

SUMNER-PACIFIC MIC SUBAREA PLAN



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Document Overview

The Plan contains two major sections:

Section A Goals and Strategies

Section B Implementation

A technical appendix includes detailed existing conditions information and a market study completed for the center.

Section A: Goals and Strategies

Introduction

The Sumner-Pacific MIC Subarea Plan

This Subarea Plan articulates a vision for the Sumner-Pacific Manufacturing/Industrial Center’s future, as well as goals and policies that provide a roadmap to guide public and private investments. The Subarea Plan reflects city and community aspirations for the center and plans for anticipated growth. It supports business retention and growth, strengthens existing neighborhood assets, expands transportation choices, and improves environmental conditions.

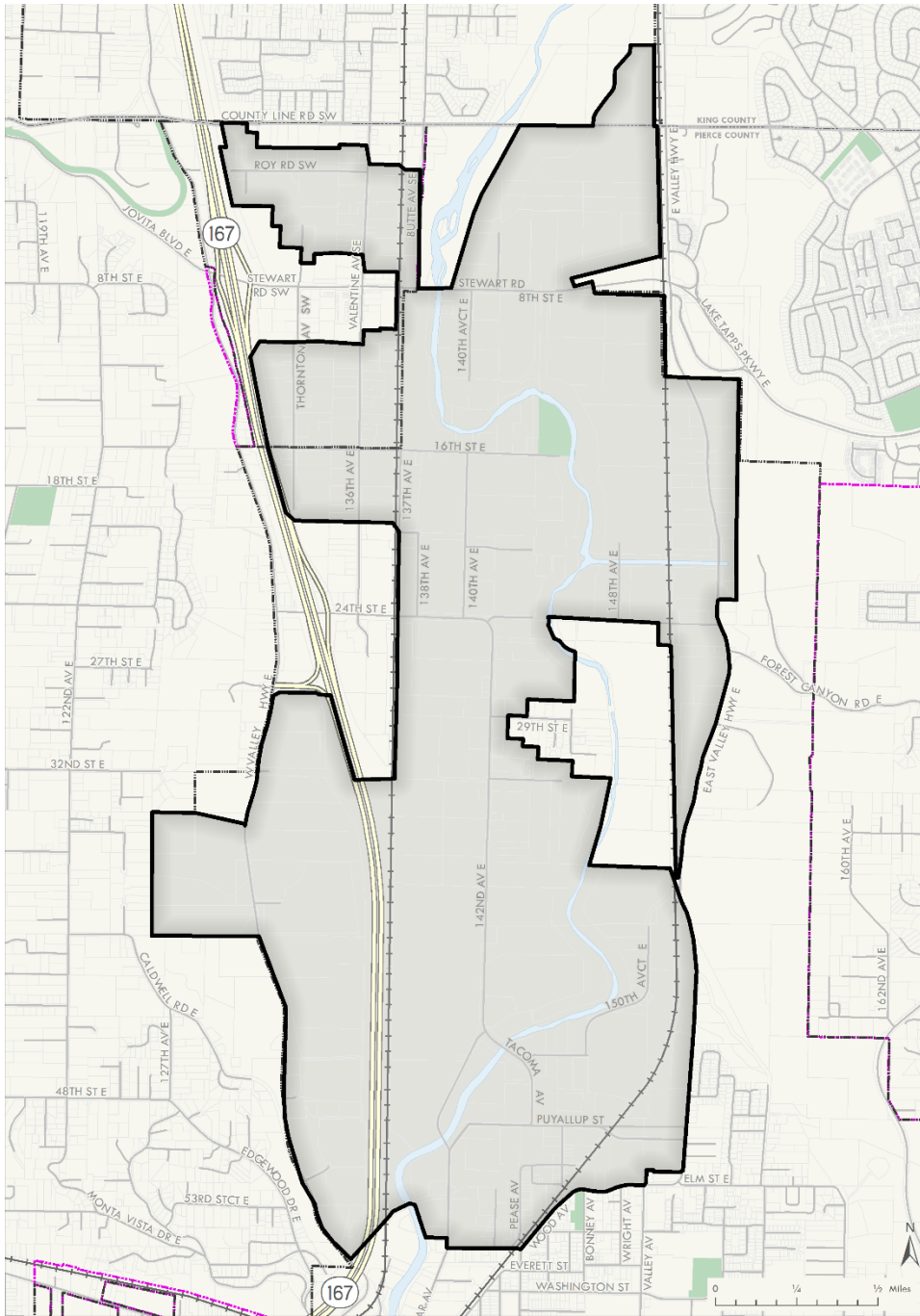
Significant planning work has occurred for the Sumner-Pacific Manufacturing/Industrial Center prior to this Subarea Plan development. A market study was completed in 2008, and Sumner and Pacific have adopted policies and provisions in their comprehensive plans and infrastructure functional plans (water, sanitary sewer, storm drainage, and transportation) that support planned industrial growth and development in the center. The Subarea Plan is aligned with regional plans and policies such as Pierce County Countywide Planning Policies, and Puget Sound Regional Council Vision 2040. Building on the strong foundation provided by these plans and policies, the Subarea Plan refines goals and policies to provide guidance for future growth and continued economic vitality in the center.

The Sumner-Pacific MIC

The Sumner-Pacific Manufacturing/Industrial Center (also referenced as SPMIC in this Plan) is situated between East Valley Highway and communities of Auburn and Bonney Lake to the east, and West Valley Highway and community of Edgewood to the west. The Pierce County line and Pacific town center lie to the north, and the Sumner downtown lies to the south. See **Exhibit 1**.

The SPMIC is an important regional warehousing, transportation, distribution, and logistics hub. Comprised of approximately 2,100 acres and spanning two cities, it has easy connections to the regional transportation system via SR 167, a principal freight corridor. Regional highways connected to SR 167 and two railroads, Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) Railroad, also provide access to the ports of Tacoma and Seattle. The largest industrial center in Pierce County, the SPMIC is a successful, diverse employment area. According to PSRC data, in 2015 employment in the SPMIC totaled 11,615 jobs. Industrial sectors, which include Manufacturing, Warehousing, Transportation and Utilities (WTU), and Construction and Resources employed 9,099 in the SPMIC (78% of all SPMIC jobs). Employment grew significantly from 2014 to 2015, with an increase of 1,326 jobs in total – a growth rate of 12.9% over the previous year. Within Sumner, the SPMIC includes larger-scale industrial facilities, while in Pacific there are smaller-scale manufacturing businesses. Notable businesses include Amazon, Kellogg’s, Costco, REI, Pasquier Panel Products, Golden State Foods, and Green Mountain Coffee Roasters. Other regional businesses include Dillanos Coffee Roasters and Manke Lumber.

Exhibit 1. The SPMIC Subarea



Sources: Cities of Sumner and Pacific, 2017; BERK, 2017.

Through the Puget Sound Regional Council (PSRC) the region has recognized the unique needs of industrial businesses and the importance of industrial lands through its Regional Manufacturing/Industrial centers (MIC) framework. In April 2016, PSRC approved a provisional designation for the Sumner-Pacific MIC. Designation procedures require the cities of Sumner and Pacific to adopt a center subarea plan within two years. In April 2018, PSRC granted the cities an extension of one year to complete the subarea planning process, to accommodate ongoing stakeholder engagement and the complexities of planning across two jurisdictions.

Public Outreach

Public participation is an important aspect of the subarea planning process; feedback informed various stages of Plan development, from visioning, plan alternatives, goals and policies. This Plan's public involvement program was designed to meet the following objectives:

- Learn about community and business needs in the subarea.
- Keep stakeholders informed on the status of the subarea planning process.
- Create a plan that has the support of the community and can guide City actions and private development over the next twenty years.

Starting in the fall of 2017, the Cities reached out to a broad range of stakeholders and invited them to participate in Plan development. Stakeholders included SPMIC businesses and property owners, public entities and agencies, potential developers, residents, and other interested parties. The various outreach efforts are detailed below.

SPMIC Subarea Planning Webpage

The Subarea Planning webpage, located at <http://sumnerwa.gov/mic-survey/> on the City of Sumner's website, provides information on project status, meeting dates, published documents and analysis, contact people, and other key information.

MANUFACTURING/INDUSTRIAL CENTERS

Manufacturing/Industrial centers (MIC) are locations of intensive employment, with large facilities for the production and assembly of goods and areas suitable for outdoor storage. MICs rely on specific transportation facilities, such as roads, rail, ports, and airports, and have a land use pattern consistent with their freight and manufacturing needs. Regional MICs are focal points for economic development and transportation infrastructure investments. Focusing growth and investment in these centers promotes the region's vision to protect the environment, preserve rural and resource lands, create healthy communities with efficient mobility, increase economic opportunity, and improve quality of life for the region's residents.

