provided prior to or concurrent with development.

Goal TR8

Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act (GMA).

Policy TR8A

Use regional, state, and federal funding sources for major improvements serving the City of University Place.

DISCUSSION: Without adequate funding the transportation plan cannot be implemented in an efficient, timely manner, concurrent with development. Furthermore, uncertainties in funding of transportation projects could result in denial of development permits due to unacceptable levels of congestion. The funding program must recognize and accommodate not only existing and future development in the City, but also regional traffic. To supplement the City's limited funds, regional, state, and federal funding sources should be pursued for arterial street improvements.

Goal UT1

Encourage provision of adequate facilities and cost-effective services, which meet the needs of the City and accommodate future population and economic growth.

Policy UT1A

Work with providers to appropriately site new utility facilities to maintain a reliable level of service and accommodate growth.

DISCUSSION: The Growth Management Act requires that cities provide facilities and services to accommodate projected growth. Services including utilities must be provided at a reasonable level of service to both existing and new customers. Cooperation between the City and utility providers can benefit both. It can result in timely provision of required new services, minimize adverse impacts for the City and offer more efficiency for the utility provider. Siting considerations are important to the preservation of neighborhood character.

Goal CF1

Provide and maintain adequate public facilities to meet the needs of existing and new development. Establish level of service (LOS) standards and identify capital improvements needed to achieve and maintain these standards.

Policy CF1A

Establish level of service (LOS) standards for certain City owned and operated public facilities. The City shall work with owners and operators of non-City owned and operated facilities to establish levels of service standards necessary to provide for growth and achieve the City's vision. Levels of

service should be established in interlocal or contractual agreements between the City and the service provider.

DISCUSSION: Level of service (LOS) standards are benchmarks for measuring the amount of a public facility and/or services provided to the community. Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need (WAC 365-195-210). Level of service standards will be a determining factor for when and where development will occur. This is because level of service is intricately tied to concurrency.

Policy CF1B

Require transportation and storm water facilities concurrent with development. Other public facilities such as schools and parks will be provided based on adopted plans and development schedules.

DISCUSSION: GMA Goal 12 states that public facilities and services necessary to support development shall be adequate to serve the development at the time of development without decreasing current service level standards below locally established minimums (RCW 36.70A.020(12)). The GMA requires concurrency for transportation facilities. (The City's level of service for transportation facilities is established in the Transportation Element.) In addition, water and sewer concurrency is highly recommended by the Department of Community, Trade and Economic Development (DCTED). However, the City does not have direct oversight over water and sewer provisions. Water and sewer service are provided by other public agencies. The City should work closely with these and other public facility providers to ensure an appropriate level of service for University Place.

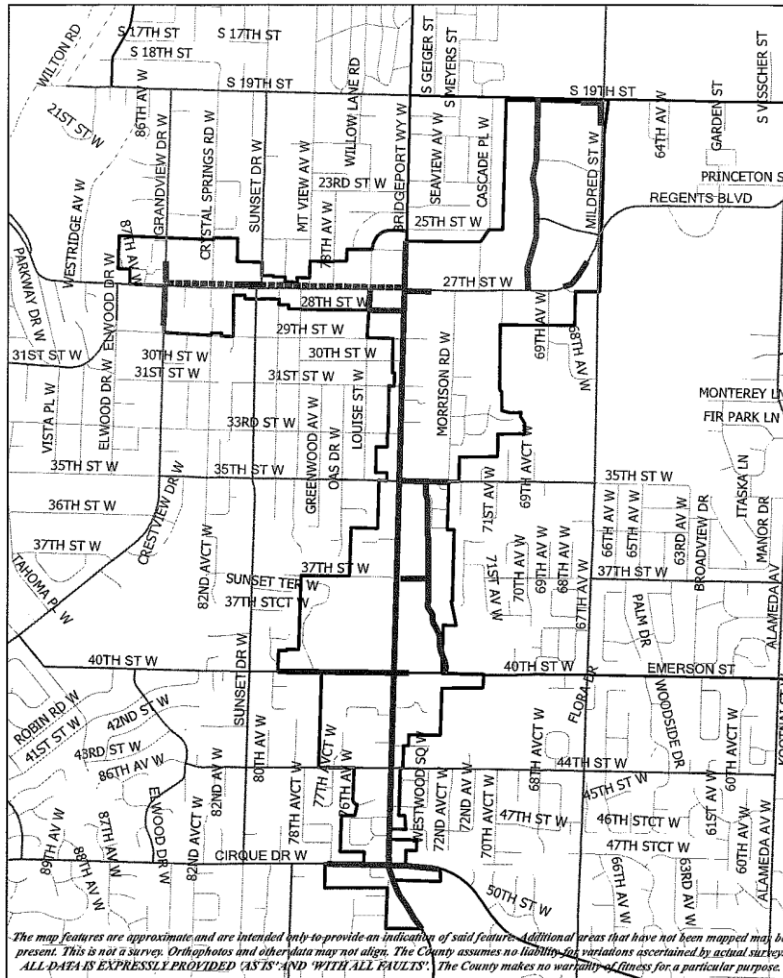
9) Pedestrian connections shall be provided throughout centers.

COMMENT: Since incorporation the City has constructed 23 miles of sidewalks including 14 miles in the proposed RGC. Figure 3 below shows the location of existing sidewalks within the proposed RGC boundary. The City has submitted a Safe Route to Schools grant request to provide sidewalks on the north side of 27th Street west of Bridgeport Way. As funding become available and as properties in the proposed RGC develop or redevelop, sidewalks and other pedestrian amenities will be provided.

Comprehensive Plan goals and policies and development regulations direct the City and require developers to construct pedestrian facilities throughout the proposed RGC and other areas of the City. In addition to the construction of sidewalks for pedestrians, design standards require pedestrian amenities are provided including benches, trash and recycle receptacles, street lights and street trees.

Figure 3

Proposed Regional Growth Center Sidewalk Locations



The map features are approximate and are intended only to provide an indication of said features. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The County makes no warranty of fitness for a particular purpose.

May 25, 2010

———— Sidewalk
 - - - - - Sidewalk Grant Pending



Design Features of Centers

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

COMMENT: Existing housing and employment densities in the proposed RGC meet the minimum requirements for Candidate Regional Growth Center designation by PCRC and Regional Growth Center Designation by PSRC. Existing zoning within the proposed RGC allows growth in housing and employment needed to accommodate projected growth.

Although the City does develop housing or private enterprise, the City has encouraged the development of both in several ways and has plans to continue efforts. First, densities permitted in the majority of the proposed RGC range between 25 and 40 dwelling units per acre depending on design standards and affordable housing density incentives available to developers. Within the Town Center Zone the maximum density is 60 dwelling units per acre and the minimum density is 20.

In 2004 the City completed a Planned Action Environmental Impact Statement (EIS) and Ordinance (Appendix C) allowing the development of 500 multi-family housing units to move forward without additional SEPA review. The Planned Action will also permit the development of 493,000 square feet of commercial, entertainment, and civic uses in the proposed RGC. The Planned Action EIS and Ordinance and the infrastructure needed to support and mitigate the impacts associated with the housing and employment opportunities created was funded by the City.

The City's Economic Strategic Action Plan (Appendix D) calls for two additional similar redevelopments within the proposed RGC. Together, these three sub-centers and the connections between them will create a vibrant, livable, and pedestrian-friendly RGC.

- 2. Any of the following approaches could be used to implement center development:**
 - a. Encourage higher residential densities within centers;**
 - b. Avoid creation of large blocks of single-use zones;**
 - c. Allow for greater intensity of use within centers;**
 - d. Increase building heights, greater floor/area ratios within centers;**
 - e. Minimize setbacks within centers;**
 - f. Allow buildings to be located close to streets to enhance pedestrian accessibility; and**
 - g. Encourage placement of parking to rear of structures.**

COMMENT: The City currently utilizes most of the approaches listed above within the proposed RGC. For example, as previously indicated above, allowed density ranges from 25 to 60 dwelling units per acre and includes a minimum density of 20 units per acre in a 23 acre area. Most of the proposed RGC is zoned Town Center or Mixed Use that allows a mixture of uses including residential and commercial or office on the same parcel and in the same building. Maximum height in the RGC ranges from 40 to 120 feet. When commercial abuts commercial in some cases no setbacks are required. If buildings are set back from each other pedestrian connections are required to be placed in those setbacks. Design standards require most new buildings to be built to the back of the sidewalk and pedestrian amenities provided. Minimum ground floor glazing requirements add to the comfort and safety of pedestrians. Design standards require parking to the side or rear of structures or within parking structures accessed from the side or rear of buildings.

Applicable Comprehensive Plans goals and policies include:

Policy LU2B

Locate greater density residential development in the town center and maintain moderate density residential development in the existing multifamily and mixed-use areas along or close to major arterial and transit routes.

DISCUSSION: Most of the City's designated multi-family zones are nearly built out. With a few exceptions, they are located convenient to arterial routes and public transit. High and moderate density residential development should be close to services and public transit to avoid increased traffic and noise on minor residential streets.

Policy LU2C

Allow Greater Density Mixed-Use development in the Town Center to promote economic development.

DISCUSSION: Greater densities are required for residential mixed-use to succeed. With more people living in the Town Center there will be a greater demand for shops and restaurants to support the population concentration. Taller building heights should also be considered to stimulate economic development.

Policy LU3A

Concentrate commercial land uses in locations which best serve the community, complement stable residential areas, and are attractive to private investment.

DISCUSSION: The City's commercial base is expected to grow, but little undeveloped land remains. To accommodate future growth, an adequate supply of land must be preserved in areas which will not be detrimental to residential neighborhoods. Growth should be contained in areas where adequate public facilities exist or can be efficiently provided.

Policy LU8C

Establish a Town Center Overlay within the Town Center Zone to promote high quality mixed-use development utilizing design standards, incentives, and increased density and height limits to create a viable center.

DISCUSSION: A high quality center within the Town Center Zone will provide the residents of University Place a convenient regional shopping center with high quality retailers and restaurants, and a pedestrian friendly traditional street front.

A regional center in University Place will help reduce the distance people drive to access a variety of additional goods and services, alleviating road congestion. At the same time, the regional center should increase area property values and act as a catalyst for redevelopment of the Town Center Zone as a whole and other business districts in the City. Increasing height and density will decrease pressure on existing neighborhoods, absorb projected population growth, and contribute to the vitality of the center.

The City should take a leadership role in redeveloping the Town Center by creating a master plan, providing infrastructure improvements, recruiting development partners and working in partnership with them to define and attract residential, commercial and cultural development.

Policy CC2H

Encourage provision of parking to the rear of buildings or in structures where possible.

DISCUSSION: Large expanses of open parking for cars in front of buildings and stores, creates an unattractive streetscape that is not pedestrian friendly. It is more desirable to provide parking to the rear and side of buildings. This already occurs on some sites within the Town Center, including the City Hall area, and should be encouraged where physically feasible. The berms and slopes in some parts of the Town Center are conducive to developing parking underneath or behind buildings.

Policy CC4E

Establish design guidelines for development in mixed-use areas that will encourage quality residential and commercial projects, an attractive streetscape, and a pedestrian-friendly environment.

DISCUSSION: Mixed-use areas along the 27th Street and Bridgeport Way corridors contain many small single-family structures, generally 1 story or 1½ stories. Some homes have been turned into offices and retail businesses; others are still used as residences. In addition, there is a mix of multi-family and commercial buildings. The mixed-use designation reflects, to some extent, what has already occurred in the neighborhood evolution. Guidelines should address the transition from single-family structures (renovation to full redevelopment) and create a pedestrian friendly environment. In the mixed-use zone, residential and commercial uses may exist side-by-side or within the same structure. Drive-through uses should not be allowed because of the variety of conflicts with residences in the same zone. The area is intended to be lower scale and less intense than commercial or neighborhood commercial designations.

Sample Design Standards

UPMC 19.50.060 (B). Pedestrian Circulation.

All development plans proposing multiple buildings shall connect building entrances to one another and to sidewalks on abutting streets via a walkway system separated from vehicular traffic. Public sidewalks should be considered part of the walkway system.

UPMC 19.50.060 ©. Pedestrian Access to Transit.

To facilitate public transit use, paved sidewalks or walkways shall be provided between building entrances and the property edge nearest to a transit stop

UPMC 19.50.070 (D). Front Yard Setback Pedestrian Zone.

A front yard setback pedestrian zone shall be provided abutting the public sidewalk (public right-of-way). The front yard setback pedestrian zone shall consist of a minimum five-foot-wide paving area free of physical obstructions to pedestrian movement.

UPMC 19.52.100 (A) Setbacks.

Building to the back of the sidewalk, a courtyard or plaza facilitates easy pedestrian access. Varying building setback and projection provides horizontal articulation and architectural interest.

