

TIPINFO-9

(Revised January 2009)

Consistency with Regional Policy

Policy Considerations for Transportation Projects & Programs

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1. Introduction

PURPOSE

The purpose of this document is to provide guidance about which types of transportation projects are consistent with [VISION 2040](#) and [Destination 2030](#) and, as such, eligible for inclusion in the regional Transportation Improvement Program (TIP). Federal and state law, as well as regional policies and interlocal agreements, require the Puget Sound Regional Council to verify that each project is consistent with the regional policy framework, and that it incorporates elements required by federal, state and regional guidelines (e.g., safety and security considerations).

A TIP application must describe how the project relates to growth management and transportation policies, providing as much relevant information as possible. To streamline application review, the project sponsor should address both supportive policies as well as those that could present potential conflicts. Where conflicting policies exist, the application should provide justification for the project. While it would not be practical for each project to support all of the region's adopted policies, each project should play a part in advancing the overall regional transportation strategy.

Project Review vs. Plan Review

Puget Sound Regional Council has the responsibility to review both transportation elements of local comprehensive plans and transportation projects submitted for inclusion in the regional TIP. Comprehensive plan review takes a longer-range perspective and considers questions of prioritization and system-level analysis. TIP project review, on the other hand, does not consider prioritization but does incorporate much more information about the design and components of a project.

	Comp Plan Review	TIP Project Review
Authority	RCW 47.80.023	RCW 47.80.030(3)
Aspects of Review	<u>Transportation Elements of Local Comprehensive Plans</u> <ul style="list-style-type: none"> • Long-range outlook • Concepts • Interconnection of multiple programs • Prioritization • Policy • Function 	<u>Specific Transportation Projects</u> <ul style="list-style-type: none"> • Short-range outlook • Project design • Project implementation

FRAMEWORK

[VISION 2040](#) serves as the region's coordinated growth management, environmental, economic, and transportation strategy. It incorporates the regional goals and adopted multicounty planning policies as required by the Growth Management Act.¹ Additional transportation-related guidance is found in [Destination 2030](#)².

Many policies are tailored to specific locations within the region. Section 2 of this paper summarizes the policy framework, first for all projects, then for projects that are located in regional growth centers (Section 2a), and rural areas (Section 2b). The full set of goals and policies of [VISION 2040](#) is located in Section 3 below. Policies that are particularly relevant to proposed transportation projects are highlighted.

2. Policy Summary – Regionwide

All transportation projects proposed for inclusion in the regional Transportation Improvement Program must demonstrate consistency with (1) the multicounty planning policies of VISION 2040, (2) the investment principles and implementation guidance of Destination 2030, and (3) local and countywide plans and policies. Following is a summary of the policy themes that are addressed in each document.³

¹ RCW 36.70A.210(7)

² VISION 2040 was adopted in April 2008. Destination 2030 was first adopted in 2001, and was updated in April 2007 to address new topics required by federal law. Destination 2030 is currently undergoing a major update which is scheduled to be completed in 2010.

³ All projects or programs, regardless of the project sponsor or the planning process they were developed under, must be consistent with local comprehensive plans that have been certified by the Regional Council. Links to comprehensive plans for Washington cities can be found

VISION 2040 AND MULTICOUNTY PLANNING POLICIES

VISION 2040 recognizes the important role that transportation plays in determining how the region develops. Its policies emphasize a coordinated and comprehensive effort to maintain, improve, and transform the region's transportation system over the coming decades. Projects and programs reviewed for inclusion in the regional transportation improvement program must be consistent with goals and policies contained in VISION 2040, including policies on the **Environment** (pp 35-42), **Development Patterns** (pp 45-62), **Housing** (pp 67-71), **Economy** (pp 73-77), **Transportation** (pp 79-87) and **Public Services** (pp 91-96).

VISION 2040 is also about movement toward a sustainable future – maintaining a healthy region that promotes the well-being of people and communities, economic vitality, and a healthy environment – people, prosperity, and planet. The following sections summarize the VISION 2040 multicounty planning policies within this context.

People and Communities

The region's multicounty planning policies address the relationship of transportation projects to the region's people, culture, and communities. Transportation projects should do their part to *provide access and mobility for all users safely, efficiently, and equitably*, including seniors, children, individuals with disabilities, and those who do not drive – roadways should be designed as *complete streets*. Projects should not create barriers to pedestrians and nonmotorized travel. Projects should *ensure mobility choices* for people with special transportation needs and should prevent or at least *minimize negative impacts to low-income, minority, and special needs populations*. Projects should support the development of new housing, services, and employment in regional growth centers (*see Section 2a below for more information about projects in regional growth centers*) and avoid capacity expansions in rural areas (*see Section 2b for more information about projects in rural areas*).