SUBAREA PLAN

Subarea planning allows for the establishment of a shared, long-term vision, and a more coordinated approach to development, environmental review, and strategic capital investments. Completion of a subarea plan and regional MIC designation will ensure prioritization of transportation funding in the Sumner-Pacific MIC.

Stakeholder Engagement

Interviews

In September 2017, the project team conducted seven interviews with individual stakeholders, property owners, and business owners in the MIC. The interviews provided insights into the needs and concerns in the area as well as an opportunity to introduce and connect interviewees to the upcoming planning process. Interviewees included the following:

- Dennis Rattie, Tarragon Development Group
- Matt McGregor, Colliers
- John Rader, Shining Ocean
- Patrick Gendrau, Gordon Trucking/Freightliner
- Jackie Underberg, Amazon
- Tom Pasquier, Pasquier Panels
- Ted Knapp, Knapp Development

Online Survey

In September 2017, an online survey was distributed to business owners and employees in the MIC. This was a way to gather input from people who could not attend in-person meetings. A total of forty-six respondents provided feedback through the online survey. Their input underscored the needs and concerns raised through interviews.

Tours

In addition to interviews, the project team conducted in-person tours of two businesses representing different sizes and types of businesses located within the SPMIC – the REI distribution center in the Sumner portion and Norm's Trucking in Pacific, to understand the space and locational needs of industrial businesses.



Employees in distribution and assembly, SPMIC REI Distribution Center, BERK 2017



Employees in truck repair and painting operations, SPMIC Norm's Trucking, BERK 2017

Vision Public Meeting

A workshop was held on October 5, 2017 to invite comments on the Vision for the MIC as part of a Future of Sumner Open House. Over 200 persons participated in the event. This meeting included an informal open house, with informational displays and staff available to meet one-on-one with participants. This was also an opportunity for community members, employees, and business owners to learn about the planning process and share ideas about planning for the future.



Vision Public Meeting, BERK 2017

White River Dialogue Group

In 2016, the City received a grant from the Washington State Department of Commerce to develop design solutions for flooding and floodplain habitat design for the northern portion of the White River as it enters the City and flows downstream to 16th Street East at the beginning of Sumner's Manufacturing and Industrial Center. Since then, Sumner together with the City of Pacific has been meeting with stakeholders within the White River valley including the Puyallup and Muckleshoot Tribes and Pierce County. The purpose of these stakeholder meetings is to discuss projects and plans to address flood protection and salmon habitat restoration for the White River while balancing the need to preserve areas for future industrial development. The group has been meeting since November 2016 and have come up with conceptual ideas for long-term flood hazard reduction and salmon habitat restoration. The specific outcome of the Dialogue Group process has not yet been determined. See **Exhibit 4**.

Advisory Group Meetings

In order to provide input on the planning process, the Cities created an advisory group. The advisory group reviews technical information, provides input and recommendations, and works collectively to refine components of the Subarea Plan. This group is comprised of senior technical staff from each of the regional jurisdictions and SPMIC business and property owners. The advisory group met two times over the course of preparation of the Subarea Plan to provide input on substantive aspects of plan development.

Draft Subarea Plan

On June 7, 2018, the City of Sumner Planning Commission conducted a public hearing and made their formal recommendation to the City Council. On **Month Day, 2018**, the City of Pacific Planning Commission conducted a public hearing and made their formal recommendation to the City Council.

Please see the project website at <http://sumnerwa.gov/mic-survey/> for additional information.

What We Heard

Engagement activities revealed several assets and opportunities in the SPMIC. These identified assets and opportunities summarized below informed the vision, guiding principles, and goals and policies of the Subarea Plan.

Assets

- **Proximity to regional transportation corridors.** Proximity to major transportation corridors is a fundamental need of industrial businesses since they need to both bring in raw materials and ship and distribute products. Given this need, the SPMIC's proximity to I-5 and I-90 is a significant comparative advantage. State Route (SR) 167 and SR 512 connect directly to I-5 – the west coast's principal interstate freeway - through three interchanges within a half mile of the SPMIC. The I-5 corridor extends from British Columbia in the north to Oregon and California in the south. SR 167 also connects the SPMIC directly to I-90 via SR 18. While these connections are valued by all industrial businesses for their supply chains, they represent a major competitive advantage to transportation, distribution, and logistics firms who have a "need for speed." While not as important to them as road corridors, the ability to access freight rail in the SPMIC, was cited as an asset by some businesses.
- **Truck access.** Many interviewees referred to the easy access of the SPMIC for modern trucks as a major asset. Truck access is important for the supply chains of diverse industrial sectors, ranging from warehousing, distribution, and logistics businesses to businesses in more traditional sectors such as food processing. For example, Shining Ocean, a local seafood processing business, trucks in processed fish from manufacturers in Bellingham or Seattle, and trucks finished surimi products out to California to ship across US and to South America.
- **Location near the Port of Tacoma and Port of Seattle.** Proximity to the Ports of Tacoma and Seattle is a key part of the strategic appeal of the SPMIC's location. While both ports are important for industrial users, proximity to the Port of Tacoma and its logistics activities was cited as a competitive advantage for the SPMIC. This proximity creates efficiencies for industrial businesses since the drayage costs (truck pickup and delivery from and to the port) for businesses located in Sumner/Pacific are among the lowest in the region.
- **Competitive sites for modern industry.** The SPMIC has several sites well suited to the needs of modern industrial businesses. Sites suitable for industrial users are unique in several ways when compared to other uses. Businesses choose their location and spaces based on criteria such as easy access to transportation infrastructure, building features such as the presence and number of loading docks, and clear heights. Many industrial businesses look for sites that are large enough to accommodate truck parking and maneuvering, outdoor material storage, and employee parking.

- **Larger, newer buildings.** According to local businesses, the SPMIC has the benefit of existing and new real estate products that better align with recent advances in industrial processes and equipment. Real estate products in comparable industrial areas like the Kent Valley are older and smaller, and not suited to the needs of modern logistical (3PL) companies. For example, industrial buildings in Sumner include clear heights of 30 feet and as high as 32 to 36 feet. In terms of size, the average size of a building in the SPMIC is 140,000 square feet, compared to 32,000 square feet in the Kent Valley. Other features such as larger truck courts (to better suit modern trucks), and trailer storage were also cited as valued assets of SPMIC's buildings.
- **High Market Demand.** In terms of the real estate market, the SPMIC has one of the tightest vacancies in the region. Close to 40% of entire market absorption in the past year has been in the SPMIC. Industrial land in other MICs such as in Arlington-Marysville are too far from the Seattle-Tacoma ports to be economically viable for some industrial sectors (such as distribution and logistics), so market demand for industrial land in the SPMIC is likely to continue to be high.
- **Lower Taxes and Business Climate.** Several businesses referred to the lack of Business and Operation taxes in the SPMIC as well as a business-friendly climate in Pacific and Sumner as a relative advantage.

Opportunities

The subarea planning process provided an opportunity to address the input from the community on ways to ensure the SPMIC continues to be a vibrant and successful industrial employment area. Opportunities for enhanced policy direction include:

- **Policies that recognize the needs of industrial businesses and support improvements to transportation infrastructure.** These include:
 - **Improvements to Truck Routes and Parking.** Several interviewees cited improvements to the 8th Street bridge as a high priority improvement that would improve truck access to the area. This would unlock several parcels viable for complementary industrial development. Truck parking was also cited by several interviewees as an ongoing need.
 - **Improved Access to Sounder Station.** Several businesses have employees that commute from Tacoma, Federal Way, Spanaway, and Kent. Some of these workers currently walk or bike from the train station. Connections and improvement to the Sounder Station, including a shuttle service or bike shelters at the station, were cited as potential improvements.
- **Support for Workforce Training and Housing.** Many businesses in the SPMIC referred to the difficulty in finding and training younger talent to replace experienced employees nearing retirement. In addition, employees at several businesses live in Bonney Lake or Puyallup and face longer commutes because of the lack of suitable housing in Sumner and Pacific. Businesses expressed support for strategies to develop the local workforce, and increase the supply of workforce housing as well as transportation connections to residential areas.
- **Support for Environmental Strategies.** During outreach, industrial businesses indicated support for a range of sustainable practices. These include interest in participating in Puget Sound Energy's Green Power Program or an equivalent energy program, installing permeable sidewalks and walkways and low impact landscaping, providing end-of-trip bicycle facilities including installing showers, securing bicycle lockers, and changing

spaces, and collaborating with other industrial businesses on environmental features. In conjunction with enhanced design standards and incentives for environmental restoration, this is an opportunity for buildings in the SPMIC to set the bar for modern industrial development.