- 1. All site plan layouts shall give first consideration to pedestrians.*
- 2. All buildings shall be oriented and built at the edge of the sidewalk.*

UPMC 19.52.290 (A)(1) Parking – General.

e. Parking lots shall be located in the rear, in the interior of a block or in structured parking in the interior of a block, below a structure or hidden by the structure.

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

COMMENT: According to VISION 2040, the Regional Growth Strategy directs a higher proportion of growth to larger Cities including University Place. The periodic disaggregation of countywide population allocations takes VISION 2040 into account when allocating population amongst the County's municipal jurisdictions. However, in addition to the guidance provided by PSRC, local conditions including past growth trends and current economic conditions are taken into account.

- 4. 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.**

COMMENT: See designation vision criteria number 9 above. In addition to the capital facilities needed to serve projected growth addressed in designation vision criteria number 9 above, Homestead Park and Town Square provide two open spaces for both active and passive recreation opportunities in the proposed RGC. Town Square and other private open spaces in the form of plazas and courtyards are provided in conjunction with new development and redevelopment to comply with existing design standards.

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

COMMENT: Design standards applicable to new development and major tenant improvements in the proposed RGC are subject to one or more set of design standards contained in Appendix A. Existing development regulations and design standards include required streetscape amenities including landscaping and street furniture to create a pedestrian-friendly environment.

- 6. Any of the following regulatory mechanisms shall be used within centers:**
 - a. Either use zoning mechanisms which allow residential and commercial uses to intermix or limit the size and extent of single use districts;**
 - b. Adopt development standards to encourage pedestrian-scaled development such as those that address:**
 - i. Buildings close to streets and sidewalks;**
 - ii. Interconnections between buildings and sidewalks;**
 - iii. Pedestrian links between residential and non-residential areas;**
 - iv. Street trees/furniture; and**
 - v. Minimize separations between uses.**

COMMENT: Currently most of the zones and the majority of the area within the proposed RGC allow a mix of uses including residential, commercial, office and civic. The exceptions to this are Multi-family zones where uses are restricted to multi-family, religions, recreation and civic uses and the Commercial zones where single and multi-family uses are not permitted.

Applicable Comprehensive Plan goals and policies include:

Policy LU3E

Encourage a mix of residential, office, and retail uses in the town center and mixed-use zones.

DISCUSSION: The traditional zoning approach segregates various land uses, such as commercial and residential, into different locations. In many situations; however, it is more appropriate for some land uses to be “mixed” together. A “mixed-use” building site provides different uses within one structure or site, typically retail uses on the first floor with office or residential on the upper floors. This type of development would promote a more pedestrian-friendly environment and might encourage more resident-oriented businesses to locate in University Place. A variety of uses may also occur on different sites within the district. Residential uses add vitality and customers for commercial uses in the area.

Policy LU3E

Encourage a mix of residential, office, and retail uses in the town center and mixed-use zones.

DISCUSSION: The traditional zoning approach segregates various land uses, such as commercial and residential, into different locations. In many situations, however, it is more appropriate for some land uses to be “mixed” together. A “mixed-use” building site provides different uses within one structure or site – typically, retail uses on the first floor with office or residential on the upper floors. This type of development would promote a more pedestrian-friendly environment and might encourage more resident-oriented businesses to locate in University Place. A variety of uses may also occur on different sites within the district. Residential uses add vitality and customers for commercial uses in the area.

Policy LU8C

Establish a Town Center Overlay within the Town Center Zone to promote high quality mixed-use development utilizing design standards, incentives and increased density and height limits to create a viable center.

DISCUSSION: A high quality center within the Town Center Zone will provide the residents of University Place a convenient regional shopping center with high quality retailers and restaurants, and a pedestrian friendly traditional street front.

A regional center in University Place will help reduce the distance people drive to access a variety of additional goods and services alleviating road congestion. At the same time,

the a regional center should increase area property values and act as a catalyst for redevelopment of the town center zone as a whole and other business districts in the city. Increasing height and density will decrease pressure on existing neighborhoods, absorb projected population growth, and contribute to the vitality of the center.

The City should take a leadership role in redeveloping the town center by creating a master plan, providing infrastructure improvements, recruiting development partners and working in partnership with them to define and attract residential, commercial and cultural development.

Policy CC1B

Incorporate curbs, gutters, sidewalks and pedestrian-oriented street furnishings along arterial streets within the community.

DISCUSSION: Streets are the public realms for pedestrians. Other elements, such as through-block walkways can supplement the basic network of sidewalks along streets, but the sidewalk network should be the principal element, and the one to which the most design attention is given. Curbs are vitally important along major streets to separate fast-moving vehicles from pedestrians. Sidewalks must be sufficiently wide to offer a sense of safety and comfort along intensively traveled streets. Furnishings should be designed and located so that they reinforce pedestrian activity. This includes the use of benches, small-scale lighting, waste receptacles, pay phones, and touchable artwork.

Policy CC2E

Encourage connections between the Town Center and nearby neighborhoods.

DISCUSSION: The Town Center should not be seen as an isolated, freestanding area of the community. It needs to be linked to the neighborhoods surrounding it. While such linkages can be enhanced by transit, the principal means should be through sidewalks, walkways and other ground-level corridors. While most of these will be developed as a part of public streets and open space, there may be instances in which pathways could be cut through private property by means of access easements.

Sample Design Standards:

UPMC 19.50.060 Pedestrian circulation.

A. The intent of the pedestrian circulation standards is to:

1. *Improve property values through increased access and coordination of private and public projects;*
2. *Improve pedestrian access to commercial areas;*
3. *Allow an incremental improvement process to link private and public properties and to coordinate with city capital improvement projects; and*
4. *Ensure development of an integrated, safe and convenient system of sidewalks, trails and bicycle paths which connect to auto access, parking and entry areas.*

B. Pedestrian Circulation.

1. *All development plans proposing multiple buildings shall connect building entrances to one another and to sidewalks on abutting streets via a walkway system separated from vehicular traffic. Public sidewalks should be considered part of the walkway system.*
2. *Pedestrian pathways identified in an adopted city plan shall be concrete, a minimum of 10 feet wide and will meet ADA (Americans with Disabilities Act) requirements.*

Pedestrian pathways shall be designed to connect to off-site pathway systems on adjoining properties and public rights-of-way. On-site extensions of pedestrian circulation shall link to an existing or a planned walkway system defined in this and other city documents.

3. *Primary pedestrian circulation and access shall be at grade. Pedestrian entry routes interrupted by driveways shall be distinguished from the driveway surface by decorative paving to the building entrance.*
4. *Driveway stacking lanes associated with drive-through facilities shall not be located between the building and a city street.*
5. *Buildings constructed across a designated pedestrian right-of-way shall provide public pedestrian access 24 hours a day through a corridor, plaza or walkway through the property.*

UPMC 19.52.100 Setbacks.

Building to the back of the sidewalk, a courtyard or plaza facilitates easy pedestrian access. Varying building setback and projection provides horizontal articulation and architectural interest.

A. Standards.

1. *All site plan layouts shall give first consideration to pedestrians.*
2. *All buildings shall be oriented and built at the edge of the sidewalk except:

 - a. *Where a plaza or courtyard lies between the building and sidewalk, in which case the building shall be built to the edge of the plaza or courtyard.**

UPMC 19.52.330 Streetscapes.

A. General Requirements. The purpose of this section is to provide for the coordinated provision of functional and aesthetically pleasing transportation and related facilities within the Town Center zone. The streetscape is comprised of streets, sidewalks and all features located within the street, sidewalk or right-of-way.

B. Standards.

1. *Streetscapes shall be designed at a pedestrian scale to promote a feeling of comfort and security.*
2. *Streets shall be designed to promote multiple modes of transportation.*
3. *Pedestrian circulation shall be facilitated via wide sidewalks, walkways, well-defined crossings and utilization of on-street parking.*
4. *Streetscapes shall be designed to encourage visual interest.*
5. *Sidewalks shall include a pedestrian zone directly adjacent to storefronts and an amenity zone for roadside features, located adjacent to the street edge.*
6. *All roadside features, except as otherwise noted, shall be located in the sidewalk amenity zone.*
7. *Building and site features shall not project into the pedestrian zone within the vertical area eight feet above sidewalk grade, except as specifically allowed by these standards. In no case shall projections reduce the width of the pedestrian zone to less than the minimum required.*
8. *Roadside features located adjacent to parallel parking lanes shall be set back a minimum of 30 inches from face of curb/edge of street.*
9. *Roadside features shall be designed and placed to minimize visual obstruction of adjacent building signage, windows and entries.*

Transportation, Parking and Circulation

- 1) To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms should include:
 - a) Charges for parking;
 - b) Limiting the number of off-street parking spaces;
 - c) Establishing minimum and maximum parking requirements;
 - d) Commute trip reduction (CTR) measures and other transportation demand management measures; and
 - e) Development of CTR commuter programs for multiple employers not otherwise affected by the CTR law.

COMMENT: Existing development regulations establish minimum and maximum parking spaces, and in some cases allow on-street parking to be counted against off-street parking requirements. Parking regulations also provide for compact parking spaces and joint use parking agreements to reduce the size and number of off-street parking lots. The City has adopted a Commute Trip Reduction Program³ and transportation demand management policies⁶.

Applicable Comprehensive Plan Goals and policies include:

Goal TR7

Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy TR7A

Work with Pierce Transit to focus local transit service on Major, Secondary, and Collector Arterials providing feeder service to residential areas and connections to adjacent jurisdictions.

DISCUSSION: Area residents and elected officials have identified the need for improved public transit service and programs to increase the use of public transportation. Without an expansion of the current public transit system, citizens will have minimal access to public transit service. Existing public transit service to the City of University Place primarily targets the Pierce Transit Center at Tacoma Community College. Local transit service should be expanded to serve the entire community.

Policy TR7B

Encourage coordinated development of bus stops and shelters.

DISCUSSION: Convenient shelters from rain and wind that offer seating make the wait for a bus more comfortable. The City should work with Pierce Transit to find appropriate locations for stops and shelters along the transit routes.

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

COMMENT: The City is in the process of building a federally-funded multi-modal transit facility in the Town Center Development within the proposed RGC. This facility will include a 109-space park and ride facility, additional public parking, bike lockers and electric vehicle recharging stations. The City Council has discussed the possibility of adding Bus Rapid Transit to the Bridgeport Way Corridor and/or a light rail spur from Tacoma Community College. Light rail to Tacoma Community College is included in PSRC's Transportation 2040 document adopted May 20, 2010.

- 3) Locate higher densities/intensities of use close to transit stops within centers and seek opportunities to:**
- a) Create a core area to support transit and high occupancy vehicle use;**
 - b) Allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.) within centers;**
 - c) Establish incentives for developers to provide transit and transportation demand management supportive amenities;**
 - d) Allow on-street parking within centers in order to narrow the streetscape to provide a buffer between moving traffic and pedestrians, and provide common parking areas.**

COMMENT: The proposed RGC would ultimately have three sub-areas: Town Center, the 27th Street Business District, and Narrows Plaza. Currently Pierce Transit Route 2 (the route with the second highest ridership) stops at the Town Center where the multi-modal transit facility is currently under construction. The Town Center development area allows up to 60 dwelling units per acre, the highest residential density allowed anywhere in the city and the proposed RGC area. This area also has a minimum residential density of 20 dwelling unit per acre. The City sponsored Planned Action provides entitlements allowing up to 500 dwelling units to be built with $\frac{1}{4}$ of a mile of the multi-modal transit facility. On-street parking has been constructed by the City along Bridgeport Way and by the private sector on 28th and 40th streets.

Applicable Comprehensive Plan Goals and Policies includes:

Policy HS2E

Encourage increased density residential development in mixed-use and town center zones, subject to appropriate development and design standards. Discourage new single-family development in commercial areas to promote more effective use of commercial and mixed-uses.

DISCUSSION: Residential development in mixed-use and town center zones provide a lifestyle which many people find desirable. Transportation costs and commuting time can be minimized by residing in areas near employment and services. Businesses also benefit from consumers who live in the immediate vicinity and who may frequent the business establishment during the traditionally off evening hours. These same residences can absorb some of the City's anticipated future population growth. The result will be less pressure for multi-family development in single family zones.

- 4) Provisions for non-motorized transportation shall be provided, including but not limited to:
- a) Bicycle-friendly roadway design;
 - b) Wider outside lane or shared parking/bike lanes;
 - c) Bike-activated signals;
 - d) Covered, secure bicycle parking at all places of employment;
 - e) Bicycle racks; and
 - f) Pedestrian pathways.

COMMENT: As previously indicated, the City has constructed 17 miles of bicycle lanes since incorporation including 3 miles in the proposed RGC area. The City has installed bike racks along Bridgeport Way and in Town Square and is currently constructing a multi-modal transit facility that includes bike lockers. Design standards required bike racks and pedestrian pathways are included in new development and major tenant improvements.

Applicable Comprehensive Plan goals and policies include:

Goal TR2

Develop facilities for pedestrians and bicyclists as alternative travel modes to the automobile.