Transportation projects should also draw from the region's *identity and sense of place*. Projects should *fit within the context* of the built or natural environments in which they are located, and should *preserve and enhance the region's unique attributes* and each community's distinctive identity (especially views and urban form elements). The design, placement, and routing of transportation facilities should *follow natural boundaries* where possible, and should *preserve significant historic, visual and cultural resources*.

Promoting a region of healthy communities and healthy residents is also a major aspect of the regional vision. Transportation projects should *improve the safety* of the transportation system, and should *minimize negative impacts* to human health (e.g., exposure to pollution). Projects should also be designed to *protect the transportation system* from disaster.

Policy references: DP-33, 34, 41; EC-16; T-4, 7, 8, 15, 20, 22, 25, 28; PS-1, 23

Economic Vitality

The region's multicounty planning policies address the relationship of transportation projects to the region's economy and global competitiveness. Projects should phase the provision of facilities to help guide growth and development in a manner that supports the regional vision. Projects should ensure the *efficient flow of people, goods, services, and information* in and through the region to meet the distinctive needs of the regional economy. Transportation projects should be designed to *improve economic and living conditions, protect the investment in the existing system, and reduce the need for new capital improvements* by improving the efficiency of the current system. Projects should *strategically expand capacity*, increase efficiency, and maintain and operate the transportation system to provide *safe, efficient, and reliable* mobility – especially in and connecting regional growth centers.

through the Municipal Research Services Center at www.mrsc.org/cityprofiles/citylist.aspx. Certification status for local comprehensive plans can be found on the Regional Council's website at www.psrc.org/projects/planreview/ppr_status.htm.

Multicounty planning policies also address the preservation of vital sectors of the regional economy. To this end, transportation projects should *protect airports, military lands, and industrial lands from encroachment by incompatible uses*. The freight system should continue to meet the needs of global gateways, producers, and regional and local distribution systems. To maintain the region's capacity for economic expansion, projects should also be designed to *preserve existing rights-of-way for future high-capacity transit and maintain and improve the existing multimodal freight transportation system*.

Finally, the regional economy should be supported by *providing and encouraging alternatives to single-occupancy vehicle travel* and by *integrating transportation modes and networks into a seamless system*. Facilities and connections should be provided to *promote and incorporate transit, bicycle and pedestrian travel*.

Policy references: EN-19, 23; DP-51, 52, 53; EC-16, 23; T-1, 2, 3, 13, 14, 16, 17, 18, 23, 26, 29, 30, 32; PS-2

Healthy Environment

Building on the concept of sustainability, the multicounty planning policies place a high priority on protecting and restoring the region's environmental systems and functions and developing a *clean, sustainable transportation system*. Projects submitted for inclusion in the regional TIP should foster a less polluting transportation system and should *reduce the impacts of transportation on air and water quality*. The region's *production of air toxics, fine particulates, and greenhouse gases should be reduced* in concert with emission reduction goals set by state and federal laws, and *natural hydrological functions should be maintained* and, where feasible, restored. Transportation projects should also be designed and built to *protect wildlife corridors and preserve and restore native vegetation*. Construction of major roads and capacity expansion on existing roads in rural and resource areas should be avoided.

Multicounty planning policies commit the region to comply with state initiatives and directives regarding the reductions of greenhouse gas emissions. Transportation projects are expected to help *reduce the rate of per-capita energy use by reducing vehicle miles traveled and providing and emphasizing alternatives to single-occupant vehicle travel*.

Policy references: EN-3, 11, 12, 13, 18, 20, 21, 23; EC-1; T-5, 6, 28

DESTINATION 2030

Destination 2030 was developed under the multicounty planning policy framework of VISION 2020⁴ and adopted by the general assembly in 2001. In April 2007, an update that expanded on the original Destination 2030 and addressed new topics required by federal law was adopted. Proposed transportation projects must demonstrate consistency with Destination 2030, including the investment principles and implementation guidance. Many of VISION 2040's policy concepts such as efficiency, health and safety, and support for the regional growth strategy are also found in Destination 2030.

Investment Principles

The investment principles in Destination 2030 are intended to create an organized framework for transportation investment decisions at the local, regional, state, and federal levels.

1. The first priority should be to maintain, preserve, make safe and secure, and optimize existing transportation infrastructure and services
2. Investments should emphasize continuity and complete discrete elements of the transportation system

⁴ Note: the investment principles in Destination 2030 were developed to reflect the multicounty planning policies in VISION 2020, which has since been superseded by a new document. As of 2008, work is underway to update Destination 2030 and all of its components to reflect the multicounty planning policies in VISION 2040, which was adopted in April 2008.