Vision and Guiding Principles

Vision

A modern industrial center that accommodates growth and redevelopment while integrating environmental sustainability.

The vision statement above describes the future the Cities envisage for the SPMIC. This vision is based on input received through the engagement activities listed above as well as the foundation established by extensive planning work completed for the area prior to this Plan. The Subarea Plan lays out goals and policies that will help achieve this vision.

Guiding Principles

Development of the vision led to several guiding principles that form the framework for goals and policies that follow.

- **Regionally and locally impactful.** Coordinated growth within the SPMIC allows it to function as a regional center for freight facilities, including key transloading and warehousing functions related to sustained growth at the Port of Tacoma and the Port of Seattle. The central Puget Sound region benefits from the health and vitality of the SPMIC's industrial areas for its economic health and competitiveness. The SPMIC provides space for businesses in manufacturing, wholesale, distribution, warehousing and logistics, construction, and food processing that complement and serve both the local and regional land use ecosystem.
- **Access to Opportunity.** SPMIC's industrial businesses create jobs that pay good wages and are accessible to people with all levels of education.
- **Diverse.** A strong and vibrant city has a variety of economic activities. Such diversity allows a city to adapt to shifting economic trends and cycles. The SPMIC provides opportunities for a broad range of economic activities and industries. It accommodates both smaller-scale businesses (given the smaller parcels in the Pacific portion) and larger businesses (given larger parcel sizes in Sumner).
- **Sustainable.** Development in the SPMIC set the bar for modern industrial development. Large, high-functioning buffers and restoration activities along the White River provide opportunities for an enhanced, more natural habitat for the fish and wildlife that live in this area, and effectively manages flooding and surface water impacts. Industrial development of the area is consistent with flood protection and mitigation requirements and provides a proving ground for new sustainable industrial technologies and site development techniques. Where feasible, industrial facilities integrate low impact development concepts, including rain gardens, pervious pavements, and green roofs. Modern industrial development also utilizes alternative energy

sources such as wind and solar power.

- **Connected.** Employees enjoy access to open space along the White River and the ability to walk and bike safely throughout the SPMIC. Employees can access readily available public transit, including a regional rail stop in downtown Sumner and the Lake Tapps Parkway and feeder routes that serve industrial facilities.
- **Financially Feasible.** Development is an attractive investment for private developers and helps to offset the costs of environmental restoration along the White River for the Cities. Ongoing maintenance associated with new development in the SPMIC pays for itself.

Subarea Plan Concepts

Land Use

Sumner-Pacific MIC Development Capacity

Consistent with regional planning policies, the Cities have adopted targets for employment growth for the SPMIC through 2035. These targets are intended to help the cities plan for future growth and ensure development is supported by infrastructure. The combined 2035 employment growth target for the SPMIC is 15,591 with 12,871 for Sumner and 2,720 for Pacific. PSRC Regional Manufacturing / Industrial Center criteria require a minimum target employment level of 20,000 jobs over a twenty-year time horizon. Given estimated (2015) employment in the MIC of 11,615, this means that at least 8,385 jobs, or approximately 54 percent of the combined growth target should occur within the Sumner-Pacific MIC in the next twenty years.

A market analysis commissioned by the cities in 2017 found it plausible that the center would achieve sufficient job growth to meet the target of 20,000 jobs. (Community Attributes Inc, 2017) Development capacity analysis removed critical areas, floodways, and other sensitive areas prone to flooding in order to establish how much buildable land was available. The analysis found a total of 489 acres of land available for development. (See Exhibit 1 **Exhibit 2**). In addition to these 489 acres, recent boundary expansions have added additional developable land to the SPMIC. Modest expansions in the Pacific portion of the center have added roughly 53 acres of developable lands to the SPMIC.

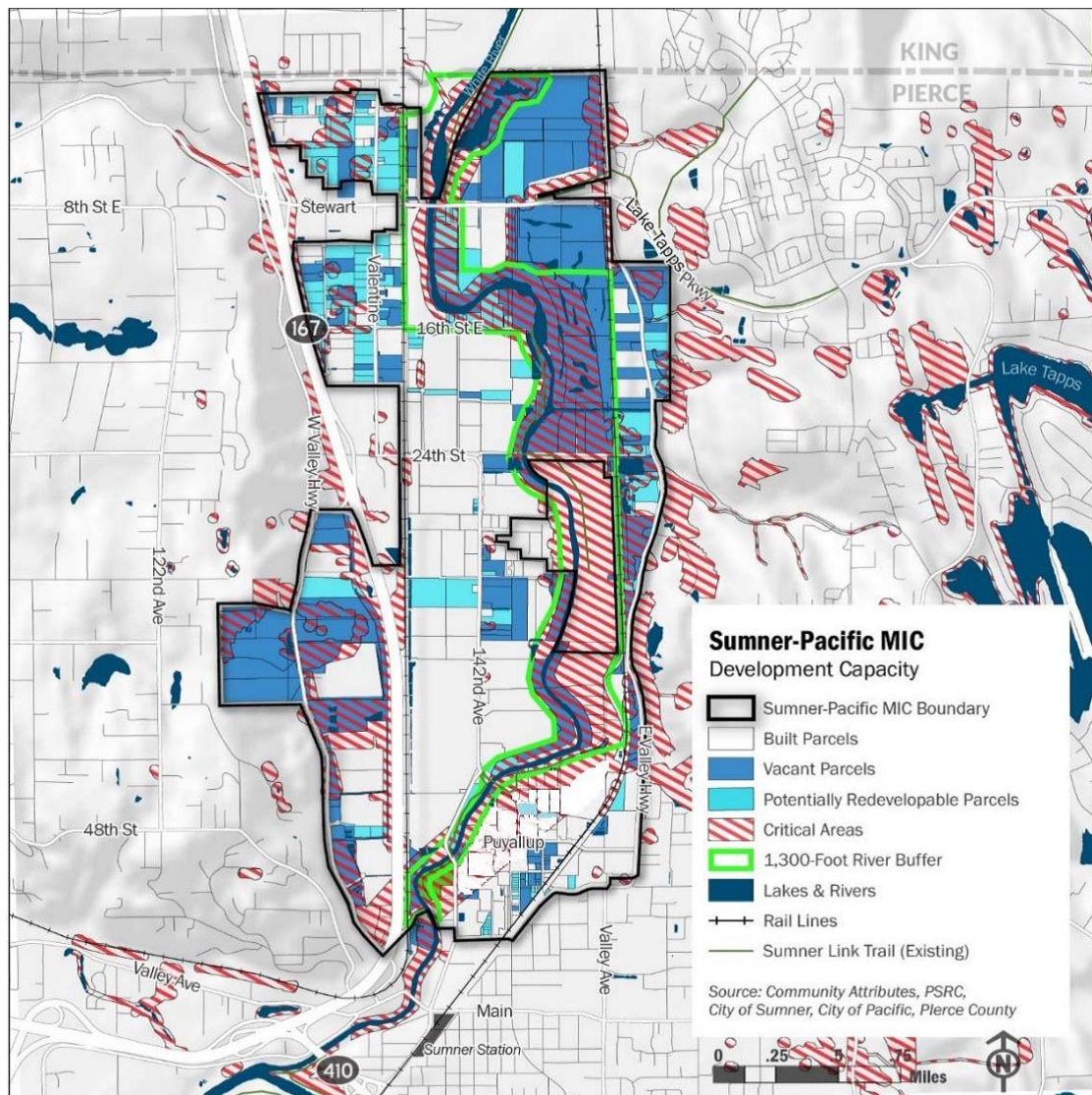
In addition, slight adjustments to market factor assumptions increase the estimate of developable land. If one assumes market factor deductions of 10% for vacant lands and 25% for under-utilized lands across the SPMIC (similar to the Buildable Lands Study deductions for Pacific but lower than the 50% assumption for under-utilized acres for Sumner parcels in the market study), it would increase development capacity by 27 acres within the SPMIC. Overall, these additions and adjustments to market factor deductions would increase the acreage of developable land within the SPMIC to 569 acres.

With 569 acres of developable lands, the SPMIC would need to develop at an employment density of 14.7 jobs/acre overall to achieve the employment target. This is in line with employment densities in the manufacturing and industrial business park uses across the SPMIC. In some parts of the SPMIC, employment density has been higher than the overall average. For example, employment density in the Pacific district of the SPMIC is relatively higher.