Policy TR2A

Require sidewalk facilities on all public streets.

DISCUSSION: Sidewalks are vital to pedestrian safety, particularly along roadways with faster moving traffic and along designated Quality Service Corridors. Near schools they offer protection for children who walk to and from school. Pedestrian facilities on non-arterials are needed to supplement the major system of pedestrian facilities. Crosswalks, signage, and pedestrian-activated signals should conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Policy TR2B

Develop a system of bicycle routes, both east/west and north/south, that provides for travel within the City with connections to local parks and regional facilities.

DISCUSSION: Bicycle routes should be provided to enable bicyclists the most convenient, yet safe, streets and bicycle ways within the City. These routes should connect with designated bike routes of adjacent jurisdictions to accommodate longer, more regional bicycle trips as an alternative transportation mode. Planning, design and construction of these facilities should be coordinated with adjacent jurisdictions and should be consistent with regional plans. The design and type of bicycle facilities should be based on the design standards for the functional classification of the roadway.

Policy TR2C

Encourage installation of pedestrian pathways in new and existing developments.

DISCUSSION: Currently many residential subdivisions and commercial developments have barriers for easy walking between destinations. People must walk out to busy arterials and use circuitous routes to get from one development to another. New pathways (lighted

where appropriate) might also tie into a network of walking trails, help interconnect the whole system, and make the City more pedestrian friendly.

Goal TR4

Encourage improvements in vehicular and pedestrian traffic circulation within the City.

Policy TR4B

Work with property owners to create pedestrian paths in established areas with poor connections.

DISCUSSION: Seek opportunities to gain well-lighted easements that will allow links between residential areas or from residential to commercial areas. Pedestrians now must take long circuitous routes in many areas.

Implementation Strategies

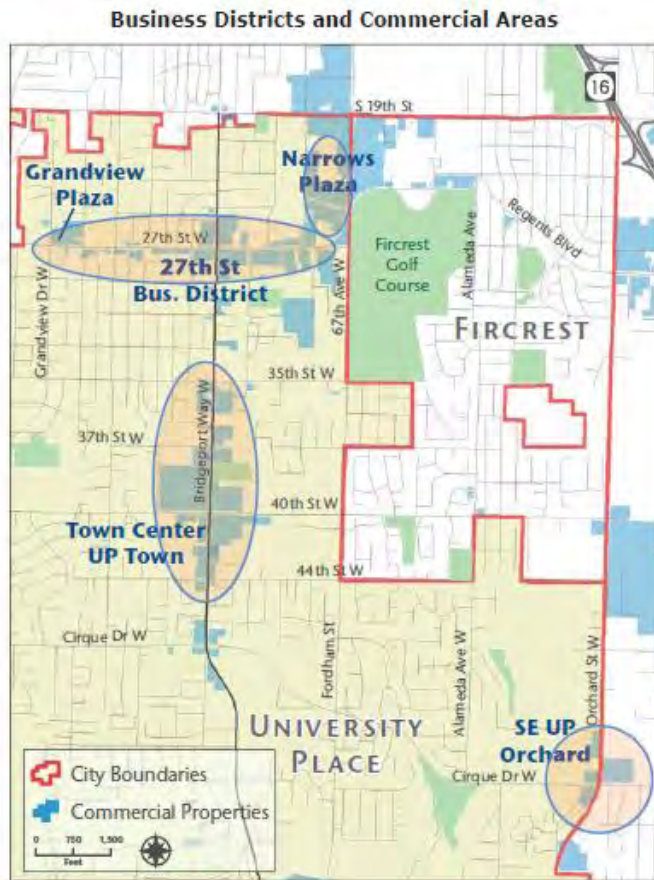
- 1) Jurisdictions should consider incentives for development within centers such as:
 - a) Streamlined permitting;
 - b) Financial incentives;
 - c) Density bonuses or transfer of development rights;
 - d) Master EISs to address environmental issues in advance of project proposals using SEPA Planned 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
 - e) Shared mitigation such as storm water detention and joint parking.

COMMENT: The City of University Place offers developers a streamlined permit process wherein developers meet with staff on several occasions as a project is designed (i.e. 30%, 65% and 90% design) so that project timelines do not experience an interruption waiting for permit reviews to be completed at the end of the design process. The City has also created a “Permit Expediter” position. The Permit Expediter is responsible for all reviews of simple permits (planning, building, fire, and engineering). Removing these permits from the stack of more complex permits frees up time for other reviewers to turn around permits in a timely manner.

The Zoning Code offers financial incentives to developers of multi-family housing in the form of density bonuses for better design and affordable housing.

As indicated above, in 2004 the City completed a Planned Action Environmental Impact Statement (EIS) and Ordinance (Appendix C) allowing the development of 500 multi-family housing units to move forward without additional SEPA review. The Planned Action will also permit the development of 493,000 square feet of commercial, entertainment, and civic uses in the proposed RGC. Depending on the success of this planned action the City will consider future planned actions for the 27th Street Business District and Narrows Plaza (see Figure 4, below).

Figure 4



The Town Center Planned Action Development includes City-funded infrastructure to mitigate the impacts of the development including storm water. Thirteen acres (10 parcels) of the Planned Action Development is connected to a single storm water collection system that conveys the storm water to a single off-site detention pond.

Parking regulations allow for joint use parking agreements to reduce the number of off-street parking lots.

Multi-County Planning Policies for Regional Growth Centers (VISION 2040)

Goal: The region will direct growth and development to a limited number of designated regional growth centers.

COMMENT: “The regional growth strategy involves strengthening and revitalizing existing centers as well as encouraging development in suburban places that are emerging as new community and regional hubs.”⁷

As previously stated, existing development patterns in Pierce County should dictate where new centers are located. Because past investments in public facilities and services including infrastructure have been spent in places where growth has already occurred such places meet the first goal of the Growth Management Act (GMA) which is to “encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.” According to VISION 2040 “Concentrating growth in centers allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Center locations should take

advantage of existing transportation infrastructure and transit routes. It is both logical and desirable to locate centers in places where there is existing concentrations of housing and/or employment, where infrastructure investments have been made to support existing population and housing which are located along existing high ridership transit routes.”

The proposed University Place RGC is such a place. Growth has already occurred. Public facilities, services, and infrastructure are already in place. Bridgeport Way, the backbone of the proposed RGC and a designated metropolitan transportation system roadway, is a major arterial street that supports multimodal transportation facilities including Pierce Transit Route 2, Pierce Transit’s second highest ridership route⁸. Pierce Transit Route 2 links the Lakewood RGC and the Downtown Tacoma Metropolitan Center and the new transit-oriented Town Center Development located in the center of the proposed RGC which includes a new federally funded transit parking facility.

MPP-DP-5: Focus a significant share of population and employment growth in designated regional growth centers.

COMMENT: The Puget Sound Regional Council estimates the four county Puget Sound region will grow by 1.7 million people and 1.2 million jobs between 2000 and 2040. VISION 2040’s Regional Growth Strategy allocates the population and employment growth by “Regional Geographies”. In 2008 when PSRC adopted VISION 2040, the Regional Growth Strategy allocated 23,000 more people to University Place. With a population of 29,300 in 2000 according to VISION 2040 University Place should accommodate 52,300 people by 2040.

To be designated a regional growth center by PSRC the proposed RGG must have a minimum existing activity (population + employment) level of 13 activity units per gross acre and must plan for a minimum activity level of 45 activity units per gross acre. Table 2 below indicates existing activity units in the proposed RGC area and the current capacity of activity units based on zoning and area within the proposed RGC.

TABLE 2

Activity Units / Acre					
Existing Housing	Existing Employment	Total Existing Activity Units	Planned Housing	Planned Employment	Total Activity Units Planned
8.85	7.36	16.21	27	25	52

Based on VISION 2040’s Regional Growth Strategy, OFM population forecasts, and local trends and conditions, University Place anticipates a growth of 9,593 more people and 3,000 more jobs by 2030. Were the City to accommodate most of the new population and jobs in the proposed RGC as planned, the proposed RGC would reach its planned housing activity units and have approximately 13 employment activity units for a total of 40 by 2030.

In summary, the proposed RGC already contains the minimum population and employment to be designated an RGC by PSRC and has in its plans and projections significant population and employment growth.

MPP-DP-6: Provide a regional framework for designating and evaluating regional growth centers.

COMMENT: The PSRC adopted a regional framework for designating and evaluating regional growth centers in 2003.⁹ Likewise, the PCRC adopted goals, policies and design standards for candidate RGC's in Pierce County and procedures for designation of new candidate centers. This lengthy report is a testament to the thought and consideration that went into developing the framework for designating and evaluating new RGC.

MPP-DP-7: Give funding priority - both for transportation infrastructure and for economic development - to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.

COMMENT: The cost of providing infrastructure to support growth in the region should be borne by the region as a whole, not only those cities experiencing the growth. "Concentrating growth in centers allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth."⁹

Applicable Comprehensive Plan goals and policies include:

Goal TR8

Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act (GMA).

Policy TR8A

Use regional, state, and federal funding sources for major improvements serving the City of University Place.

DISCUSSION: Without adequate funding, the transportation plan cannot be implemented in an efficient, timely manner, concurrent with development. Furthermore, uncertainties in funding of transportation projects could result in denial of development permits due to unacceptable levels of congestion. The funding program must recognize and accommodate not only existing and future development in the City, but also regional traffic. To supplement the City's limited funds, regional, state, and federal funding sources should be pursued for arterial street improvements.

PSRC DESIGNATION CRITERIA FOR REGIONAL GROWTH CENTERS

"It is the expectation that candidate centers will on the whole conform to the designation criteria. If not, jurisdictions should explain why a proposed center does not meet a particular criterion."¹⁰

PART 1. Eligibility and Designation.

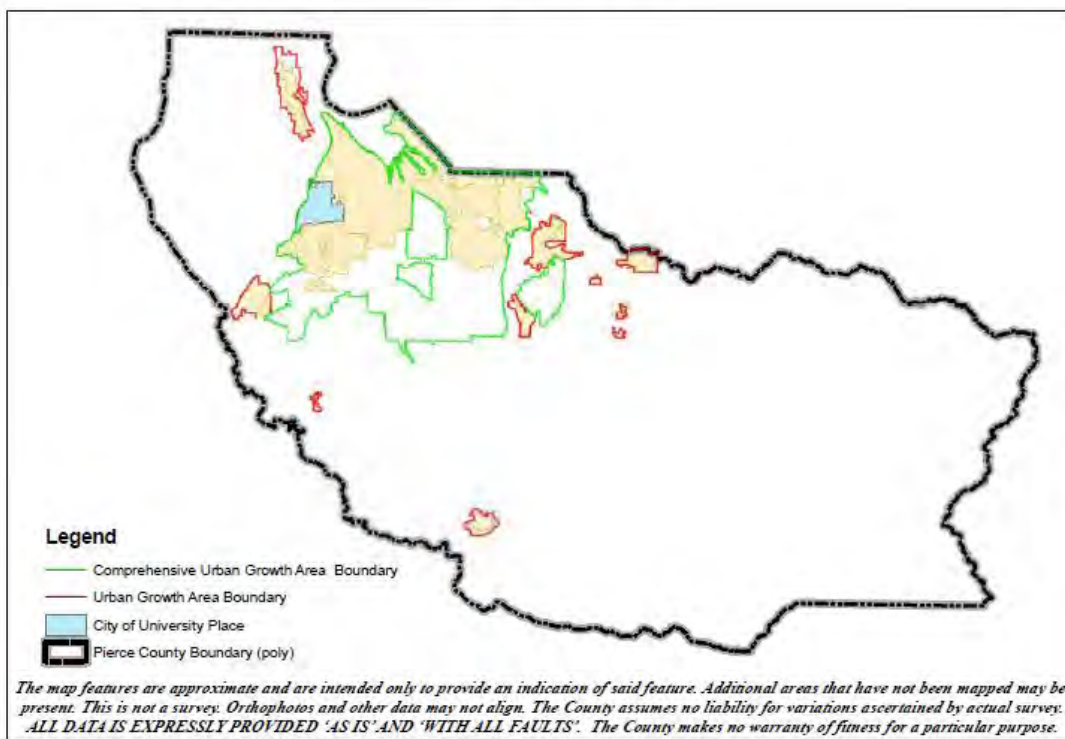
1. To be eligible for consideration as a designated “regional growth center”, the jurisdiction must:

a. Demonstrate that the proposed center is located within an urban growth area.

COMMENT: Figure 5 below shows the City of University Place located within Pierce County’s Urban Growth Area

Figure 5

Pierce County
Urban Growth Area



b. Become a “candidate” by being recognized as appropriate for a regional designation in countywide planning policies. It is preferred that regional growth centers will be located within incorporated areas.

COMMENT: In accordance with the CPP, this report is intended to serve as an application to PCRC for Candidate RGC designation. The City of University Place is an incorporated municipality.

c. Identify the center as a candidate for a regional center designation in the local jurisdiction's comprehensive plan.