3. Appropriate investments in all modes should be emphasized to provide an array of travel choices
4. Transportation investments should be directly linked with measurable transportation, environmental, and land use outcomes, and should support the achievement of regional and state benchmarks and regional objectives
5. Cost-effective transportation options to addressing identified problems should be demonstrated and implemented
6. Compact development of designated urban centers, high capacity transit station areas, and other communities should be supported through direct investment. Investments that demonstrate support for urban-center physical design guidelines, within or connecting designated urban centers, are high regional priorities

Implementation Guidance

Destination 2030 lays out a series of short- and long-term actions to be completed within the region, to maintain and improve mobility through 2030. These actions, many of which are already reflected in the regional TIP, are summarized below (with an emphasis on the shorter-term actions) and are contained in full in Chapter 5 of Destination 2030 (pp. 31-58).

Completing roadway systems

The region's highest roadway priorities are safety projects, maintenance and preservation, and optimization of the existing roadway system. After these basic needs, priorities include projects that meet the following criteria:

- Ready to be implemented
- Complete missing links in the Metropolitan Transportation System
- Complete a well-connected freight network
- Implement major transportation corridor studies
- Support growth and development consistent with adopted growth management plans

Investing in vehicle trip reduction programs

The first priority for vehicle trip reduction programs is to maintain current programs that are viable and effective. The following strategies are intended for early action and continued implementation over the next 30 years:

- Implementing new requirements for the state commute trip reduction program
- Establishing and further exploring potential tax credits and other financial incentives to fund 10 percent or more of employer commute trip reduction program costs
- Creating public-private partnerships to fund vehicle trip reduction incentive programs
- Expanding technical assistance efforts
- Expanding the use of public and private vanpooling to at least double the 2007 share of the region's travel
- Supporting the region's vehicle trip reduction programs through education, promotion, and marketing
- Examining and supporting demonstrations of emerging and promising new vehicle trip reduction strategies

Developing traveler information and management technology

Recommended regional Intelligent Transportation Systems (ITS) strategies include:

- Focusing ITS implementation at the corridor and regional level
- Implementing ITS as a part of the first phases of projects
- Emphasizing long-term funding of operational support for transportation system management and monitoring

- Better integrating the transportation system across modes and between agencies using technology
- Adhering to the regional ITS architecture when installing new systems

Expanding transit services in strong existing and future markets

Guidance focuses on providing a framework for coordinating investments in transit facilities and services. Destination 2030 calls for full implementation of local transit development plans, increasing regionwide fixed-route service by an average of 3.4 percent per year in the short-term. The early actions for high capacity transit also include the implementation of Sound Transit's 10-year Sound Move plan. Guidance for special needs transportation services is located in the PSRC Coordinated Transit-Human Services Transportation Plan (<http://www.psrc.org/boards/advisory/specialneeds/plan.htm>).

Expanding auto and passenger ferry services

Guidance includes planned terminal and maintenance facilities expansions, new passenger ferry vessels, and new passenger service routes.

Investing in nonmotorized transportation

Priority investments in the nonmotorized transportation system are those that fill gaps in the existing network, create connections to and within urban centers, and develop intermodal connections. Short-term actions identified by Destination 2030 include creating safe bicycle and pedestrian connections within, to and among the most developed urban centers, creating safe access to Sound Transit's existing and planned high-capacity transit station areas, and building projects with the highest level of local commitment.

Investing in freight mobility

Freight mobility goals include completing the projects identified in the Freight Action Strategy (FAST) phases I and II. These projects focus on improving port access and fixing rail/highway conflicts along the I-5 corridor from Tacoma to Everett.

Supporting the intercity rail program

Guidance focuses on implementing the Washington State 1998-2018 Intercity Passenger Rail Plan. The plan seeks to enable fast and frequent passenger rail service between the central Puget Sound region and neighboring urban regions.