Pacific Business License information collected in 2016 revealed a relatively higher density range from 4 to 97 jobs per acre with an average of 25 to 30 jobs per acre. This is because of the presence of several small manufacturing businesses in this area. Employment density in the Sumner portion of the center ranges from 5 to 23 jobs per acre given the presence of higher density uses such as industrial processing, production, and manufacturing in some areas and lower density uses such as warehousing, distribution, and construction in others.

Based on these trends, continued high market demand, planned transportation improvements, and the priority that comes with regional MIC designation, it is anticipated that growth in the SPMIC will achieve employment targets and potentially exceed them.

Exhibit 2. Development Capacity Within SPMIC



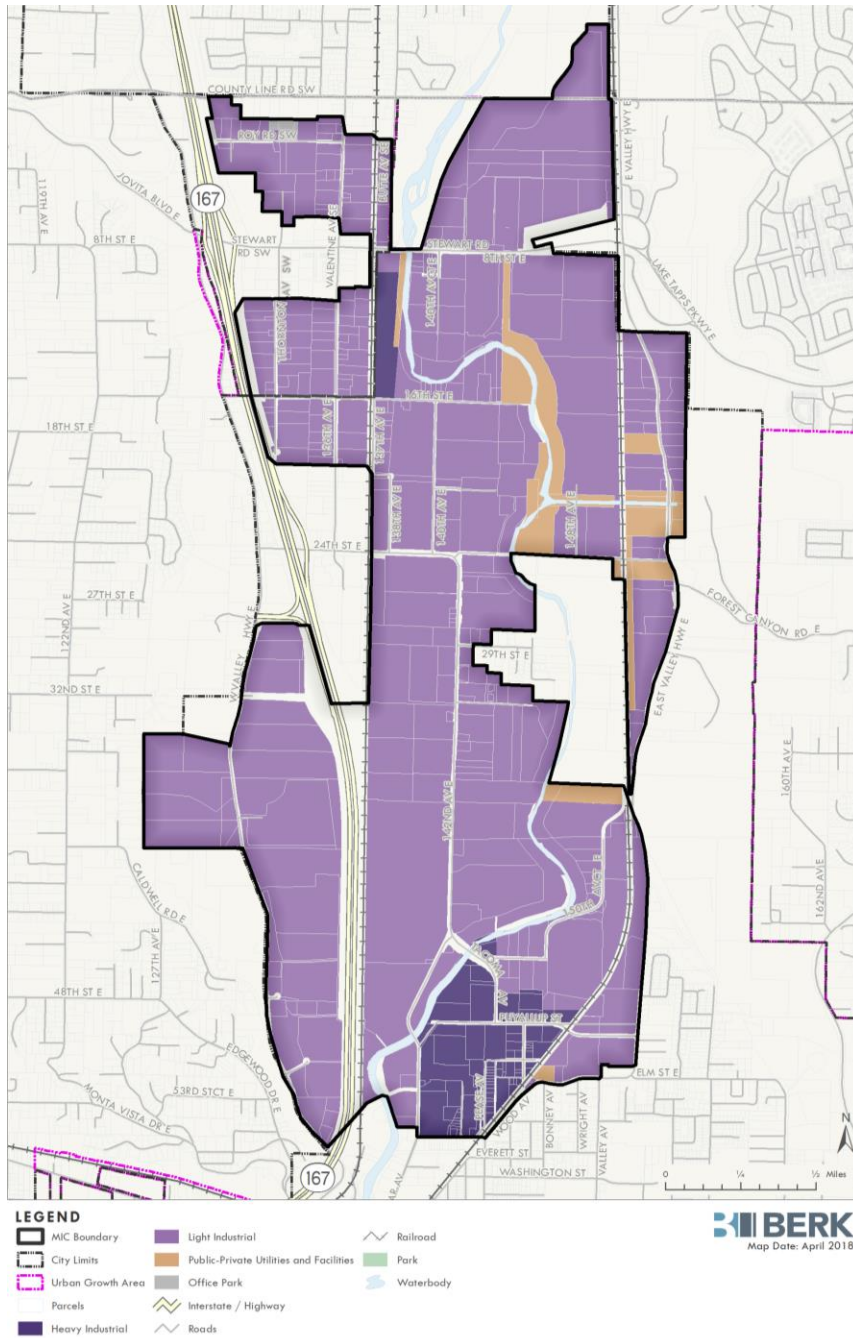
Source: CAI Market Study, 2017; City of Sumner 2018

Note: The consultant supporting the Dialogue Group process suggested a 1,300-foot-wide corridor along the White River for habitat protection and enhancement.

Future Land Use

The SPMIC is primarily an industrial district that serves as an employment center for the two cities and the region. The industrial area is separated into two main categories: Light Industrial and Heavy Industrial as shown in **Exhibit 3**.

Exhibit 3. Future Land Use SPMIC



Sources: Cities of Sumner and Pacific, 2017; BERK, 2017.

Light Industrial

Light Industrial is the predominant Future Land Use designation. It is expected that within the Light Industrial land use district there will be a mix of light manufacturing, distribution, warehousing, and limited service commercial uses

that are complementary to industrial uses, or neighboring commercial and residential districts. Industrial development in this zone could include industrial parks which should be designed to ensure compatibility between its industrial operations and adjacent uses.

Heavy Industrial

A variety of industrial uses are expected in the Heavy Industrial land use district to provide space for industrial uses that need larger buffers from adjacent uses. These include uses such as food processing and forest products.

Natural Environment

The White River

The Lower White River system is a relatively young system, flowing in the former Stuck River's path following permanent diversion in 1914. The river did not develop as a natural system; it has been leveed and dredged to create and maintain its current path. The White River now makes up approximately half of the total drainage area of the Puyallup/White watershed and houses one of the few spring Chinook runs in Puget Sound. (Natural Systems Design, 2018)

Challenges associated with it include:

- A narrow and confined river channel, and high sediment loads, which increase the risks of flooding to the neighboring industrial area. Many areas through the river's reach are highly developed, limiting the space available for habitat improvements. (Natural Systems Design, 2018)
- Salmon habitat is severely degraded; loss of floodplain habitat, side channels, and large woody debris are all factors that reduce the productivity of salmon in the reach. (Natural Systems Design, 2018)

A long-term vision for restoration has been developed in collaboration with the City of Sumner, the Puyallup Tribe, the Muckleshoot Tribe, and Pierce County. (Natural Systems Design, 2018) The goal is to restore sustainable instream, floodplain, and wetland habitats within the Lower White River and provide enduring flood protection for the City of Sumner. See **Exhibit 4**.

The restoration vision is comprised of the following potential projects between river miles 2.9 and 4.9. In addition to these projects, the Dialogue Group has identified additional restoration areas that are not listed below.

- **Stewart Road Bridge:** As the Stewart road bridge is being replaced to accommodate traffic, ways to make improvements to fish habitat and flooding impacts are being included.
- **Left Bank Setback 4.8-4.4:** The Left Bank Setback Project at River Mile 4.8-4.4 will restore approximately 20 acres of floodplain/riparian habitat.
- **Pacific Point Bar:** The Pacific Point Bar Project takes place on the right bank between RM 4.4 and 4.8 covering approximately 25 acres and setting back approximately half a mile of existing levee. This will create floodplain habitat and an alcove.

Left Bank Setback 4.2-2.9: This setback project aims to restore approximately 162 acres of area which includes the former golf course and farmland. This will create productive rearing habitat throughout the project area, restore floodplain and riparian forest, and create sustainable flood protection. (Natural Systems Design, 2018)

Exhibit 4. Long Term Vision – Before and After



Source: Natural Systems Design, 2018.

Exhibit 4 depicts one conceptual plan under consideration by the Dialogue Group. A final decision has not yet been made regarding the design of these flood reduction and habitat improvement projects.

Goals and Strategies

The section below includes goals and actions for the following topics: land use, transportation, natural environment, climate change, economic development, and public facilities and infrastructure. The subsequent section describes short and longer-term actions to implement the Plan.

Land Use

Context

Land use patterns have a powerful impact on the employment potential and environmental quality of an area. This section provides goals and policies to preserve and strengthen the land use pattern of the SPMIC. These goals and actions are consistent with Sumner and Pacific Comprehensive Plans and other plans and policies. The goals and policies create a framework to achieve the vision of a modern industrial center that integrates environmental sustainability and accommodates growth and redevelopment. The intent of these goals and policies is to continue to promote the industrial character of the area and ensure industrial land is available for industrial uses. In addition, goals and policies ensure the SPMIC remains accessible to a broad range of diverse, but compatible, industrial businesses. To this end, policies provide support for existing and new businesses and flexible industrial formats such as live/work developments in limited locations where access, topography, and parcel size are appropriate for both uses. Live/Work developments allow owners and operators of small, light industrial businesses to occupy joint living and production spaces in industrial areas where other types of residential uses are not allowed in the underlying land use district. Additionally, incubator businesses are promoted in the MIC (see Economic Development section).