COMMENT: The City Council recently adopted the following comprehensive plan goal in order to designate an area within the City characterized by existing high density residential, commercial and civic development as a candidate RGC:

Goal LU8A

Designate an area that includes existing commercial and multi-family zones along Mildred Street between 19th and 27th Streets, along 27th Street between Mildred Street and Grandview Drive, and along Bridgeport Way between Olympus Drive W and 5200 Block of Bridgeport Way West as a Regional Growth Center in University Place.

d. Adopt an ordinance or other action requesting the Regional Council to designate it as a regional growth center and authorizing the staff of the jurisdiction to submit an application on behalf of the Council and city administration.

COMMENT: The City Council recently adopted the following comprehensive plan goal directing the City to seek a candidate RGC designation from the PCRC, and, if successful, seek an RGC designation from the PSRC:

Goal LU8B

Seek a Candidate Regional Growth Center Designation from the Pierce County Regional Council, and, if successful, seek a Regional Growth Center Designation from the Puget Sound Regional Council that includes existing commercial and multi-family zones along Mildred Street between 19th and 27th Streets, along 27th Street between Mildred Street and Grandview Drive and along Bridgeport Way between Olympus Drive W and the 5200 block of Bridgeport Way West.

PART 2. Purpose and Objective.

The regional growth centers designation criteria and process is designed to:

- 1) Document that the candidate center has the desire and development potential to play a regional role in attracting population and employment growth.

COMMENT: As indicated in Part 1, the City Council adopted Comprehensive Plan goals aimed at designating an RGC. The City Council did so recognizing the proposed RGC area is already characterized by high density residential, commercial and civic uses that meet the minimum criteria for designation. The City Council also recognized that the City had already planned to accommodate the population and employment growth in the RGC by having zoned the area within the proposed RGC to allow the density and mix of uses needed to encourage development. The City had already adopted site, architectural and streetscape design standards consistent with the pedestrian-friendly urban form sought in an RGC. The City has invested significant funds since incorporation in the infrastructure and services to support growth and become a regional destination. Altogether these

actions demonstrate the City has a desire and development potential to play a regional role in attracting population and employment growth.

- 2) **Limit the number and geographic distribution of regional growth centers.**
The region needs to maintain a reasonable number and distribution in order for regional growth centers to to:
 - a) **Serve as an organizing framework for the regional transportation system.**
 - b) **Serve as focal points for regional investments in urban services and amenities.**
 - c) **Have the potential to generate sufficient market demand to make centers successful.**
 - d) **Provide regional consistency regarding the type, location, distribution, and development potential of new regional growth centers.**

COMMENT: Just as efficient transportation networks need to serve areas with enough population and/or employment density to make them viable, excluding such areas from the regional transportation network is contrary to the purposes for which such networks are put in place. It is common sense to invest limited public infrastructure funds in areas where there is existing population and/or employment density to use the facilities. By investing in areas of existing and projected growth the region maximizes the use of existing infrastructure, makes more efficient and less costly investments in new infrastructure, and minimizes environmental impacts.

In the case of the proposed University Place RGC, Bridgeport Way, the major arterial which runs through the proposed RGC, has received significant upgrades in recent years to add pedestrian-friendly and multi-modal features including sidewalks, pedestrian amenities and bike lanes. Pierce Transit Route 2 connects the Lakewood RGC and Tacoma Metropolitan Center, via Bridgeport Way and the proposed RGC.

This report has already made the point that based on population and employment projections and the CPP statement regarding different center sizes and the growth rates in Pierce County, there should be enough growth in Pierce County in the next twenty years to allow all five existing centers and the proposed University Place RGC to reasonably develop in accordance with the criteria and policies contained in the CPP and MPP.

PART 3. Background Information.

The jurisdiction must provide the following background information to the Growth Management Policy Board:

- 1) **Documentation of its eligibility as described in Part 1.**

COMMENT: See Part 1 above.

- 2) **The jurisdiction's vision for the proposed center.**

COMMENT: The City has not adopted a “Vision” for the proposed RGC but will do so in conjunction with the required sub-area plan. The City has adopted a City-wide Vision (Exhibit 2), a Town Center Vision (Exhibit 3), and comprehensive plan descriptions (Exhibit 4) that collectively serve as vision statements for the proposed RGC.

3) A brief history of the development of the center.

COMMENT: The City of University Place, Washington, ironically, hosts no university within its borders. The City obtains its name from 19th century Methodists who hoped to locate the University of Puget Sound here. As a city, University Place is young, incorporated in August 1995. The community, however, is long-standing. Ezra Meeker first surveyed University Place as a town site in 1870. University Place’s reputation as a close-knit community with good schools and neighborhoods attracts residents. It is a livable city with strong community bonds and a mix of affordable to expensive housing.

Following Ezra Meeker’s survey growth was relatively slow until the 1940s. The first RGC sub-area to develop was the 27th Street Business District where in 1893 the financial panic put an end the plans for Puget Sound University. In 1910 the first electric lights were installed in this sub-area and the first grocery store was built at the intersection of 27th and Grandview. Telephone and rural mail service followed shortly after in 1912. In the early 1920’s, 27th Street was paved from Fircrest to Day Island. The first water pipes were laid in 1923 and in 1928 a second grocery store was built at 27th and Mt. View. In the 1940’s growth took off with a jump in the number of homes being built in the area. The Fire District and UP Presbyterian Church were established in the sub-area in the 1940s. By April 1955 when the first comprehensive plan was completed, there were ten businesses on 27th Street. The Red Apple grocery store was built at 27th and Grandview in 1957.

The second sub-area to develop was the Town Center area where L.F. Drexler built a house in 1902. After street car tracks were laid down Bridgeport Way in 1904, the Drexler house became Ferndale Station on the route between K Street in Tacoma and the Town of Steilacoom. Ironically, the new multi-modal transit facility in Town Center is being constructed on the original site of Ferndale Station. The 1955 comprehensive plan recommends the area become a community shopping area, defined as an area with 20 to 40 stores with a draw of at least 5,000 families from a 10 to 25 acre area or more. In the mid 1960’s the first business to be built in this area included a gas station and the first Piggly Wiggly grocery store at 40th and Bridgeport Way. Most of the development that characterizes the area today was constructed in the 1970s.

The Narrows Plaza sub-area started developing in the 1940’s when Tacoma Airport Corporation acquired 40 acres on Mildred Street and built an airport between 1945 and 1948. In 1947 the Weyerhaeuser’s built a hanger at the airport know as Oswald Flying Field. In 1960, Haps built a services station near the south end of the airfield and by 1966 the area was beginning to redevelop. In 1966 a Safeway store was built at 19th and Mildred and by the early 1970’s the airport was gone. The area rapidly developed into a concentrated commercial area in the 1970’s and 1980’s.

All three sub-areas saw rapid multi-family development in the 1970s through the early 1990s.

More recently, on July 8, 2009, the Planning Commission passed a motion recommending the formation of a Regional Center Ad-Hoc Committee to be made up of two members of the Planning Commission, two members of the Economic Development Commission, one member of the Parks and Recreation Commission, one member of the Community Oriented Policing Commission and three members at large to advise the Planning Commission and City Council on the area, goals, policies and regulations for a Regional Growth Center.

On August 3, 2009, the City Council appointed nine members of the community to the Regional Growth Center Ad-Hoc Advisory Committee. The purpose of the Regional Growth Center Ad-Hoc Advisory Committee was to recommend a geographical area within the City of University Place no larger than 1.5 square miles to be designated as a Regional Center, recommend Comprehensive Plan goals and policies regarding establishment and the future of the Regional Center, and recommend provisions of the City's Development Regulations to implement the Comprehensive Plan's goals and policies on the Regional Center. The Regional Growth Center Ad-Hoc Advisory Committee held five public meetings between August and November 2009 before making a recommendation to the Planning Commission.

The Planning Commission reviewed the Regional Growth Center Ad-Hoc Advisory Committee's recommendation during its regular meeting on December 2, 2009. Following a public hearing before the Commission on January 6, 2010, the Planning Commission unanimously recommended the Ad-Hoc Committee's recommendation to the City Council.

In 2010, the City Council held a series of public meetings including a public open house at Curtis Jr. High School on April 6, 2010. The City Council adopted Ordinance 568 on May 17, 2010 amending the Comprehensive Plan, designating a Regional Growth Center area, and adding two new goals and two new policies aimed at implementing the center in accordance with the CPPs and MPPs.

4) Existing conditions and characteristics - Primary functions of the center, current land use, transportation system, open space, population, employment, recent development activity.

COMMENT: The proposed RGC functions as the focus area of the City's higher density residential developments and commercial uses including retail, service, and entertainment and civic uses including City Hall, the Library and the Public Safety Building. The transportation systems within the proposed RGC include the major arterial streets: Bridgeport Way—the City's primary arterial running north-south; 27th Street running east-west; and Mildred Street running north-south. As indicated, Pierce Transit Route 2 runs along Bridgeport Way. The proposed center is also served by Pierce Transit routes 52 and 53 A. Route 52 serves the northeast portion of the proposed RGC while route 53A serves the northwest portion of the proposed RGC. All three routes and Pierce Transit's Route 1 (highest ridership) stop at the Tacoma Community College Transit Station located in Tacoma directly across 19th Street from the proposed RGC in University Place. Much of the proposed RGC has also been developed with sidewalks and bike lanes.

The proposed RGC includes Homestead Park, a 5-acre park offering passive recreation facilities. Within walking distance of the proposed RGC are several parks including

Cirque Park to the south, Sunset Park to the north, Colgate Park to the west, and Adrianna Hess and Morrison parks to the east.

Population and employment density in the proposed RGC meet minimum criteria for RGC designation and Comprehensive Plan designations and zones within the proposed RGC allow development of more than the minimum target level activity units.

Recent development activity in the proposed RGC include the new Civic Building that will house the Library and City Hall and some retail, two new mixed use buildings, The Alicia (residential and office), Hogan Building (retail and office), and a new office building 33rd and Bridgeport .

5) Current status of planning efforts and implementation tools in the center. Does jurisdiction have an adopted plan for the proposed center? If not, is there a commitment by the city to the development of a plan? If so, when will a plan for the center be completed?

COMMENT: The existing Comprehensive Plan, Town Center Plan and Strategic Economic Development Plan provide the framework of existing planning efforts for the proposed RGC. Zoning within the proposed RGC and existing development regulations, including design standards, serve to implement the plans vision, goals and policies. The City has not begun a sub-area plan for the proposed RGC but does intend to do so once designation is obtained.

Applicable goals and policies include:

From the Comprehensive Plan:

Goal LU8B

Seek a Regional Growth Center Designation that includes existing commercial and multi-family zones along Mildred Street, between 19th and 27th Streets, along 27th Street between Mildred Street and Grandview Drive and along Bridgeport Way between Olympus Drive W and 52nd Street.

Policy LU8A

Apply and implement applicable comprehensive plan goals and policies on growth and development in the City's Regional Growth Center Area including but not limited to those that address population, and employment growth, mixed uses and housing, transportation and utility infrastructure and creating a pedestrian friendly urban form.

DISCUSSION: Existing goals and policies in various elements of the City's comprehensive plan are consistent with and embrace the same values and purposes as goals and policies for Regional Growth Centers contained in the Countywide Planning Policies and the Multi-County Planning Policies (VISION 2040). For example, comprehensive plan goals and policies encourage a mix of higher density residential, office, and retail uses in appropriate areas, subject to development and design standards; delivery of public facilities and services in a timely and fiscally responsible manner; a transportation network that supports high capacity transit, pedestrians and bicycles and design standards and

incentives that serve to create vibrant, pedestrian friendly streetscapes that offer visual interest and helps create a sense of place.

From the Economic Development Strategic Action Plan:

Goal III: Facilitate Commercial Vitality in Business Districts and Other Commercial Areas

- C. *Capitalize on the “Town Center Ripple Effect” to create a dynamic and exciting UP Town District*
 - 1. *Encourage the redevelopment of underutilized commercial properties. Develop alternative development plans for parcels south of Town Center, identifying retail, office and other desired uses based on market research and analysis Proactively work with major property owners to encourage redevelopment in line with the City’s vision for UP Town*
 - 2. *Explore market interest for additional professional office space south of Town Center with the potential for retail along Bridgeport*
 - 3. *Invest in master planning for selected sites: 40th Street West, Green Firs, Hogan’s, and Broback parcels*
 - 4. *Work with City planners and the business community to improve the UP Town street grid to provide alternative routes and support projected growth in traffic with economic growth*
 - 5. *Study and plan for additional infrastructure needs to accommodate ripple effects of Town Center*

- D. *Continue the City’s work with the 27th Street Business District and Grandview Plaza*
 - 1. *Partner with the established business district to create a unified feel the length of 27th Street*
 - 2. *Prioritize the completion of planned streetscape and sidewalk improvements*
 - 3. *Prioritize improvements to the intersection of 27th and Bridgeport*
 - 4. *Continue to provide technical assistance in the promotion, marketing and completion of Grandview Plaza as envisioned in its Master Plan*

- E. *Encourage redevelopment of the Narrows Plaza Shopping Center*
 - 1. *Coordinate area wide planning by collaborating with Tacoma Community College and the cities of Tacoma and Fircrest*
 - 2. *Facilitate a master planning effort among property owners to develop a common vision for the redevelopment of this area to complement the UP Town district and capitalize on nearby large-scale retail development*
 - 3. *Provide continued assistance to area developers to encourage land assembly and contiguous development*
 - 4. *Evaluate needed infrastructure improvements to support redevelopment.*

6) A general description of adjacent land uses within ½ mile of the proposed center boundaries, and their relationship to the center.