Regional Aviation

Guidance calls for supporting general aviation and commercial passenger and air cargo needs through strategic investments at general aviation airports, including:

- Preserving and maintaining the existing airport system infrastructure with strategic investments in airport pavements and by supporting airport-compatible land use programs.
- Enhancing airport system safety by meeting FAA and state airport design standards and by addressing airport obstructions
- Investing in strategic airport system enhancements such as lighting, navigational aids, improved runway approaches, runway extensions
- Encouraging construction of general aviation storage facilities at airports with the ability and willingness to provide those facilities
- Supporting multimodal ground access improvement projects

Strategic investments in commercial passenger and air cargo facilities include:

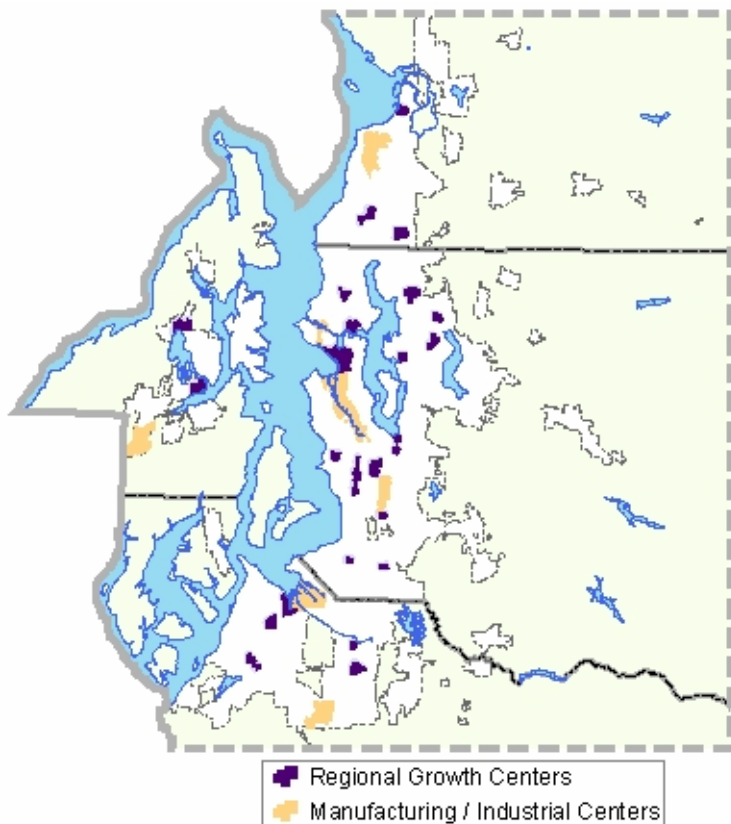
- Port of Seattle's implementation of its Sea-Tac Airport Master Plan
- Implementation of air cargo improvements identified in the Airport Master Plan for Boeing Field

LOCAL COMPREHENSIVE PLANS

All projects or programs, regardless of the project sponsor or the planning process under which they were developed, must be consistent with local comprehensive plans that have been certified by the Puget Sound Regional Council in order to be included in the regional Transportation Improvement Program. Projects should be identified in the local 20-year capital facilities plan and six-year Transportation Improvement Program. If the project is not specifically identified in the plan, the sponsor must demonstrate that it is consistent with the comprehensive plan. Applications should include specific references and should provide information about policies supported as well as any potential conflicts between local plan policies and the circumstances that justify the project.

Links to comprehensive plans for Washington cities can be found through the Municipal Research Services Center at www.mrsc.org/cityprofiles/citylist.aspx. Certification status for local comprehensive plans can be found on the Regional Council's website at www.psrc.org/projects/planreview/ppr_status.htm.

2a. Policy Summary – Projects in Centers



VISION 2040 identifies 27 regional growth centers that were designated by the Regional Council as of 2008. These centers are expected to accommodate a significant proportion of the region's residential and employment growth, and are also expected to be a focus for public infrastructure funding. VISION 2040 also recognizes the importance to the regional economy, of protecting and stimulating major concentrations of manufacturing and industrial land uses. Accordingly, eight manufacturing/industrial centers are designated and identified as focal points for economic development funding and transportation infrastructure investments. TIP applications for projects in regional growth centers and manufacturing/industrial centers must describe how the project relates to growth management and transportation policies for those centers.

VISION 2040 AND MULTICOUNTY PLANNING POLICIES

A core strategy of VISION 2040 is creating and supporting vibrant central places in all cities, with a specific emphasis on designated regional growth centers and manufacturing/industrial centers. Designated centers are identified in VISION 2040 as receiving a significant share of population and employment growth as well as prioritized investments in public facilities and services. The guiding premise is to build an environment in regional growth centers that will attract residents, businesses, and activity. Transportation investments – particularly projects that help provide frequent and fast transit connecting the center to surrounding neighborhoods and other centers – play a key role in creating this environment.

Transportation projects proposed for the regional TIP are expected to *support focused residential and employment growth* within regional growth centers and economic growth in designated manufacturing/industrial centers. Projects should preserve and enhance existing neighborhoods, achieve community development objectives, and apply urban design principles. Transportation projects should also *improve the environment for walking and biking* and encourage alternatives to single-occupant-vehicle travel.