Goals and Policies

SPMIC-1: Land within the SPMIC is preserved for industrial use and remains available to support a broad range of industrial job opportunities.

SPMIC-1.1 Encourage the concentration of manufacturing and industrial uses in the SPMIC by preserving 80% of all property within the SPMIC for industrial and manufacturing uses.

SPMIC-1.2 Allow compatible commercial uses in a limited portion of the SPMIC, provided they are limited in size and are sited, designed, and conditioned to mitigate potential conflicts with current and potential future industrial users.

SPMIC-1.3 Maintain restrictions on incompatible land uses, such as large retail use, high concentrations of housing, and unrelated office use.

SPMIC-1.4 Protect the MIC from encroachment by incompatible uses and development on adjacent land through zoning restrictions and limits on non-industrial uses.

SPMIC-1.5 Focus industrial activity within the center, and monitor and adaptively manage SPMIC boundaries to achieve this outcome.

SPMIC-1.6 Encourage development in the SPMIC with employment densities sufficient to accommodate the 20-year growth projection of 20,000 jobs by 2040.

SPMIC -1.7 Encourage land assembly for industrial sites.

SPMIC -1.8 Adopt a live/work overlay on Light Industrial parcels along East Valley Highway to provide a flexible, economically viable, industrial format geared toward small entrepreneurs.

SPMIC-1.9 Develop incentives that attract incubator businesses in established industrial lands that are affordable to entrepreneurs.

SPMIC-1.10 In Sumner, consider rezoning single-family residential properties to commercial zones that allow for transitional uses that will be compatible with existing residential neighborhoods and create a buffer between these uses.

SPMIC-2: New growth in the SPMIC complements the existing character and development pattern.

SPMIC-2.1 Encourage high quality industrial development through the establishment of appropriate performance standards and design guidelines for industrial areas.

SPMIC-2.2 Allow Industrial Business Park uses with distribution, high technology, and light manufacturing activity, which minimize use of toxic or odorous substances in the SPMIC, as defined by design standards.

SPMIC-3: Industrial activity in the SPMIC does not adversely impact adjacent uses and neighborhoods.

SPMIC-3.1 All industrial development should incorporate aesthetically pleasing building and site design. The City shall ensure its codes and performance standards which govern industrial development implement this policy.

1. Procedures shall be established to ensure aesthetically pleasing building and site design in areas designated for light industrial areas.
2. Appropriate landscaping and site development standards shall regulate site development in heavy industrial areas.
3. Heavy machinery, service entrances, storage areas, rooftop equipment, loading docks, and parking areas shall be screened from view of adjacent retail, commercial, light industrial and residential areas and from public streets.
4. Require industrial businesses and development to minimize exterior odor levels to avoid impacts to adjacent residential and commercial land uses. Work with Puget Sound Clean Air Agency to investigate and respond to odor complaints.

SPMIC-3.2 Allow outdoor storage only as accessory to a principal industrial use.

SPMIC-3.3 Require landscape buffers between the SPMIC and adjacent neighborhoods to reduce noise, light and glare, and visual impacts from industrial activity.

Transportation

Context

The transportation system is critical to the vitality of the SPMIC to support both freight transport and connect workers to their place of employment. The main mode of travel for SPMIC workers has been generally been single

occupant vehicles given the lack of pedestrian and bicycle facilities, limited transit connectivity, and typical around-the-clock shift schedules of the industry. Improving multimodal access to the SPMIC will allow for growth in jobs while reducing the need to increase capacity to serve vehicle transport.

In addition, emerging transportation trends may change how people and goods travel and the transportation systems operate. Transportation-related technology has advanced rapidly over the past decade and will continue to accelerate and create major shifts in transportation within the SPMIC and the region as a whole. Technology-related trends that could impact the transportation system include:

- **Autonomous Vehicles (AVs)** – There is a great deal of uncertainty for communities planning for AVs. Over the next 15 years, a portion of the vehicles on the street and highway system could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies are likely within the SPMIC 20-year planning horizon. Some of the ramification of these technologies that should be considered are an increase in capacity of streets and highways with AVs able to space closer, changes to how freight is transported and reduction in cost of operating transit.
- **Parking Demand Shifts** – As on-demand and shared ride services change how people travel, the need for off-street parking at places of employment could decrease but the demand for curbside areas set aside for loading/unloading activities could increase.
- **Connected Vehicles** – This technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. The Cities might look ahead to providing infrastructure as efficient reference points such as light poles to allow for vehicle-to-infrastructure communication.

It remains unclear whether these new technologies (or others) will be implemented by agencies, vehicle manufactures, and related industries. The shifts may be relatively quick (with a decade) or take much longer to develop. Agencies can play a major role in how connected vehicle infrastructure gets implemented, which can lead to better traffic management. Future development planning can consider the potential decrease in off-street parking needs with increase in on-demand services and AV, and how this parking could be repurposed and/or how curb space is managed.

Goals and Policies

SPMIC-4: The SPMIC is a primary hub for regional goods movement and a gateway to national and overseas markets. Integrated development and operation of trucking and rail terminals enhance the freight transportation system and strengthen Sumner and Pacific’s economic base. The needs of local businesses for delivery and collection of goods by truck are considered.

SPMIC-4.1: Identify and address areas within the SPMIC or connecting corridors where efficient truck access and circulation is hindered by infrastructure gaps and inadequate design. Ensure future transportation

improvements address the needs of large trucks, including (but not limited to) turn lanes, intersection turning radii, driveway design, street weight load capacity, acceleration lanes and climbing lanes.

SPMIC-4.2: Support priority funding for strategic transportation investments that improve freight mobility within and to the SPMIC. Develop a permit program, improvement district, or other revenue source to ensure ongoing maintenance and repair of infrastructure impacted by commercial freight and related businesses.

SPMIC-4.3: Promote public-private partnerships to address the need for improved parking, staging and related services for large trucks in or adjacent to the SPMIC.

SPMIC-5: The SPMIC enjoys safe and efficient multimodal access and connectivity.

SPMIC-5.1: Balance the needs of pedestrians, bicycles, transit, autos, and trucks on the SPMIC transportation system by improving streets according to modal priorities.

SPMIC-5.2: Design non-motorized facilities within the SPMIC in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people. [SCP T 8.3]

SPMIC-5.3: Ensure safe and comfortable pedestrian connectivity to transit stops in the SPMIC. Provide first-and-last mile connections to transit and destinations within the SPMIC.

SPMIC-5.4: Enforce regulations so that, outside of designated routes, trucks do not utilize City streets, except for local deliveries and services.

SPMIC-5.5: Coordinate with the Union Pacific Railroad and BNSF railroad on future railroad needs for developing facilities and track improvements and operations that promote efficient rail service.

SPMIC-6: The SPMIC has good freight connections to the region including the Port of Tacoma.

SPMIC-6.1: Ensure efficient and safe access throughout the SPMIC to SR 167, which provides the main freight corridor to the region and the Port of Tacoma.

SPMIC-7: The transportation system is optimized through use of intelligent transportation system (ITS) technologies to reduce the need for physical widening to increase capacity.

SPMIC-7.1: Move traffic efficiently through use of signal coordination and synchronization, speed reduction, access management, channelization improvements, multimodal design features, and other systems to ease flow.

FIRST AND LAST MILE

First-and-last mile connections address the beginning and end of a trip primarily made by public transit. It may be difficult to access transit from an origin or destination if there are barriers or the distance is more than a typical walking distance (i.e., approximately ¼-mile). Addressing the connections to and from transit origins and destinations with removal of barriers or increased connectivity for walking, providing or improving bicycle facilities, and/or options such as rideshares increases access to transit and makes this mode more attractive and/or competitive with other options.

SPMIC-7.2: Implement infrastructure to support vehicle-to-infrastructure communication that can lead to better traffic management.

SPMIC-7.3: Integrate with fleet management systems to enhance freight movement to and within the SPMIC.

SPMIC-7.4: Coordinate with the freight industry and promote sharing traffic flow conditions or other information allowing for informed decision-making in freight movement.

SPMIC-8: An integrated system of public transportation alternatives and demand management programs provide mobility alternatives and reduce single occupant vehicles and the need to expand the general capacity of arterials and collector streets in the SPMIC.

SPMIC-8.1: Continue to work with King County Metro, Pierce Transit, and Sound Transit to support and enhance a multimodal transportation system by ensuring that the SPMIC transportation plans and facilities are consistent with public transit plans and programs.