COMMENT: Uses immediately surrounding the proposed Regional Growth Center Designation Area consist mostly of single family residential and schools with the exception of the Candidate Regional Growth Center Designation

northeast corner of the proposed RGC where it abuts the City of Fircrest to the east and the City of Tacoma to the north. In these locations, adjacent land uses include commercial, high-density residential, the Tacoma Community College, and a transit facility.

7) The relationship of the proposed center to the regional transportation network, including any plans for connections to other centers through regional high capacity transportation.

COMMENT: Recently adopted Transportation 2040 includes the extension of Bus Rapid Transit to the Tacoma Community College Transit Station located in Tacoma directly across 19th Street from the proposed RGC in University Place.

The City has requested that PSRC and Sound Transit include regional high-capacity transit to the University Place Town Center and future RGC (Exhibit 5). However, no proposal for expanding high-capacity transit into University Place Town Center was put forward as a result of these requests. The City assumes this may be because there is no designated RGC in University Place at this time.

PART 4. Designation Criteria.

Candidate regional growth centers must demonstrate and document the following:

1) Compatibility with VISION 2020. Provide a description of how the candidate regional growth center reinforces the centers concept within VISION 2020.

COMMENT: According to VISION 2040, regional centers are relatively small areas of compact development where housing, employment, shopping and other activities are in close proximity.¹¹ The term “regional center” is used to differentiate centers that are designated for regional purposes from those that have a more local focus. VISION 2040 envisions a future where development is focused in urban growth areas and an increased portion of regional jobs and housing growth that occurs is attracted within urban areas into regional centers.¹²

The proposed University Place Candidate RGC is a relatively small area (465 acres) characterized by existing compact development where housing, employment, shopping and other activities are in close proximity. Regional guidance includes designating new emerging centers, like the University Place proposed Regional Growth Center, where the City has worked to and invested considerable funds to attract regional uses to its Town Center.¹³ To attract a greater diversity of housing in the proposed RGC the City recently adopted new multi-family design standards allowing height density in exchange for good urban design and an affordable housing density bonus. Buildings as tall as 120 feet are allowed within portions of the proposed RGC.

2) Required Activity Levels - Population + Employment Thresholds.

- a) Must have a minimum existing activity (population + employment) level of 13 activity units per gross acre.**

- b) Must have a minimum activity level target of 45 activity units per gross acre.

COMMENT: Table 3 below indicates existing activity units in the proposed RGC area and the current capacity of activity units based on zoning and area within the proposed RGC.

TABLE 3

Activity Units / Acre					
Existing Housing	Existing Employment	Total Existing Activity Units	Planned Housing	Planned Employment	Total Activity Units Planned
8.85	7.36	16.21	27	25	52

- 3) **Commitment to Human Scale Urban Form.** A mix of complementary land uses, a compact size and shape, and a fine grain block size/access network are all important urban form provisions that help insure the success of the regional growth center. The mix of uses promotes pedestrian activity and provides housing, employment, services, and amenities to persons living and/or working in the center or nearby. These provisions also help to generate enough activity to support high-capacity transit service. One transit station can serve an area of about 1 sq mile area (640 acres) - a ½-mile walking radius. To support the station, a minimum of 20,000 - 25,000 activity units (some combination of jobs and households) within 640 acres is needed (30-50 activity units per acre).

To address these urban form issues, the proposed center must address the following:

- a) **Mix of Uses.** Document the jurisdiction’s plan for the center and the regulatory authority, incentives, programs, and other mechanisms designed to attract and maintain a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership. Document that the jurisdiction plans to accommodate a significant residential population among the mix of uses within the center.

COMMENT: Existing zoning in the proposed RGC allows for mixed uses including multi-family residential, commercial and office in both vertical and horizontal configurations. In the Mixed Use and Town Center Zones when a project contains a multi-family residential component, a mix with a commercial or office use is required. Design standards for Mixed Use, Town Center and Commercial zones require pedestrian and transit facilities and amenities be constructed concurrent with development.

Densities permitted in the majority of the proposed RGC range between 25 and 40 dwelling units per acre depending on design standards and affordable housing density

incentives available to developers. Within the Town Center Zone the maximum density is 60 dwelling units per acre and the minimum density is 20.

Applicable Comprehensive Plan goals and policies include:

Goal LU1

Achieve a rational and prudent mix of land uses within the City.

Policy LU1B

Create a well balanced, well organized combination of land uses, which includes residential, commercial, industrial, recreational, public uses and open space. Make protection and preservation of residential neighborhoods a priority.

DISCUSSION: Encourage development of areas which have employment and residential densities great enough to result in a vibrant and inviting urban environment. Protect the stable residential areas from inappropriate commercial development.

Policy LU3E

Encourage a mix of residential, office, and retail uses in the town center and mixed-use zones.

DISCUSSION: The traditional zoning approach segregates various land uses, such as commercial and residential, into different locations. In many situations; however, it is more appropriate for some land uses to be “mixed” together. A “mixed-use” building site provides different uses within one structure or site, typically retail uses on the first floor with office or residential on the upper floors. This type of development would promote a more pedestrian-friendly environment and might encourage more resident-oriented businesses to locate in University Place. A variety of uses may also occur on different sites within the district. Residential uses add vitality and customers for commercial uses in the area.

Policy LU8A

Apply and implement applicable comprehensive plan goals and policies on growth and development in the City’s Regional Growth Center Area including but not limited to those that address population, and employment growth, mixed uses and housing, transportation and utility infrastructure and creating a pedestrian friendly urban form.

DISCUSSION: Existing goals and policies in various elements of the City’s comprehensive plan are consistent with and embrace the same values and purposes as goals and policies for Regional Growth Centers contained in the Countywide Planning Policies and the Multi-County Planning Policies (VISION 2040). For example, comprehensive plan goals and policies encourage a mix of higher density residential, office, and retail uses in appropriate areas, subject to development and design standards; delivery of public facilities and services in a timely and fiscally responsible manner; a transportation network that supports high capacity transit, pedestrians and bicycles and design standards and incentives that serve to create vibrant, pedestrian-friendly streetscapes that offer visual interest and helps create a sense of place.

Policy HS2E

Encourage increased density residential development in mixed-use and town center zones, subject to appropriate development and design standards. Discourage new single-family development in commercial areas to promote more effective use of commercial and mixed uses.

DISCUSSION: Residential development in mixed-use and town center zones provide a lifestyle which many people find desirable. Transportation costs and commuting time can be minimized by residing in areas near employment and services. Businesses also benefit from consumers who live in the immediate vicinity and who may frequent the business establishment during the traditionally off evening hours. These same residences can absorb some of the City's anticipated future population growth. The result will be less pressure for multi-family development in single family zones.

Policy CC4E

Establish design guidelines for development in mixed use areas that will encourage quality residential and commercial projects, an attractive streetscape, and a pedestrian-friendly environment.

DISCUSSION: Mixed-use areas along the 27th Street and Bridgeport Way corridors contain many small single-family structures, generally 1 story or 1½ stories. Some homes have been turned into offices and retail businesses, while others are still used as residences. In addition, there is a mix of multi-family and commercial buildings. The mixed-use designation reflects, to some extent, what has already occurred in the neighborhood evolution. Guidelines should address the transition from single-family structures (renovation to full redevelopment) and create a pedestrian-friendly environment. In the mixed-use zone, residential and commercial uses may exist side-by-side or within the same structure.

- b) Size and Shape -An ideal center should generally have a compact form, and be easily walkable from a central point in approximately 15 to 20 minutes. This suggests a roughly circular or square shape of about a ½ mile radius, with an approximate size of 1 square mile (640 acres). A jurisdiction proposing a center over 640 acres, or with a generally elongated or gerrymandered shape must document its rationale and objectives for the proposed size and shape.**

COMMENT: “Based on local conditions and goals, the 21 regional growth centers vary greatly in size and shape. Some are linear, while others better approximate the roughly round or square shapes that are thought to promote both the shortest distances, and the widest range of access for walking, biking, and transit. The smallest is 211 acres (Puyallup Downtown), while the largest is 1,722 acres (Canyon Park). The average size is around 730 acres, or 1.14 square miles. All of the centers generally conform to VISION 2020's guidance for size. Some of the larger centers, particularly the suburban centers that are now relatively undeveloped, may have difficulty infilling at suggested urban center densities over the next few decades, given the gradual pace at which land development takes place as well as the difficulty in funding and providing public infrastructure. To counter this problem, many of the cities with large centers are focusing their planning and implementation efforts on smaller sub-areas or districts within their centers.”¹⁴

At just 465 acres, the proposed University Place RGC is relatively small in comparison to existing regional growth centers. The elongated and gerrymandered shape reflects the historical development pattern of the proposed RGC. As suggested in this design criteria, the City is focusing planning and implementation efforts on smaller sub-areas or districts within the proposed RGC. Figure 6 below from the City's Economic Development Strategic Action Plan shows the three sub-areas or districts within the proposed RGC where the City will be focusing development efforts to meet the applicable goals and policies of CPP and MPP as well as the required designation criteria and design standards. These sub-areas or districts include Narrows Plaza, 27th Street Business District and Town Center.

Figure 6
Business Districts and Commercial Areas

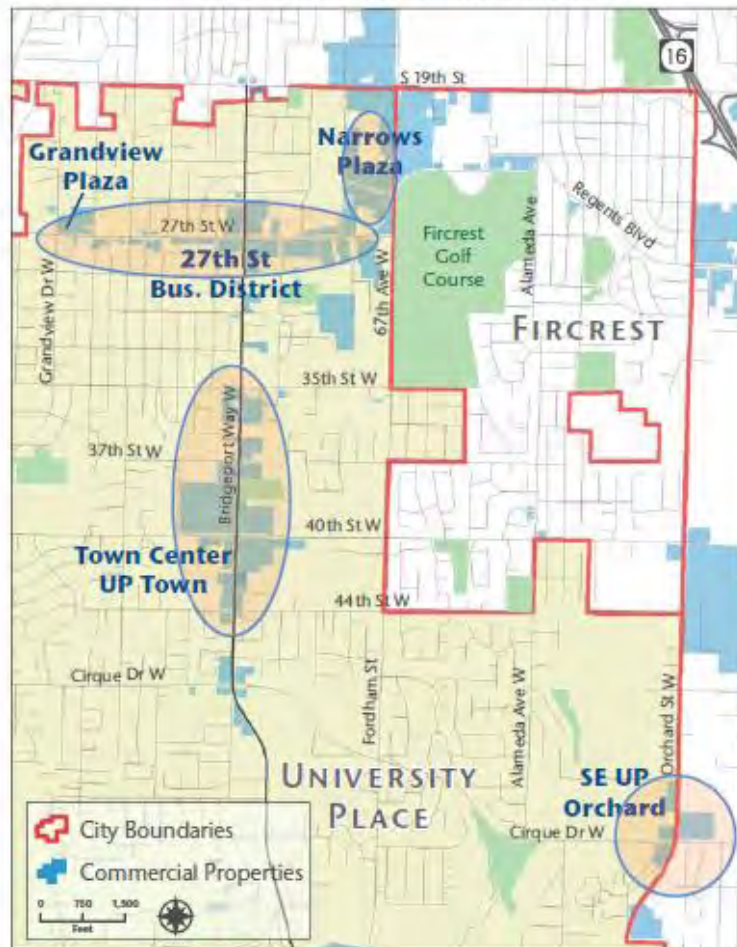


Figure 7 uses ½ mile radius circles to show that each of these sub-areas or districts is a walkable area. Overlapping circles between the 27th Street Business District and Narrows Plaza suggest that walking between these two sub-areas would be relatively easy and walking from these sub-areas to Town Center would not take long. Sidewalks on both sides of Bridgeport Way currently connect the Town Center sub-area and the 27th Street Business District. Additional sidewalks and bike lanes linking the three sub-areas are planned.

DISCUSSION: The City should work with existing business owners to develop a master plan for each district including tenant profiles and infrastructure improvements. Within each district the City should encourage redevelopment of vacant and underutilized commercial properties. Once a master plan is developed the City can identify a market position for each district and develop marketing materials to promote the district and its businesses.