Policy references: DP-5, 7, 10, 13, 14; H-5, 6; EC-6, 18, 20; T-12, 21, 23

DESTINATION 2030

Destination 2030 includes a set of *physical design guidelines* to be used in planning for and developing Regional Growth Centers. The guidelines are intended to advance fundamental design principles for development and projects in centers to better connect land use and transportation.

Destination 2030 also recognizes designated Regional Growth Centers and high capacity transit station areas and areas immediately adjacent to them as *Pedestrian Improvement Zones*. These areas are targeted as top priority for pedestrian improvements.

Projects in regional growth centers must demonstrate consistency with Destination 2030, including the physical design guidelines and criteria for pedestrian improvement zones.

Physical Design Guidelines for Projects in Regional Growth Centers

Transportation projects in designated Regional Growth Centers are expected to address one or more of the Physical Design Guidelines established in Destination 2030 (see Chapter 4, page 28). The guidelines are intended to advance fundamental design principles and site development characteristics that can serve as a starting point to achieving successful and mutually supportive connections between land use and transportation. In completing their applications, sponsors of projects within centers should describe how their projects and/or programs address these guidelines:

- Encourage a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership.
- Encourage compact growth by addressing planned density.
- Link neighborhoods and connect streets, sidewalks, and trails.
- Integrate activity areas with surrounding neighborhoods.
- Locate public and semipublic uses near high-capacity transit stations.
- Design for pedestrians and bicyclists.
- Provide usable open spaces for the public.
- Manage the supply of parking.
- Promote the benefits of on-street parking.
- Reduce and mitigate the effects of parking.

- Destination 2030, 2007 update, page 28

Criteria for Pedestrian Improvements Zones

Transportation projects and programs on the Metropolitan Transportation System in and adjacent to designated Regional Growth Centers are expected to meet as many of the following criteria as possible:

- Wide, continuous sidewalks on both sides of the streets.
- Narrower streets scaled for pedestrians and lower vehicle speeds.
- Interconnected streets and small block patterns.
- Marked crosswalks and signal improvements at major intersections, with crossing opportunities at least every two blocks.
- Wide curb bulbs, and crosswalk and intersection curb ramps.
- Street furniture and amenities such as benches and water fountains.
- Street lighting at pedestrian scale.
- Awnings/covered building entrances that shelter pedestrians from weather.
- Planting buffers, landscaping, and/or street trees.
- Public spaces adjacent to main pedestrian travel ways, to provide places to rest and interact.
- Traffic calming devices to slow traffic.
- Median islands to provide safe refuge areas for pedestrians.
- On-street parking restrictions near pedestrian crossing areas.
- Signage identifying nearby services.

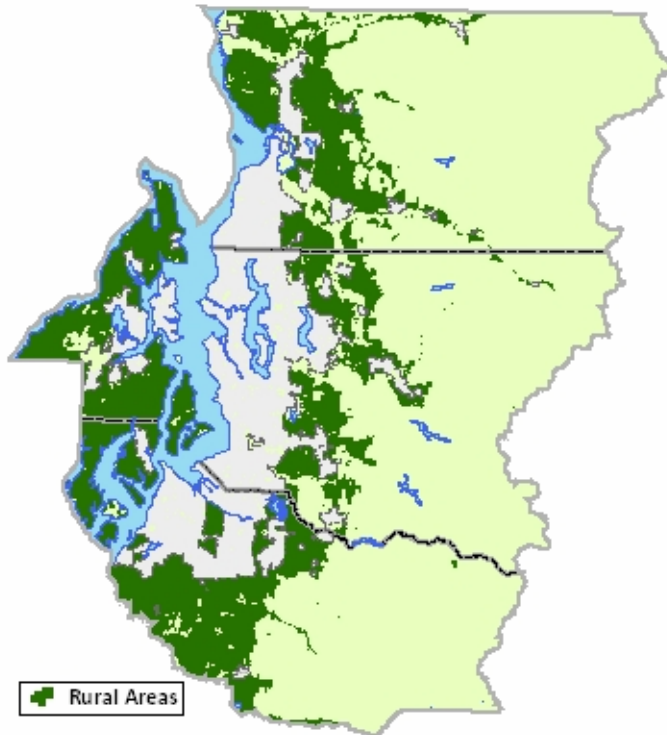
- Regional Bicycle & Pedestrian Implementation Strategy, page 16

LOCAL COMPREHENSIVE PLANS

TIP applications for projects located in designated Regional Growth Centers should address the relationship of the project to local center subarea plans and policies in addition to the comprehensive

plan as a whole. Links to comprehensive plans for Washington cities can be found through the Municipal Research Services Center at www.mrsc.org/cityprofiles/citylist.aspx.