SPMIC-8.2: Collaborate with King County Metro, Pierce Transit, and Sound Transit to expand and enhance bus transit service between the SPMIC and local and regional areas of high density residential development. [SCP CR/RT 1.10]

SPMIC-8.3: Coordinate with Pierce Transit and Sound Transit to expand and enhance bus transit service between the SPMIC and the commuter rail station.

SPMIC-8.4: Support construction of improved first-and-last mile connections with local and regional transit service. Work to provide transit stops and shelters along arterials and/or facilitate vanshare activities through curb space management on-street or within off-street parking within the SPMIC.

SPMIC-8.5: Work to provide bike lockers and facilities at key transit connections.

SPMIC-8.6: Support WSDOT and transit providers in implementing the regional plan for HOV lanes on SR 167 and SR 410, consistent with the State Highway Systems Plan.

SPMIC-8.7: Support and coordinate with Pierce Transit, Sound Transit, and WSDOT on the development of an expanded regional park-and-ride system to support use of alternative transportation modes in the SPMIC. Seek to provide tax credits or other incentives for allowing public parking on private property.

SPMIC-8.8: Enhance safety and operations of rail service (freight and passenger) through grade separation of roadways or improving at-grade crossings.

SPMIC-8.9: Promote programs that reduce travel demands on the transportation system through the following strategies:

- Encourage the use of HOV programs – buses, carpools, and vanpools – through both private programs and under the direction of Pierce Transit and Sound Transit;
- Promote flexible work schedules allowing the use of transit, carpools, or vanpools;
- Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to telework part or full time;

- Encourage employers to provide transportation demand management (TDM) measures in the work place through such programs as preferential parking for HOVs, improved access for transit vehicles, and employee incentives for using HOVs; and
- Implement the provisions of the State Commute Trip Reduction Act.

Natural Environment

Context

This section provides goals and policies to enhance the quality and function of the natural environment in the SPMIC. These goals and actions are consistent with Sumner and Pacific Comprehensive Plans and other plans and policies. The goals and policies create a framework to achieve the vision for improving environmental sustainability of the center, while accommodating growth and redevelopment. This approach is especially relevant for the SPMIC given its location within the floodplain of the White River and the need to improve water quality, salmon habitat, and flow control. Goals and policies in this section are intended to integrate both environmental quality and high-quality, innovative industrial development.

Goals and Policies

SPMIC-9: Environmental restoration along the White River provides sustainable flood protection and an environmental amenity for employees and residents.

SPMIC-9.1 Collaborate with Puyallup Tribe, Muckleshoot Tribe, Pierce County, and King County on restoration work along the White River to improve water habitats for salmon and sustainable flood protection for land within the SPMIC.

SPMIC-9.2 Allow for infrastructure improvements while advancing floodplain management and habitat enhancement and restoration.

SPMIC-9.3 Utilize part of the Sumner Meadow property for ecosystem restoration to provide flood storage capacity, open space, salmon habitat, and water quality benefits.

SPMIC 9.4. Promote coordination with King County and Pierce County Flood Districts on locating flood hazard management improvements. Monitor flood conditions, and adaptively respond to trends and technical information prepared by qualified experts to guide planning and permitting accordingly.

SPMIC 9.5. Monitor progress of the Lower White River Biodiversity Management Area (BMA) Stewardship Plan and collaborate where appropriate.

SPMIC 9.6 Implement Shoreline Master Program Restoration Plan concepts in the SPMIC.

SPMIC-10: Environmental stewardship is integrated into the landscape and built environment of the SPMIC.

SPMIC-10.1 Protect wetlands in accordance with the Cities' critical area regulations.

SPMIC-10.2 Encourage natural stormwater management that is integrated with or mimics natural systems. Low impact development techniques are encouraged for both private and public developments including retention of native vegetation, soil amendment, rainwater harvesting, pervious pavement, and bio-retention.

[SCP E 1.4.7]

SPMIC-10.4 Provide incentives for development that is designed, sited, and constructed to minimize environmental impacts. Discussion: Incentives may include density bonuses for cluster development, open space tax incentives, incentives for design, and a transfer of development rights (TDR) program. Incentives may also include reduced mitigation requirements in exchange for reduced impacts.

SPMIC-10.5 Require mitigating measures for new development that creates environmental impacts.

Climate Change

Context

According to the EPA, climate change in the northwest will likely result in reduced snowpack and summer streamflows, lowering the supply of available water. Higher temperatures, changing streamflows, and an increase in wildfires will endanger the region's forests, agriculture, and salmon populations. Sea level rise is expected to increase erosion of coastlines, increasing risks to the ecosystem. (United States Environmental Protection Agency, 2018) Greenhouse gases, such as carbon dioxide, methane, and nitrous oxide, trap heat in the atmosphere and contribute to climate change. Reductions in greenhouse gas emissions can help to reduce these impacts. This is an important issue for the SPMIC given the location of the SPMIC near the floodplain of the White River and the potential for flooding to be exacerbated by climate change. Both cities' comprehensive plans include policies that will help reduce greenhouse gas emissions, such as fostering a more efficient transportation system and encouraging energy-efficient buildings. Goals and policies in this section supplement and refine these policies to further address climate change.

Goals and Policies

SPMIC-11: Air quality is improved and environment impacts are minimized throughout the SPMIC through the development of a transportation system compatible with the goals of the Federal and State clean air acts.

SPMIC-11.1: Support and enforce vehicle emissions testing and cleaner burning fuels program.

SPMIC-11.2: Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate sources.

SPMIC-11.3: Promote and streamline plug-in electric vehicle (PEV) interactions with Utilities.

SPMIC-11.4: Support the installation of infrastructure that accommodates low carbon electric vehicles.

SPMIC-11.5: Coordinate with Pierce Transit, Sound Transit, and other agencies on Commute Trip Reduction (CTR) programs for major employers in the SPMIC.

SPMIC-11.6: Promote other TDM Programs.

SPMIC-11.7: Design transportation facilities within the SPMIC minimizing adverse environmental impacts resulting from both their construction and operation. This will include:

Considering environmental costs of development and operation of the transportation system;

Aligning and locating transportation facilities away from environmentally sensitive areas;

Working with the State to incorporate appropriate structural and vegetative sound abatement as part of highway widening projects;

Mitigating unavoidable environmental impacts wherever possible; and

Soliciting and incorporating the concerns and comments of interested parties.

SPMIC-11.8. Provide incentives for the use of Low Impact Development techniques that will reduce impervious surfaces, provide for stormwater infiltration, and protect the natural environment and systems. Low Impact Development should be the preferred alternatives for new transportation projects.

SPMIC-11.9. Promote energy efficient buildings and fixtures, and incentivize the use of alternative energy sources such as solar and wind.

Economic Development

Context

The industrial businesses in the SPMIC play a key role in the region and cities' long-term economic health, diversity, and sustainability. As a mostly built out industrial center, the SPMIC contains many stable, existing businesses that create employment and revenue. New business growth in the SPMIC should complement existing businesses and add to its diversity. To be successful in supporting the industrial sector in Sumner and Pacific, an effective economic development program should address the center's role in the regional industrial ecosystem, the needs of existing businesses, and strategies to attract new businesses. The economic development goals and strategies below focus on these three broad, inter-related themes.

Goals and Policies

SPMIC-12. The SPMIC is a vibrant and successful industrial employment area with regional and local significance.

SPMIC-12.1 Partner with the Ports of Seattle and Tacoma on regional economic development initiatives related to the industrial sector.

SPMIC-12.2 Expand outreach to and maintain regular dialogue with the SPMIC business community.

SPMIC-12.3 Connect local businesses with workforce development programs of regional organizations like the Pierce County Workforce Development Council and the Washington State Department of Commerce.

SPMIC-12.4 Partner with the local School District, Community College, and SPMIC employers to create paid internship programs for students interested Manufacturing, Food Processing, or Warehousing employment.

SPMIC-13. The SPMIC retains and grows its existing industrial businesses as well as attracts new businesses.

SPMIC-13.1 Exempt minor expansions of existing businesses from additional permitting.

SPMIC-13.2 Raise the SEPA categorical exemption thresholds for industrial buildings and associated parking and land clearing

provided there are sufficient building, grading, and critical area protections in place.

SPMIC-13.3 Partner with the Department of Commerce on the Regulatory Roadmap Project, an online site selection tool that distills all local, regional, and state requirements into easy-to-understand checklists for gauging feasibility of sites for manufacturing facilities.

SPMIC-14. The SPMIC includes a diverse range of small and large industrial businesses.

SPMIC-14.1 Promote small business growth through incentives, business recruitment, and other forms of support.