Policy LU8B

Maintain the Town Center Zone where an identifiable pedestrian-oriented Town Center area of residential, retail and civic uses are clustered.

DISCUSSION: The development along Bridgeport Way between 35th Street West and 44th Street West has been identified as the Town Center, because this is where the highest concentration of businesses and civic uses are located. However, past development has created a “strip” appearance rather than a traditional identifiable town center. Recent improvements to Bridgeport Way have provided pedestrian and landscaping amenities, which have set the stage for development of a more traditional Town Center in this area.

Policy LU8C

Establish a Town Center Overlay within the Town Center Zone to promote high quality mixed-use development utilizing design standards, incentives, and increased density and height limits to create a viable center.

DISCUSSION: A high quality center within the Town Center Zone will provide the residents of University Place a convenient regional shopping center with high quality retailers and restaurants, and a pedestrian friendly traditional street front.

A regional center in University Place will help reduce the distance people drive to access a variety of additional goods and services, alleviating road congestion. At the same time, the regional center should increase area property values and act as a catalyst for redevelopment of the town center zone as a whole and other business districts in the City. Increasing height and density will decrease pressure on existing neighborhoods, absorb projected population growth, and contribute to the vitality of the center. The City should take a leadership role in redeveloping the town center by creating a master plan, providing infrastructure improvements, recruiting development partners, and working in partnership with them to define and attract residential, commercial, and cultural development.

Goal LU9

Preserve a mix of commercial and residential uses in the Bridgeport Way corridor with activity centers and a more clearly defined town center.

Policy LU9A

Preserve the concept of core commercial areas along Bridgeport Way.

DISCUSSION: A scattering of commercial uses along the entire length of Bridgeport Way within the City is not desirable. Interspersing clusters of offices and residential with retail uses relieves the monotony of “strip commercial.” The result is a more pleasing environment for both business and the community.

*Policy LU9C**Encourage redevelopment of under-utilized sites.*

DISCUSSION: Some areas zoned for commercial or mixed use contain single-family houses, which are used for small businesses and provide an appropriate interim or transition use. The City should encourage the private sector to combine properties for more efficient commercial redevelopment.

*Policy LU9D**Provide public facilities and encourage private improvements to enhance pedestrian access, increase safety, and foster the town center concept.*

DISCUSSION: Upon incorporation in August 1995, the City began an aggressive program to provide urban level improvements – sidewalks, curbs, gutters, bicycle lanes, lighting and landscaping – for arterial streets. In 1996, the City received a state grant to begin improving Bridgeport Way with curbs, gutters, lighting, sidewalks and a new traffic signal. The City is working with businesses and property owners in the corridor to plan improved traffic circulation and to minimize conflicts caused by too many driveway access points to Bridgeport Way. The lack of secondary circulation routes in some sectors also is being considered. The City's goal is to improve the entire length of Bridgeport Way.

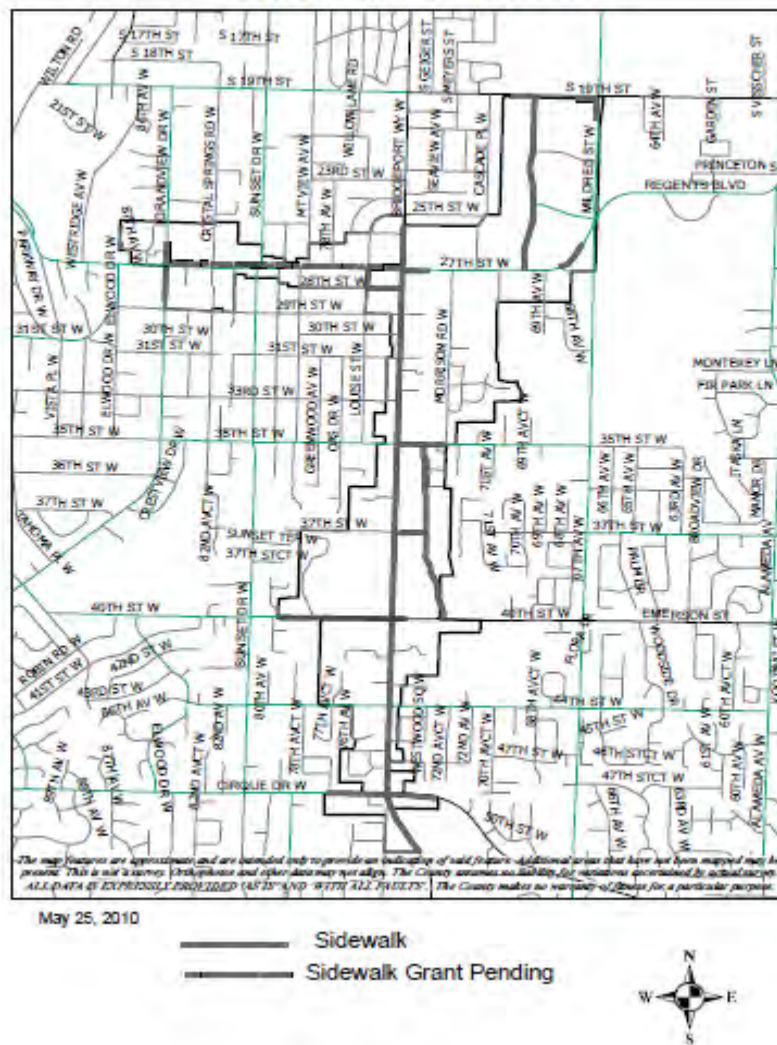
- c) Block Size, Street Network, Sidewalk Network, Trail/Bicycle Network**
 - All proposed centers must have a plan to identify and address deficiencies in street, sidewalk, and trail/bicycle path network. Centers must have a plan (or commitment to develop one) to break-up superblocks into a finer grain network of streets and routes for pedestrian/bicycle access. Pedestrian networks can be an effective way to help to establish connections through large blocks and dress deficiencies in urban form.

COMMENT: Since incorporation the City has built sidewalks on both sides of Bridgeport Way for the entire length of the proposed RCG. Sidewalks along Bridgeport include pedestrian amenities including pedestrian lighting, benches, waste receptacles, and street trees. Sidewalks have also been installed along Drexler Drive, 40th Street, 37th Street, 35th Street and 70th Avenue all within the proposed RGC. Sidewalks will be installed along 27th Street and Mildred Street when funds become available.

Figure 8 below shows the proposed RGC and streets currently served by pedestrian facilities. The City has submitted a Safe Route to Schools grant request to provide sidewalks on the north side of 27th Street west of Bridgeport Way. As funding become available and as properties in the proposed RGC develop or redevelop, sidewalks and other pedestrian amenities will be provided.

Figure 8

Proposed Regional Growth Center Sidewalk Locations



The City’s Comprehensive Plan includes the following applicable policies:

Policy TR2A

Require sidewalk facilities on all public streets.

DISCUSSION: Sidewalks are vital to pedestrian safety, particularly along roadways with faster moving traffic and along designated Quality Service Corridors. Near schools they offer protection for children who walk to and from school. Pedestrian facilities on non-arterials are needed to supplement the major system of pedestrian facilities. Crosswalks, signage, and pedestrian-activated signals should conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Policy TR2C

Encourage installation of pedestrian pathways in new and existing developments.

DISCUSSION: Currently many residential subdivisions and commercial developments have barriers for easy walking between destinations. People must walk out to busy arterials and use circuitous routes to get from one development to another. New pathways (lighted where appropriate) might also tie into a network of walking trails, help interconnect the whole system and make the City more pedestrian friendly.

In addition to the City’s Capital Improvement Projects and Comprehensive Plan goals and policies directing development of pedestrian-oriented land uses and amenities, the City’s development regulations including design standards require developers to install pedestrian facilities and amenities concurrent with their projects. The following is an example of an applicable regulation that requires pedestrian and bicycle facilities in conjunction with new development and major tenant improvements.

UPMC 13.20.150 Street Frontage Improvements.

A. Street frontage improvements shall be required in conjunction with the subdivisions and short subdivisions of land, planned development districts, conditional use permits, binding site plans, and the modification or construction of buildings. Frontage improvements shall consist of half street improvements in conformance with the standard street section and the City street standards in Article II of this chapter. Such improvements may include curbs, gutters, bike lanes, planter strips, medians, sidewalks, bus stops, bus shelters, bus pads, bus pullouts, street storm drainage, street lighting systems, traffic signal installation, modification, or relocation, utility relocation, landscaping, irrigation, and street widening.

Figure 9

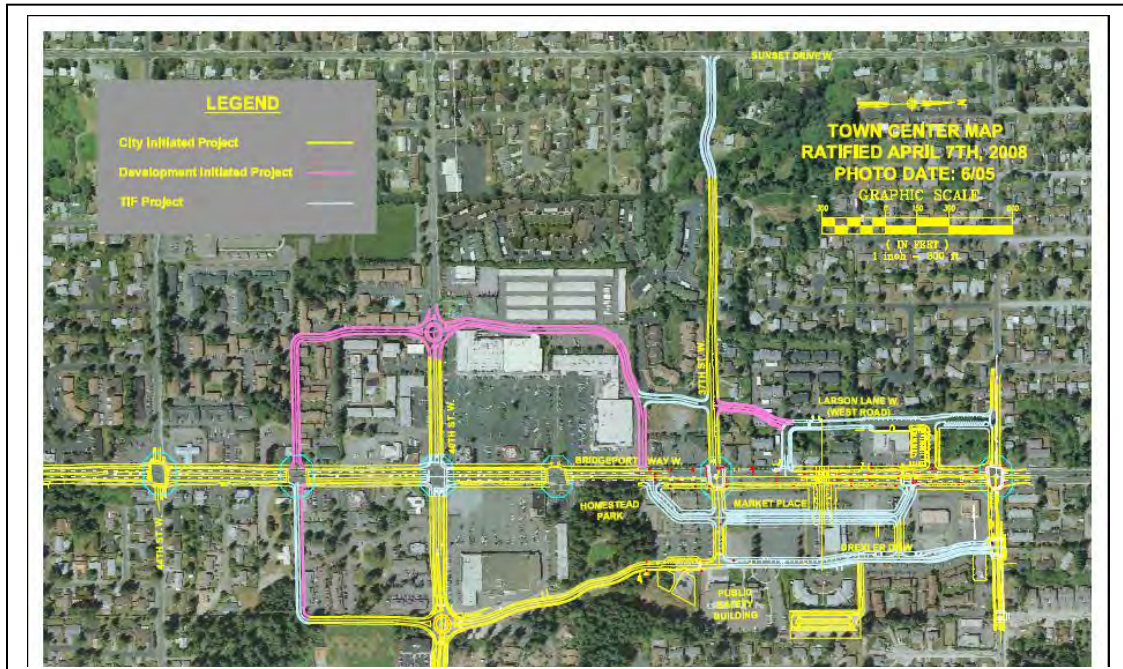


Figure 9 above shows the City's current plans to reduce block sizes and increase circulation in the Town Center area.

4) Document jurisdiction plans and capital program for the provision of infrastructure, services, and amenities to support planned growth.

COMMENT: The City provides some of the facilities and services needed to accommodate growth including roads, storm drainage, parks, recreation, police, and development services. Other facilities and services are provided by others including schools, fire and library services, and sanitary sewer, water, power, natural gas, and communication utilities.

There already exists capacity in the facilities and services provided by the City. For example, many of the City's roads and intersections have capacity to accommodate additional traffic without the need to expand. However, as growth occurs there will be impacts to the City's infrastructure and services that will need to be mitigated. The City has adopted development regulations including a transportation concurrency ordinance, traffic and park impact fees, SEPA mitigation, and regulations including design standards to mitigate growth impacts and provide public facilities and services. For example, regulations require developers to extend sewer lines if needed, dedicate open space, provide roads and pedestrian facilities, and install storm drainage systems. In addition the City has identified infrastructure and services that will need additional capacity and has accounted for these needed improvements in the Comprehensive Plan, Transportation Improvement Plan, Capital Improvement Plan, and Parks Recreation and Open Space Plan.

Public facilities and services provided by others include schools, fire, sewer, water, power and cable, and refuse. Telephone service is provided by several private utilities. Letters from the School and Fire Districts, Tacoma Public Utilities, and Pierce County Utilities are included in Appendix B indicating their capacities to accommodate growth.

Applicable Comprehensive Plan goals and policies include:

Policy LUTC

Manage growth so that delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment.

DISCUSSION: Contain and direct growth where adequate public facilities exist or can be efficiently provided. Assure the urban level of facilities, including sewer, street lighting, sidewalks, curbs and gutter, and adequate streets are provided prior to or concurrent with development.

Goal TR5

Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses.

Policy TR5A

Except as otherwise designated, establish a level of service (LOS) standard for intersections and roadways with LOS D as being acceptable on Major (Principal) or Secondary (Minor) Arterials and on Collector arterials and minor streets where they intersect with a Principal or Secondary arterial street.