2b. Policy Summary – Projects in the Rural Area



Rural lands are those areas that are outside the urban growth area and are not designated resource lands (forest, agriculture, etc.). The region’s rural areas are diverse in land uses and in natural amenities, and represent a unique asset to the region’s identity, character, and economy.

VISION 2040 AND MULTICOUNTY PLANNING POLICIES

VISION 2040 recognizes that the region’s rural areas have distinct characteristics and provide opportunities for a lifestyle that contributes to the region’s sustainability. The overall goal calls for “permanently sustain[ing] the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas (pg. 56).”

A major premise of VISION 2040 is the protection of the region’s rural areas from incompatible land uses and infrastructure levels of service. *New roadways and capacity expansions in rural areas are to be avoided.* Transit service should be focused on service to and between cities and towns in the rural area. Projects should *respect the local character* of rural areas, *protect environmental functions* in rural and resource areas, and *maintain rural levels of service.*

Policy references: DP-21, 26, 27, 31, 32, 47; EC-22; T-28

County Comprehensive Plans

TIP applications for projects located in rural areas should address the project’s relationship to the appropriate county comprehensive plan. The project should be identified in the county’s 20-year capital facilities plan and six-year transportation improvement program. If it is not specifically identified in the plan, the project sponsor must demonstrate that it is consistent with the comprehensive plan. The Application should identify policies supported by the project/program, as well as any potential conflicts between local plan policies and the circumstances that justify it.

County Comprehensive Plans:

- King <http://www.kingcounty.gov/property/permits/codes/growth/CompPlan.aspx>
- Kitsap..... <http://www.mykitsap.org/> (Look under “Final Plan/EIS”)
- Pierce <http://www.co.pierce.wa.us/pc/services/home/property/pals/landuse/landuse.htm>
- Snohomish... http://www1.co.snohomish.wa.us/Departments/PDS/Divisions/LR_Planning/Projects_Programs/Comprehensive_Plan/

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3. Complete Set of Multicounty Planning Policies

This section includes the full set of multicounty planning policies. Asterisks have been placed in front of policies that may be more relevant to individual transportation projects.

General Multicounty Planning Policies

MPP-G-1 Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes where there are common borders or related regional issues, to facilitate a common vision.

MPP-G-2 Update countywide planning policies, where necessary, prior to December 31, 2010, to address the multicounty planning policies in VISION 2040.

MPP-G-3 Monitor implementation of VISION 2040 to evaluate progress in achieving the regional growth strategy, as well as the environment, development patterns, housing, economy, transportation, and public services provisions.

Fiscal

MPP-G-4 Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.

MPP-G-5 Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.

Environment

Environmental Stewardship

Goal: *The region will safeguard the natural environment by meeting the needs of the present without compromising the ability of future generations to meet their own needs.*

MPP-En-1 Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.

MPP-En-2 Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide and local levels.

* **MPP-En-3** Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.

* **MPP-En-4** Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment, with minimal exposure to pollution.

MPP-En-5 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

MPP-En-6 Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.

* **MPP-En-7** Mitigate noise caused by traffic, industries, and other sources.

Earth and Habitat

Goal: *The region will preserve the beauty and natural ecological processes of the Puget Sound basin through the conservation and enhancement of natural resources and the environment.*

MPP-En-8 Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries.

MPP-En-9 Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

MPP-En-10 Preserve and enhance habitat to prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.

- * **MPP-En-11** Identify and protect wildlife corridors both inside and outside the urban growth area.
- * **MPP-En-12** Preserve and restore native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.

Water Quality

Goal: The region will meet or do better than standards established for water quality. The quality of the water flowing out of the region – including Puget Sound – should be as good as or better than the quality of water entering the region.

- * **MPP-En-13** Maintain natural hydrological functions within the region's ecosystems and watersheds and, where feasible, restore them to a more natural state.

MPP-En-14 Restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.

MPP-En-15 Reduce the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risks to human health and the environment.

MPP-En-16 Identify and address the impacts of climate change on the region's hydrological systems.

Air Quality

Goal: The overall quality of the region's air will be better than it is today.

- * **MPP-En-17** Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.
- * **MPP-En-18** Reduce levels for air toxics, fine particulates, and greenhouse gases.
- * **MPP-En-19** Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

Climate Change

Goal: The region will reduce its overall production of harmful elements that contribute to climate change.