SPMIC-14.2 Encourage small businesses development and entrepreneurialism in the SPMIC by partnering with the Ports of Seattle and Tacoma to develop a local incubator for a range of industrial production uses, including food processing.

SPMIC-14.3 Encourage the creation of a “specialty manufacturing and artisan district” in the Pacific portion of the SPMIC that promotes the development, production, sale, and distribution of products and services in a street environment with coordinated pedestrian amenities, signage, and landscaping, with increased attention to building and site design.

Public Facilities and Infrastructure

Context

Both cities’ Comprehensive Plans include numerous policies that support the provision of adequate infrastructure to the center. Both cities regulate stormwater, and encourage low impact development techniques through policies and stormwater management manuals and standards. Goals and policies in this section supplement Comprehensive Plan policies. They address the need to prioritize local funding for infrastructure needs in the SPMIC, and provide additional management strategies related to surface water impacts.

Goals and Policies

SPMIC-15: The SPMIC is efficiently served by public services and infrastructure.

SPMIC-15.1 Ensure that adequate public facilities and public services are available to support industrial and commercial development.

SPMIC-15.2 Identify, prioritize, and implement infrastructure improvements which enhance the economic viability and attractiveness of the MIC, address impacts on surrounding neighborhoods, and stimulate growth of new and existing manufacturing and industrial businesses.

SPMIC-15.3 Support broadband or other technology infrastructure that fosters access to high-speed internet and increases the

GROWING EXISTING BUSINESSES

One option to implement policy SPMIC-13.1 is to add an exemption to the Conditional Use Permit process for minor expansions of existing, low-impact businesses. Minor expansion in this case is defined as a change of up to 10% or less increase in square footage and within 1,320 feet of original location.

capacity of businesses to move data.

SPMIC-15.4 Require development to pay its fair share of costs toward infrastructure and public services.

SPMIC-15.5 Improve infrastructure including domestic water, storm water drainage, streets, and sanitary sewer service south of County Line Road in Pierce County.

SPMIC-16: The SPMIC addresses surface water impacts from existing and new development.

SPMIC-16.1 Encourage property owners to retrofit their properties with green stormwater infrastructure best management practices.

SPMIC-16.2 Encourage individual property owners to incorporate green stormwater infrastructure elements into their properties through rebates or other financial incentives

SPMIC-16.3 Encourage green stormwater retrofits when street rights-of-way are repaired or reconstructed.

Section B: Implementation

Implementation Measures

The implementation plan below outlines the project actions, the timeline for implementation, and the responsible department. The timeline for plan actions include short-term (0-3 years), mid-term (3-5 years), and long-term (5+ years).

Exhibit 5. Implementation Plan

	Plan Action	Timeline	Department
Land Use	<ul style="list-style-type: none"> Maintain industrial zoning on at least 80% of property within the SPMIC. 	Ongoing	Community Development
	<ul style="list-style-type: none"> Maintain and continue to refine restrictions on incompatible land uses (such as large retail use, high concentrations of housing, and non-related office use) in the SPMIC. 	Ongoing	Community Development
	<ul style="list-style-type: none"> Allow compatible commercial uses in a limited area of the SPMIC through a Conditional Use Process. 	Ongoing	Community Development

Plan Action	Timeline	Department
<ul style="list-style-type: none"> Focus industrial activity within the center, and monitor and adaptively manage SPMIC boundaries to achieve this outcome. 	Ongoing	Community Development
<ul style="list-style-type: none"> Encourage industrial development that has employment densities sufficient to accommodate the 20-year growth projection. 	Short-term	Community Development
<ul style="list-style-type: none"> Encourage land assembly for industrial sites by simplifying the lot line adjustment process 	Short-term	Community Development
<ul style="list-style-type: none"> Adopt a live/work overlay for parcels adjacent to East Valley Highway along the northeastern edge of the SPMIC. 	Short-term	Community Development
<ul style="list-style-type: none"> Develop incentives that attract incubator businesses in established industrial lands that are affordable to entrepreneurs. 	Short-term	Community Development
<ul style="list-style-type: none"> Adopt appropriate performance standards and design guidelines for industrial areas to promote high-quality industrial development. 	Ongoing	Community Development
<ul style="list-style-type: none"> Continue to allow Industrial Business Park uses with distribution, high technology, and light manufacturing activity, which minimize use of toxic or odorous substances in the SPMIC, as defined by design standards. 	Ongoing	Community Development

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Amend city codes and performance standards which govern industrial development to minimize impacts on adjacent uses. 	Ongoing	Community Development
	<ul style="list-style-type: none"> Work with Puget Sound Clean Air Agency to investigate and respond to odor complaints. 	Short-term	Community Development
	<ul style="list-style-type: none"> Amend code to allow outdoor storage only as accessory to a principal industrial use. 	Short-term	Community Development
	<ul style="list-style-type: none"> Require landscape buffers between the SPMIC and adjacent neighborhoods. 	Ongoing	Community Development
	<ul style="list-style-type: none"> Monitor the impact of the City Land Use Codes in implementing this Plan at least annually and amend the Plan and its associated regulations as needed to improve outcomes. 	Long-term; Ongoing	Community Development
	<ul style="list-style-type: none"> In Sumner, consider rezoning single-family residential properties to commercial zones that allow for transitional uses that will be compatible with existing residential neighborhoods, and create a buffer between these uses. 	Short-term	Community Development
Transportation	<ul style="list-style-type: none"> Identify and address areas within the SPMIC or connecting corridors where efficient truck access and circulation is hindered by infrastructure gaps and inadequate design. 	Short-term	Public Works Engineering

Plan Action	Timeline	Department
<ul style="list-style-type: none"> ▪ Ensure future transportation improvements address the needs of large trucks, including (but not limited to) turn lanes, intersection turning radii, driveway design, street weight load capacity, acceleration lanes, and climbing lanes. 	Short-term	Transportation, Public Works Engineering
<ul style="list-style-type: none"> ▪ Support priority funding for strategic transportation investments that improve freight mobility within and to the SPMIC. 	Ongoing	Transportation, Community Development
<ul style="list-style-type: none"> ▪ Develop a permit program, improvement district, or other revenue source to ensure ongoing maintenance and repair of infrastructure impacted by commercial freight and related businesses. 	Short-term	Community Development, Transportation, Public Works Engineering
<ul style="list-style-type: none"> ▪ Promote public-private partnerships to address the need for improved parking, staging, and related services for large trucks in or adjacent to the SPMIC. 	Short-term	Community Development, Transportation
<ul style="list-style-type: none"> ▪ Balance the needs of pedestrians, bicycles, transit, autos, and trucks on the SPMIC transportation system by improving streets according to modal priorities. 	Long-term	Community Development, Transportation, Public Works Engineering
<ul style="list-style-type: none"> ▪ Design non-motorized facilities within the SPMIC in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people. 	Long-term	Community Development, Transportation, Public Works Engineering

Plan Action	Timeline	Department
<ul style="list-style-type: none"> Ensure safe and comfortable pedestrian connectivity to transit stops in the SPMIC. Provide first-and-last mile connections to transit and destinations within the SPMIC. 	Short-term	Transportation, Public Works Engineering
<ul style="list-style-type: none"> Enforce regulations so that, outside of designated routes, trucks do not utilize City streets, except for local deliveries and services. 	Short-term	Transportation, Public Works Engineering
<ul style="list-style-type: none"> Ensure efficient and safe access throughout the SPMIC to SR 167, which provides the main freight corridor to the region and the Port of Tacoma. 	Short-term	Transportation
<ul style="list-style-type: none"> Move traffic efficiently through use of signal coordination and synchronization, speed reduction, access management, channelization improvements, multimodal design features, and other systems to ease flow. 	Short-term	Transportation
<ul style="list-style-type: none"> Implement infrastructure to support vehicle-to-infrastructure communication that can lead to better traffic management. 	Long-Term	Transportation
<ul style="list-style-type: none"> Integrate with fleet management systems to enhance freight movement to and within the SPMIC. 	Long-Term	Transportation, Public Works Engineering