DISCUSSION: The Growth Management Act requires that a LOS standard be established for arterial routes. “LOS” is defined as the capacity of a roadway or intersection. It measures delay or congestion. LOS A is the highest level of service and LOS F the lowest. LOS D and lower are typical of many arterial streets and intersections in urban areas. LOS A, B, and C are characteristic of residential streets and rural areas.

Policy TR5B

Establish Quality Service Corridors through intense commercial areas where slower traffic is desirable to promote economic development and facilitate pedestrian safety. A Level of Service E is appropriate along designated Quality Service Corridors.

DISCUSSION: To a point there is a positive relationship between the amount of traffic in commercial areas and the economic health of the area. Rather than moving traffic quickly through a commercial area, it is often more desirable to slow traffic down. Slower moving traffic increases safety when pedestrians are present, facilitates pedestrian crossings and provides more time for motorists to observe commercial activities. However, slower moving traffic alone is not enough to realize safety and economic benefits. Other transportation improvements including curbs, gutters, sidewalks, landscape strips, streetlights and transit facilities contribute to an overall “Quality of Service”. On the other hand, too much traffic congestion and/or a lack of other transportation facilities can hurt economic activity and pose safety concerns.

Goal UT1

Encourage provision of adequate facilities and cost-effective services, which meet the needs of the City and accommodate future population and economic growth.

Policy UT1A

Work with providers to appropriately site new utility facilities to maintain a reliable level of service and accommodate growth.

DISCUSSION: The Growth Management Act requires that cities provide facilities and services to accommodate projected growth. Services including utilities must be provided at a reasonable level of service to both existing and new customers. Cooperation between the City and utility providers can benefit both. It can result in timely provision of required new services, minimize adverse impacts for the City and offer more efficiency for the utility provider. Siting considerations are important to the preservation of neighborhood character.

Goal CF1

Provide and maintain adequate public facilities to meet the needs of existing and new development. Establish level of service (LOS) standards and identify capital improvements needed to achieve and maintain these standards.

Policy CF1A

Establish level of service (LOS) standards for certain City owned and operated public facilities. The City shall work with owners and operators of non-City owned and operated facilities to establish levels of service standards necessary to provide for growth and achieve the City's vision. Levels of service should be established in interlocal or contractual agreements between the City and the service provider.

DISCUSSION: Level of service (LOS) standards are benchmarks for measuring the amount of a public facility and/or services provided to the community. Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need (WAC 365-195-210). Level of service standards will be a determining factor for when and where development will occur. This is because level of service is intricately tied to concurrency.

Policy CF1B

Require transportation, and storm water, facilities concurrent with development. Other public facilities such as schools and parks will be provided based on adopted plans and development schedules.

DISCUSSION: GMA Goal 12 states that public facilities and services necessary to support development shall be adequate to serve the development at the time of development without decreasing current service level standards below locally established minimums (RCW 36.70A.020(12)). The GMA requires concurrency for transportation facilities. (The City's level of service for transportation facilities is established in the Transportation Element.) In addition, water and sewer concurrency is highly recommended by the Department of Community, Trade and Economic Development (DCTED). However, the City does not have direct oversight over water and sewer provisions. Water and sewer service are provided by other public agencies. The City should work closely with these and other public facility providers to ensure an appropriate level of service for University Place.

¹ "Countywide Planning Policies." Pierce County Internet. 29 Oct. 2009. Web. 026 May 2010. <<http://www.co.pierce.wa.us>>.

² "Transit Development Plan: 2010-2015. Appendix B" Welcome to Pierce Transit. Web. 26 May 2010. <<http://www.piercetransit.org>>.

³ "University Place Municipal Code 10.50 – Commute Trip Reduction Plan." <http://www.cityofup.com>.

⁴ "University Place Municipal Code 19.60 - Off Street Parking." <http://www.cityofup.com>.

⁵ See Appendix A – Design Standards

⁶ "University Place Comprehensive Plan – Transportation Element". <http://www.cityofup.com>.

⁷ "Regional Growth Centers". www.psrc.org.

⁸ "Transit Development Plan: 2010-2015. Appendix B", op. cit.

⁹ "VISION 2040." December 2009. www.psrc.org.

¹⁰ Designation Criteria for Regional Growth and Manufacturing Industrial Centers Adopted by the Puget Sound Regional Council Executive Board, June 26, 2003

¹¹ "VISION 2040" op. cit.

¹² Ibid.

¹³ Town Center Vision – To be a regional center

¹⁴ "Regional Growth Centers." op. cit.

EXHIBITS

- Exhibit 1 – University Place Regional Growth Center Summary Statistics
- Exhibit 2 – City of University Place Vision
- Exhibit 3 – City of University Place Town Center Vision
- Exhibit 4 – Comprehensive Plan Designations Defined
- Exhibit 5a – Request for High-Capacity Transit
- Exhibit 5b – Request for Light Rail and Bus Rapid Transit

**Exhibit 1
University Place Regional Growth Center
Summary Statistics**

Area	
Acres	Square Miles
465	0.72

Housing and Population

Dwelling Units / Acre Existing	Dwelling Units / Acre Current Capacity	Dwelling Units / Acre Planned Capacity	Average Persons / Household	Existing Population	Planned Population
8.85	24.62	26.94	2.20	9,048	25,000

Employment

Current Employment	Existing Employment / Acre	Acres of Non-Residential Lands	Total Planned Employment	Planned Employment / Acre Non-Residential Lands
3,421	7.36	341.35	8,600	25

Activity Units / Acre

Existing Housing	Existing Employment	Total Existing Activity Units	Planned Housing	Planned Employment	Total Activity Units Planned
8.85	7.36	16.21	27	25	52

Zone	Permitted Density	Area	Current Dwelling Units Capacity
Mixed Use	35	68.09	2,383
Mixed Use – Office	35	42.27	1,479
Neighborhood Commercial	6	46.33	278
Town Center	12	60.04	720
Town Center Overlay	60	45.34	2,720
Commercial	0	30.93	0
Light Industrial/Business Park	0	48.91	0
Multi-Family Low	30	90.24	2,707
Multi-Family High	40	28.46	1,139
R1	6	3.09	19
R2	8	1.86	15
Total		465.54	11,460

CITY OF UNIVERSITY PLACE VISION

Adopted August 5, 1996
Revised July 6, 1998, May 1, 2000

Twenty years after incorporation, University Place is a safe, attractive city that provides a supportive environment for all citizens to work, play, obtain an education and raise families. Children and youth are nurtured and encouraged to develop into competent, contributing citizens in a changing world. The physical and mental well-being and health of all individuals is valued. Violence is not tolerated. A cooperative community spirit and respect for each other – our commonalities and differences – foster a diverse cultural, spiritual and ethnic life and prepare us for future challenges.

Land Use and Environment

Residential areas and commercial corridors retain a green, partially wooded or landscaped character, although the city is almost fully developed. The public enjoys trail access to protected creek corridors, wetlands and greenbelts. As the gravel pit site on the Chambers Creek properties gradually is reclaimed for public use, people enjoy expansive views, access to Puget Sound, and parks and recreation opportunities.

Community character has been enhanced by fair and consistent enforcement of land use regulations. Buffering and landscaping separate incompatible uses, support the integrity of residential neighborhoods, and create more attractive business/industrial developments.

Housing

University Place has a mix of housing densities and maintains a friendly neighborhood and community atmosphere. The proportion of residents who own their homes has increased. A mix of housing styles and types is affordable to households at various income levels.

Transportation, Capital Facilities, and Utilities

Street lighting, sidewalks, curbs/gutters and bicycle lanes on all arterial streets have improved safety and created better connections between residential and business areas. The entire City has access to sanitary sewers.

Community and Economic Development

The City Hall complex has contributed to the development of a thriving commercial and civic area. This pedestrian friendly town center and community focal point offers civic activities, convenient shopping, and a welcoming downtown park. Residents and visitors enjoy a walk along shaded trails, a place to sit and relax on a sunny day, an active play area for children and a gathering place for community events.

Partnerships between the City and business sector have resulted in a viable, economically stable business community. Compact commercial and light industrial developments have attracted new investment and brought additional goods, services, and jobs to the community. Public street improvements and new infill developments contribute to the vitality of the core business areas. University Place has established itself as a destination for regional shopping, arts, entertainment, and special community events and festivals.

Parks and Recreation

Expansion of parks and recreation services has been achieved through cooperative efforts of the City, School Districts and many citizen volunteers. Residents enjoy more neighborhood parks and public spaces, a community and civic center, public access to the shoreline, and a variety of recreation programs and activities for children, youth, adults, and senior citizens.

Governance and Community Services

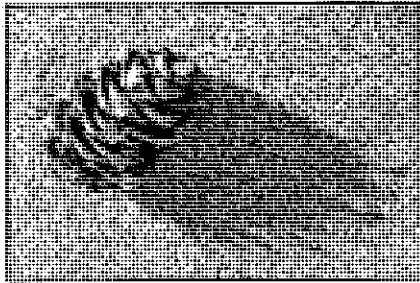
Open communication between citizens, business, industry and government has strengthened community ties and created an environment of trust, listening, and responsive, fair governance. Information is readily available to citizens and issues are fully discussed. The result has been quality, cost-effective services.

While not always a direct provider of services, the City assists residents in gaining access to needed community services through partnerships and contracts with other agencies.

Coordination with human service agencies results in the delivery (and outcome) of human services that promote(s) empowerment and self-determination for individuals in need.

Local government, school districts and private schools work together in planning for quality education. The City has increased public safety by partnering with the Fire District and by implementing a community-policing program, which maintains a partnership between community and the police, promotes respect for neighbors, and encourages individual responsibility.

Chapter I The Town Center Vision



The Town Center Vision was developed during a series of workshops with the Planning Commission and representatives of the City Council, Parks Commission and Economic Development Committee. The purpose of the workshops was to identify the community values and character that make University Place a special place to live and work.

The following Town Center Vision, Market Position, Desired Perceptions and Core Values are the products of these workshops and provide the foundation upon which the Design Standards were written. The goal is to create a Town Center that is unique to University Place, a Town Center that reflects the values, character and aspirations of the



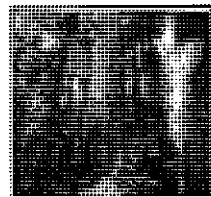
TOWN CENTER VISION

A vibrant and a sustainable economy that encourages business growth, meets residents needs and supports existing quality services, parks, schools and community amenities.



OUR MARKET POSITION

For residents and visitors, the University Place Town Center is the South Sound entertainment, lifestyle and civic destination that creates a gathering place which builds a sense of community.



DESIRED PERCEPTIONS

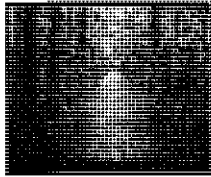
Five years from now we want University Place Town Center to be (what we

- ◆ Vibrant
- ◆ Unique
- ◆ Upscale
- ◆ Natural
- ◆ Green
- ◆ A reflection of our heritage and a view of our future
- ◆ Economically self sufficient
- ◆ Family oriented
- ◆ Welcoming
- ◆ Safe
- ◆ South Puget Sound's Lifestyle Center

CORE VALUES

Core Value 1

Respect for and sustainability of the environment.



◆ *Interacting with nature*

◆ *Integrating nature*



◆ *Bringing the outdoors in*

◆ *Captivating views of nature*

Core Value 2

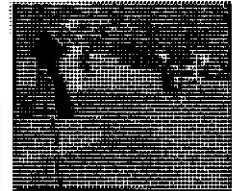
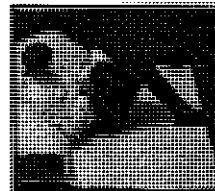
Support an appreciation of education, arts and cultural diversity.