- * **MPP-En-20** Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.
- * **MPP-En-21** Reduce the rate of energy use per capita, both in building use and in transportation activities.
MPP-En-22 Pursue the development of energy management technology as part of meeting the region's energy needs.
- * **MPP-En-23** Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.
MPP-En-24 Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.
MPP-En-25 Anticipate and address the impacts of climate change on regional water sources.

Development Patterns

Urban Lands

Goal: The region will promote the efficient use of land, prevent urbanization of rural and resource lands, and provide for the efficient delivery of services within the designated urban growth area.

MPP-DP-1 Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.

- * **MPP-DP-2** Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.

Goal: *The region, countywide planning bodies, and local jurisdictions will work together to set population and employment growth targets consistent with the regional vision.*

MPP-DP-3 Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment targets for each designated regional growth center.

MPP-DP-4 Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.

Centers

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

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

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

- * **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.

Regional Manufacturing/Industrial Centers

Goal: *The region will continue to maintain and support viable regional manufacturing/industrial centers to accommodate manufacturing, industrial, or advanced technology uses.*

MPP-DP-8 Focus a significant share of employment growth in designated regional manufacturing/industrial centers.

MPP-DP-9 Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

- * **MPP-DP-10** Give funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding are also appropriate to prioritize to these regional centers.

Other Centers, including Countywide and Local Centers

Goal: *Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.*

- * **MPP-DP-11** Support the development of centers within all jurisdictions, including town centers and activity nodes.

MPP-DP-12 Establish a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region.

- * **MPP-DP-13** Direct subregional funding, especially county-level and local funds, to centers designated through countywide processes, as well as to town centers, and other activity nodes.

Compact Urban Communities

- * **MPP-DP-14** Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.

MPP-DP-15 Support the transformation of key underutilized lands, such as brownfields and greyfields, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.

Cities in Rural Areas

MPP-DP-16 Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

* **MPP-DP-17** Promote transit service to and from existing cities in rural areas.

Unincorporated Urban Growth Area

Goal: All unincorporated lands within the urban growth area will either annex into existing cities or incorporate as new cities.

MPP-DP-18 Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the regional growth strategy, annexation is preferred over incorporation.

MPP-DP-19 Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.

* **MPP-DP-20** Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.

Rural Lands

Goal: The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.

* **MPP-DP-21** Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

MPP-DP-22 Do not allow urban net densities in rural and resource areas.

MPP-DP-23 Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.

MPP-DP-24 In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.

MPP-DP-25 Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.

MPP-DP-26 Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

MPP-DP-27 Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

MPP-DP-28 Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

Resource Lands

Goal: The region will conserve its natural resource land permanently by designating, maintaining, and enhancing farm, forest, and mineral lands.

MPP-DP-29 Protect and enhance significant open spaces, natural resources, and critical areas.

MPP-DP-30 Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.

* **MPP-DP-31** Support the sustainability of designated resource lands. Do not convert these lands to other uses.

MPP-DP-32 Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.

Elements of Orderly Development and Design

Regional Design

Goal: *The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.*

- * **MPP-DP-33** Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.
- * **MPP-DP-34** Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.
- * **MPP-DP-35** Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.
- MPP-DP-36** Provide a wide range of building and community types to serve the needs of a diverse population.
- MPP-DP-37** Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.
- MPP-DP-38** Design public buildings and spaces that contribute to a sense of community and a sense of place.
- MPP-DP-39** Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.
- * **MPP-DP-40** Design transportation projects and other infrastructure to achieve community development objectives and improve communities.
- * **MPP-DP-41** Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.
- MPP-DP-42** Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.

The Built Environment and Health

Goal: *The region's communities will be planned and designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives.*

- * **MPP-DP-43** Design communities to provide an improved environment for walking and bicycling.
- MPP-DP-44** Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.
- * **MPP-DP-45** Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.
- MPP-DP-46** Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.
- MPP-DP-47** Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.

Innovative Techniques

MPP-DP-48 Encourage the use of innovative techniques, including the transfer of development rights, the purchase of development rights, and conservation incentives. Use these techniques to focus growth within the urban growth area (especially cities) to lessen pressures to convert rural and resource areas to more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.

MPP-DP-49 Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.

MPP-DP-50 Streamline development standards and regulations for residential and commercial development, especially in centers, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

Incompatible Land Uses

* **MPP-DP-51** Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

* **MPP-DP-52** Protect military lands from encroachment by incompatible uses and development on adjacent land.

* **MPP-DP-53** Protect industrial lands from encroachment by incompatible uses and development on adjacent land.

Concurrency

MPP-DP-54 Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-55 Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

MPP-DP-56 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.

Housing

Housing diversity and affordability

MPP-H-1 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.

MPP-H-2 Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.