Plan Action	Timeline	Department
<ul style="list-style-type: none"> ▪ Coordinate with the freight industry and promote sharing traffic flow conditions or other information allowing for informed decision-making in freight movement. 	Long-Term	Transportation
<ul style="list-style-type: none"> ▪ Continue to work with King County Metro, Pierce Transit, and Sound Transit to support and enhance a multimodal transportation system by ensuring that the SPMIC transportation plans and facilities are consistent with public transit plans and programs. 	Long-term	Community Development, Transportation, Public Works Engineering
<ul style="list-style-type: none"> ▪ Continue working with King County Metro, Pierce Transit, and Sound Transit to expand and enhance bus transit service between the SPMIC and local and regional areas of high density residential development. 	Ongoing	Community Development, Transportation
<ul style="list-style-type: none"> ▪ Continue working with Pierce Transit and Sound Transit to expand and enhance bus transit service between the SPMIC and the commuter rail station. 	Ongoing	Community Development, Transportation
<ul style="list-style-type: none"> ▪ Support construction of improved first-and-last mile connections with local and regional transit service. Work to provide transit stops and shelters along arterials and/or facilitate vanshare activities through curb space management on-street or within off-street parking within the SPMIC. 	Long-term	Community Development, Transportation, Public Works Engineering

Plan Action	Timeline	Department
<ul style="list-style-type: none"> Work to provide bike lockers and facilities at key transit connections. 	Ongoing	Community Development, Transportation
<ul style="list-style-type: none"> Support WSDOT and transit providers in implementing the regional plan for HOV lanes on SR 167 and SR 410, consistent with the State Highway Systems Plan. 	Ongoing	Community Development, Transportation
<ul style="list-style-type: none"> Support and coordinate with Pierce Transit, Sound Transit, and WSDOT on the development of an expanded regional park-and-ride system to support use of alternative transportation modes in the SPMIC. Seek to provide tax credits or other incentives for allowing public parking on private property. 	Ongoing	Community Development, Transportation
<ul style="list-style-type: none"> Enhance safety and operations of rail service (freight and passenger) through grade separation of roadways or improving at-grade crossings. 	Ongoing	Community Development, Transportation
<ul style="list-style-type: none"> Encourage the use of HOV programs – buses, carpools, and vanpools – through both private programs and under the direction of Pierce Transit and Sound Transit. 	Ongoing	Community Development, Transportation
<ul style="list-style-type: none"> Promote flexible work schedules allowing the use of transit, carpools, or vanpools. 	Ongoing	Transportation

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to telework part or full time. 	Ongoing	Community Development, Transportation
	<ul style="list-style-type: none"> Encourage employers to provide TDM measures in the work place through such programs as preferential parking for HOVs, improved access for transit vehicles, and employee incentives for using HOVs. 	Ongoing	Community Development, Transportation
	<ul style="list-style-type: none"> Implement the provisions of the State Commute Trip Reduction Act. 	Ongoing	Community Development, Transportation
Natural Environment	<ul style="list-style-type: none"> Collaborate with Puyallup Tribe, Muckleshoot Tribe, Pierce County, and King County on restoration work along the White River to improve water habitats for salmon, and sustainable flood protection for land within the SPMIC. 	Ongoing; Short-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Allow for infrastructure improvements while advancing floodplain management and habitat enhancement and restoration. 	Ongoing; Short-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Utilize part of the Sumner Meadow property for ecosystem restoration to provide flood storage capacity, open space, salmon habitat, and water quality benefits. 	Ongoing; Short-term	Community Development, Public Works Engineering

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Monitor progress of the Lower White River Biodiversity Management Area (BMA) Stewardship Plan and collaborate where appropriate. 	Ongoing; Short-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Implement Shoreline Master Program Restoration Plan concepts in the SPMIC. 	Ongoing; Short-term	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Protect wetlands in accordance with the Cities' critical area regulations. 		
	<ul style="list-style-type: none"> Encourage natural stormwater management that is integrated with or mimics natural systems. 	Short-term; Ongoing	Community Development, Public Works Engineering
	<ul style="list-style-type: none"> Provide incentives for development that is designed, sited, and constructed to minimize environmental impacts. 	Short-term; Ongoing	Community Development
Climate Change	<ul style="list-style-type: none"> Support and enforce vehicle emissions testing and cleaner burning fuels program. 	Short-term	Transportation
	<ul style="list-style-type: none"> Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate fuel sources. 	Short-term	Transportation
	<ul style="list-style-type: none"> Coordinate with Pierce Transit, Sound Transit, and other agencies on Commute Trip Reduction (CTR) programs for major employers in the SPMIC. 	Short-term	Transportation
	<ul style="list-style-type: none"> Promote other TDM Programs. 	Short-term	Transportation

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Design transportation facilities within the SPMIC minimizing adverse environmental impacts resulting from both their construction and operation. 	Short-term	Transportation, Public Works Engineering
	<ul style="list-style-type: none"> Provide incentives for the use of Low Impact Development techniques that will reduce impervious surfaces, provide for stormwater infiltration, and protect the natural environment and systems. Low Impact Development should be the preferred alternatives for new transportation projects. 	Short-term	Transportation
	<ul style="list-style-type: none"> Promote energy efficient buildings and fixtures, and incentivize the use of alternative energy sources such as solar and wind. 	Mid-term	Community Development, Economic Development
Economic Development	<ul style="list-style-type: none"> Partner with the Ports of Seattle and Tacoma on regional economic development initiatives related to the industrial sector. 	Short-term	Community Development, Economic Development
	<ul style="list-style-type: none"> Expand outreach to and maintain regular dialogue with the SPMIC business community. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Connect local businesses with workforce development programs of regional organizations like the Pierce County Workforce Development Council and the Washington State Department of Commerce. 	Short-term; Ongoing	Economic Development

Plan Action	Timeline	Department
<ul style="list-style-type: none"> ▪ Partner with the local School District, Community College, and SPMIC employers to create paid internship programs for students interested in Manufacturing, Food Processing, or Warehousing employment. 	Short-term	Economic Development
<ul style="list-style-type: none"> ▪ Add exemption for Conditional Use Permit for expansion of existing, low-impact businesses up to 10% or less increase in square footage and within 1,320 feet of original location. 	Short-term	Community Development, Economic Development
<ul style="list-style-type: none"> ▪ Raise the SEPA categorical exemption thresholds for industrial buildings and associated parking and land clearing provided there are sufficient building, grading, and critical area protections in place. 	Short-term	Community Development
<ul style="list-style-type: none"> ▪ Partner with the Department of Commerce on the Regulatory Roadmap Project, an online site selection tool that distills all local, regional and state requirements into easy-to-understand checklists for gauging feasibility of sites for manufacturing facilities. 	Mid-term	Community Development, Public Works Engineering, Parks and Recreation
<ul style="list-style-type: none"> ▪ Promote small business growth through incentives, business recruitment and other forms of support. 	Mid-term	Economic Development

	Plan Action	Timeline	Department
	<ul style="list-style-type: none"> Encourage small businesses development and entrepreneurialism in the SPMIC by partnering with the Ports of Seattle and Tacoma to develop a local incubator for a range of industrial production uses. 	Short-term; Ongoing	Economic Development
	<ul style="list-style-type: none"> Encourage the creation of a “specialty manufacturing and artisan district” in the Pacific portion of the SPMIC that promotes the development, production, sale, and distribution of products and services in a street environment with coordinated pedestrian amenities, signage, and landscaping, with increased attention to building and site design. 	Mid-term	Community Development, Economic Development
Public Facilities and Infrastructure	<ul style="list-style-type: none"> Ensure that adequate public facilities and public services are available to support industrial and commercial development. 	Long-term	Public Works Engineering, Community Development
	<ul style="list-style-type: none"> Identify, prioritize, and implement infrastructure improvements which enhance the economic viability and attractiveness of the MIC, address impacts on surrounding neighborhoods, and stimulate growth of new and existing manufacturing and industrial businesses. 	Long-term	Public Works Engineering, Community Development
	<ul style="list-style-type: none"> Require development to pay its fair share of costs toward infrastructure and public services. 	Long-term	Public Works Engineering, Community Development

Plan Action	Timeline	Department
<ul style="list-style-type: none"> Improve infrastructure including domestic water, storm water drainage, streets, and sanitary sewer service south of County Line Road in Pierce County. 	Long-term	Public Works Engineering, Community Development
<ul style="list-style-type: none"> Encourage property owners to retrofit their properties with green stormwater infrastructure best management practices. 	Long-term	Public Works Engineering, Community Development
<ul style="list-style-type: none"> Encourage individual property owners to incorporate green stormwater infrastructure elements into their properties through rebates or other financial incentives 	Long-term	Public Works Engineering, Community Development
<ul style="list-style-type: none"> Encourage green stormwater retrofits when street rights-of-way are repaired or reconstructed. 	Long-term	Public Works Engineering, Transportation, Community Development
<ul style="list-style-type: none"> Support broadband or other technology infrastructure that fosters access to high-speed internet and increases the capacity of businesses to move data. 	Long-term	Public Works Engineering, Community Development

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Appendices

Appendix A Existing Conditions Report

Appendix B Market Study