◆ *Creating places for individual and groups*

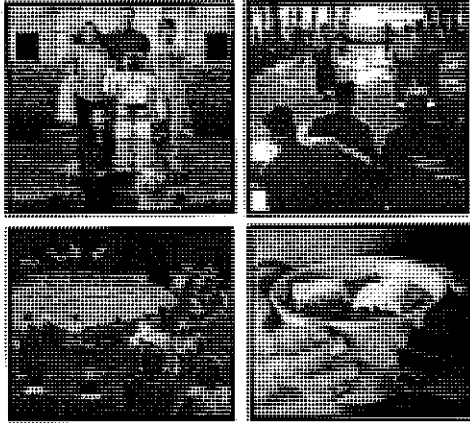
◆ *Art accessible to the public*

◆ *Places to linger; places to shop; places to watch*

◆ *Opportunities for discovery and serendipity*



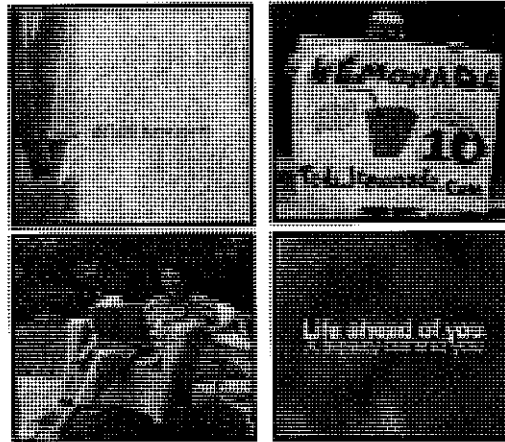
Core Value 3
Family - centric



- ◆ Warm welcoming & inviting
- ◆ Traditional and non-traditional families
- ◆ Gathering places to sit back, watch and enjoy the show
- ◆ A Town Center that is unique to the South Puget Sound

Core Value 4
Forward thinking

- ◆ Heritage
- ◆ Future generations
- ◆ Technology
- ◆ Simplifying
- ◆ Progressive



COMPREHENSIVE PLAN DESIGNATIONS IN PROPOSED RGC

Mixed Use-Office (MU-O):

It is the City's intent to create a well-balanced, well-organized combination of land uses, which recognizes historic development patterns, protects residential neighborhoods, and discourages a continuous retail strip along Bridgeport Way. The Mixed Use-Office (MU-O) designation serves as a transition zone providing separation between more intense commercial activities and residential areas, and between the Neighborhood Commercial area at 27th Street West and Bridgeport Way, and the Town Center beginning at 35th Street West and Bridgeport Way. A base density of ten (10) dwelling units per acre is allowed, with up to thirty (30) units per acre permitted through the Planned Development District (PDD) process, when additional amenities are provided. Uses allowed include redevelopment of multifamily housing, attached and detached single-family housing, nursing homes and assisted living facilities, day care, religious assembly, professional offices, limited retail uses, public parks, community and cultural services, administrative government services, and minor utility distribution facilities. New multifamily will be allowed only when specific design standards are met and in conjunction with other permitted commercial uses. Buffers, landscaping, and design standards shall be incorporated into all development to provide a smooth transition between different densities and land uses. Sidewalks and small open public spaces shall be provided to encourage a pedestrian friendly atmosphere and connections with transit stops, schools, shopping, services, and recreational facilities.

Mixed-Use (MU):

The Mixed-Use (MU) designation is an area of compatible residential and commercial uses along major arterial streets and a transition between the more intense Town Center (TC) zone and the Single-Family Residential (R1) zone. The historic commercial center of University Place along 27th Street West, west of Bridgeport Way, is the primary Mixed-Use area. A base density of ten (10) dwelling units to the acre is allowed, with up to thirty (30) units to the acre permitted through the Planned Development District process, when additional amenities are provided. Uses allowed include redevelopment of multifamily housing, attached and detached single family housing, nursing homes and assisted living facilities, day care, religious assembly, professional offices, general retail, personal services, restaurants, small food stores, lodging, family entertainment businesses, public and private parks, community and cultural services, administrative government and safety services, and minor utility distribution facilities. Developments that include a mix of retail, personal services, offices, and residential uses are encouraged. New multifamily will be allowed only when specific design standards are met and in conjunction with other permitted commercial uses. Buffers, landscaping, and design standards shall be incorporated into all developments to provide a smooth transition between different densities and land uses. Sidewalks, bicycle facilities, and open public spaces shall be provided to encourage a pedestrian friendly atmosphere and connections with transit stops, schools, shopping, services, and recreational facilities.

Neighborhood Commercial (NC):

To help achieve a mix of commercial uses that primarily serves the needs of local residents and businesses, Neighborhood Commercial (NC) designations are located at the intersections of 27th Street West and Bridgeport Way, at Cirque Drive and Bridgeport Way, and at Cirque Drive and Orchard Street. The Neighborhood Commercial areas are small compact centers that provide a mix of neighborhood scale retail shopping, personal services, banks, professional offices, public parks, community and cultural services, administrative government and safety services, and gas stations that serve the daily needs of the portion of the city where they are located. Single-family dwellings are also permitted. Buffers and landscaping shall be incorporated into all development to provide a smooth transition between the Neighborhood Commercial zones and adjoining residential and Mixed-Use zones. Landscaping, sidewalks, and small open public spaces shall be provided to encourage a pedestrian friendly atmosphere.

Town Center (TC):

The Town Center serves as a focal point for the City and provides a sense of community and civic pride. The Town Center (TC) is located between 35th Street West and 44th Street West along Bridgeport Way. The Town Center is a pedestrian oriented area with new drive-through establishments discouraged. Wide sidewalks, pedestrian connections to adjacent residential areas, landscaping, public open spaces, and public art will be an integral part of the Town Center. Public facilities in the Town Center include City Hall, the Public Safety Building, a public park, and the library. Public facilities and services, retail stores, personal services, professional offices, restaurants, some entertainment uses, and mixed uses are encouraged to locate in the Town Center. A base density of ten (10) dwelling units to the acre is allowed, with up to thirty (30) units to the acre permitted through the Planned Development District (PDD) process. However, higher densities may be allowed in an Overlay area if certain design standards are met. New multifamily development will be allowed only when specific design standards are met, when additional amenities are provided and in conjunction with a permitted commercial use. Design standards for new development and public/private development partnerships help promote a dynamic and healthy economic environment.

Commercial (C):

Meeting the goal of concentrating commercial development in locations which best serve the community and protects existing residential areas, the historical commercial development area in the northeast corner of the City is designated as Commercial (C). Uses in this area include general retail, family entertainment, recreation, restaurants, personal services, professional offices, public and private parks, community and cultural services, administrative government services, and safety services. The Commercial zone is primarily auto oriented with customers drawn from more than just the adjacent neighborhoods. Although the commercial zone is auto oriented, sidewalks, bicycle facilities, and landscaping provide a safe and friendly pedestrian environment with easy pedestrian access between uses in the zone and adjacent neighborhoods. Design standards for new development and public/private development partnerships help promote a dynamic and healthy economic environment.

Light Industrial-Business Park (IB):

Clean light industrial and business park uses are encouraged in the City in appropriate locations. Although the City is primarily a residential community and not a major employment center, the community wants to attract a variety of businesses to provide local employment opportunities. The area, which has historically been used for light manufacturing and light industrial uses, is located south of 27th Street West between Morrison Road on the west, 67th Avenue on the east, and Morrison Pond on the south. Additional light industrial and business park uses are located along the east side of 70th Avenue West. The Light Industrial-Business Park (IB) designation recognizes many of the existing uses in these areas as appropriate, while maintaining a separation from residential uses. Uses allowed in the Light Industrial-Business Park designation include light and clean industries, storage and warehousing, automotive repair, contractor yards, and limited retail, restaurants, offices, and entertainment uses, public and private parks, community and cultural services, administrative government and safety services, utility and public maintenance facilities, and public transportation services. Inappropriate uses will be disallowed or eliminated over time. Residential uses are only permitted in the Light Industrial-Business Park zone as an accessory use. Development and redevelopment in the Light Industrial-Business Park zone shall include features such as sidewalks, bicycle facilities, open space, landscaping, attractive signs, traffic control and overall management and maintenance. Buffers and design standards shall be incorporated into all developments to provide a compatible transition to adjacent zones and land uses.



CITY OF UNIVERSITY PLACE

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city_hall@cityofup.com

November 27, 2007

Jim Moore
Senior Planner
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Draft 2008 Service Implementation Plan- Comments

Dear Mr. Moore:

Thank you for the opportunity to comment on the *Draft 2008 Sound Transit Service Implementation Plan*. University Place recognizes and appreciates the effort being made to develop this document and in particular, services in Pierce County. However, the City does have some comments that we hope you will incorporate into your long range planning efforts.

In accordance with Puget Sound Regional Council's Vision 2040's *Preferred Growth Alternative*, centers in "larger cities" (such as University Place) are intended to play an important and increased role over time as places that accommodate growth. As noted in the SDEIS,

"These areas would develop in and around traditional downtown main streets, town centers and neighborhood shopping centers, key transit stations, park and ride facilities, and other transportation and service centers. They would provide local and regional services and amenities, and would likely experience substantial redevelopment and increased activity, becoming more significant regional job centers. Many new mid- and low-rise apartments, condominiums and townhouses could also be built in these areas, although likely at lower intensities and at a reduced scale when compared to development in the larger regional growth centers in metropolitan and core cities."

Vision 2040's *Preferred Growth Alternative* as it relates to larger cities including University Place, closely resembles what the City has already planned to accommodate in its *Town Center* and some additional neighborhoods. Under the *Preferred Growth Alternative*, the City is expected to accommodate an additional 23,000 people or 53,000 by 2040. The City is also projected to accommodate some 6,000 additional jobs.

To accommodate an additional 23,000 people and 6,000 jobs by 2040, our transportation infrastructure including transit services needs to be expanded to support this growth. VISION 2040 does not address how this needed infrastructure would be funded on a regional basis. Absent regional support in terms of transportation system upgrades including transit, makes it unlikely that University Place could begin to meet the preferred growth strategy targets for 2040.

The City recently submitted comments on Vision 2040's *Preferred Growth Alternative*, which includes the most recent DESTINATION 2030 RTP map. University Place asked that this map and supporting documentation be amended at the earliest opportunity to include a high capacity transit spur extending to the City's *Town Center*. Likewise, the City requests that Sound Transit consider this extension in its long range plans. A light rail extension along the Bridgeport Way corridor would greatly assist the City in realizing its goal of developing a town center in a manner consistent with VISION 2040's description of "larger cities." Light rail would support higher housing density and greater economic activity in *Town Center*, per VISION 2040. The City believes the addition of high capacity transit would make a crucial difference in the city's ability to meet the employment targets identified in the Draft Vision 2040 *Preferred Growth Alternative*.

Should you have any questions, please do not hesitate to contact me at (253) 460-2519.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Swindale", written over a horizontal line.

David Swindale, AICP
Development Services Director

C: Council
City Manager



CITY OF UNIVERSITY PLACE

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July 29, 2009

Sean Ardussi
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035

RE: Destination 2040 - Draft Environmental Impact Statement

Dear Mr. Ardussi:

Thank you for the opportunity to comment on the *Draft Environmental Impact Statement for Destination 2040 (DEIS)*. The City of University Place recognizes the importance of planning for the region's transportation needs today and into the future. As a "Large City" according to Vision 2040's Regional Geographies, we anticipate accommodating a significant number of people and jobs in the next thirty-two years. With two-thirds more people than we have today, some 52,000 in all by 2040, the City of University Place will have a population and employment base larger than what several existing regional centers have today.

To accommodate an additional 20,500 people and 6,000 jobs by 2040, our transportation infrastructure including transit services needs to be expanded to support this growth. VISION 2040 does not address how this needed infrastructure would be funded on a regional basis. Absent regional support in terms of transportation system upgrades including transit, makes it unlikely that University Place could begin to meet the regional growth strategy targets for 2040.

A light rail extension along the Bridgeport Way corridor would greatly assist the City in realizing its goal of developing a Regional Growth Center. Light rail would support higher housing density and greater economic activity. The City believes the addition of high capacity transit would make a crucial difference in the City's ability to meet the employment targets identified in the *Vision 2040 Regional Growth Strategy*.

It is no secret that the City of University Place is seeking designation as the next Regional Center in Pierce County. With the help of Ivan Miller and others at the Puget Sound Regional Council (PSRC), University Place staff took the lead role in developing the process and criteria for the designation of new regional centers in Pierce County. These amendments to the Countywide Planning Policies have

been ratified by the requisite number of jurisdictions, and are now scheduled for adoption by the County Council.

In anticipation of adoption of the Countywide Planning Polices for a Center Designation, the City is forming a Regional Center Ad-Hoc Advisory Committee to develop the plans and regulations needed for Regional Center designation. It is our intent to submit a request to the Pierce County Regional Council to be designated a Candidate Regional Center by the end of this year and then shortly thereafter request a Regional Center Designation from the PSRC.

Most of the alternatives analyzed in the DEIS involve connecting Regional Growth Centers. Given the long term nature of Transportation 2040 and the City's efforts to be designated a Regional Growth Center to support anticipated growth and development, the City requests that transportation alternatives be extended to University Place between Tacoma and Lakewood. For example:

1. Extend the light rail to University Place in the Baseline and Alternative 3 rather than ending the line at Tacoma Community Collage or Downtown Tacoma respectively.
2. Extend bus-rapid transit to University Place rather than or in addition to Titlow Beach.
3. In all alternatives, extend bike-pedestrian routes to University Place and Lakewood.

It is our understanding that once the EIS is finalized the PSRC will consider which alternative or hybrid of alternatives to adopt. The City Council will be submitting a resolution in support for an alternative or hybrid at that time. Please keep us informed of your progress including any plans to extend transportation alternatives to and through University Place.

Should you have any questions, please do not hesitate to contact me at (253) 460-2519.

Sincerely,



David Swindale, AICP
Planning and Community Development Director

Copy: City Council
Regional Center Ad-Hoc Advisory Committee
Bob Jean, City Manager