MPP-H-3 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals.

Jobs-housing balance

MPP-H-4 Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

Centers housing

MPP-H-5 Expand the supply and range of housing, including affordable units, in centers throughout the region.

MPP-H-6 Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.

Best housing practices

MPP-H-7 Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.

MPP-H-8 Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.

MPP-H-9 Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.

Economy

Business

Goal: *The region's economy prospers by supporting businesses and job creation.*

MPP-Ec-1 Support economic development activities that help to retain, expand, or diversify the region's businesses. Target recruitment activities toward businesses that provide family-wage jobs.

MPP-Ec-2 Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, education, labor, military, workforce development, and other nonprofit organizations.

MPP-Ec-3 Support established and emerging industry clusters that export goods and services, import capital, and have growth potential.

MPP-Ec-4 Leverage the region's position as an international gateway by supporting businesses, ports, and agencies involved in trade-related activities.

MPP-Ec-5 Foster a supportive environment for business startups, small businesses, and locally owned businesses to help them continue to prosper.

* **MPP-Ec-6** Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.

MPP-Ec-7 Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.

People

Goal: *The region's economy prospers by investing in all of its people.*

MPP-Ec-8 Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family-wage jobs for the region's residents.

MPP-Ec-9 Ensure that the region has a high quality education system that is accessible to all of the region's residents.

MPP-Ec-10 Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.

MPP-Ec-11 Address unique obstacles and special needs – as well as recognize the special assets – of disadvantaged populations in improving the region's shared economic future.

MPP-Ec-12 Foster appropriate and targeted economic growth in distressed areas to create economic opportunity for residents of these areas.

MPP-Ec-13 Support the contributions of the region's culturally and ethnically diverse communities in helping the region continue to expand its international economy.

MPP-Ec-14 Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.

Places

Goal: *The region's economy prospers through the creation of great central places, diverse communities, and high quality of life that integrates transportation, the economy, and the environment.*

MPP-Ec-15 Ensure that economic development sustains and respects the region's environmental quality.

* **MPP-Ec-16** Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.

MPP-Ec-17 Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy.

MPP-Ec-18 Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

MPP-Ec-19 Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.

MPP-Ec-20 Provide an adequate supply of housing with good access to employment centers to support job creation and economic growth.

MPP-Ec-21 Recognize the need for employment in cities in the rural areas and promote compatible occupations (such as, but not limited to, tourism, cottage and home-based businesses, and local services) that do not conflict with rural character and resource-based land uses.

MPP-Ec-22 Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.

Transportation

Maintenance, Management, and Safety

Goal: *As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.*

- * **MPP-T-1** Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.
- * **MPP-T-2** Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.
- * **MPP-T-3** Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.
- * **MPP-T-4** Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.

Sustainable Transportation

- * **MPP-T-5** Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.
- * **MPP-T-6** Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.
- * **MPP-T-7** Develop a transportation system that minimizes negative impacts to human health.
- * **MPP-T-8** Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Supporting the Growth Strategy

Goal: *The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.*

Coordination

- * **MPP-T-9** Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.
- * **MPP-T-10** Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

Centers and Compact Communities

- * **MPP-T-11** Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.
- * **MPP-T-12** Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.
- * **MPP-T-13** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

- * **MPP-T-14** Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.
- * **MPP-T-15** Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- * **MPP-T-16** Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Freight

- * **MPP-T-17** Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.
- * **MPP-T-18** Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.
- * **MPP-T-19** Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

Context and Design

- * **MPP-T-20** Design transportation facilities to fit within the context of the built or natural environments in which they are located.
- * **MPP-T-21** Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.
- * **MPP-T-22** Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

Greater Options and Mobility

Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

- * **MPP-T-23** Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.
- * **MPP-T-24** Increase the proportion of trips made by transportation modes that are alternatives to driving alone.
- * **MPP-T-25** Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- * **MPP-T-26** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.
- * **MPP-T-27** Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.
- * **MPP-T-28** Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.
- * **MPP-T-29** Promote the preservation of existing rights-of-way for future high-capacity transit.
- * **MPP-T-30** Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.
- * **MPP-T-31** Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.
- * **MPP-T-32** Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

- * **MPP-T-33** Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.

Public Services

Services in General

- * **MPP-PS-1** Protect and enhance the environment and public health and safety when providing services and facilities.
- * **MPP-PS-2** Time and phase services and facilities to guide growth and development in a manner that supports the regional vision.
- * **MPP-PS-3** Promote demand management and the conservation of services and facilities prior to developing new facilities.
- * **MPP-PS-4** Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.
- * **MPP-PS-5** Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

MPP-PS-6 Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result.

Services by Type

MPP-PS-7 Develop conservation measures to reduce solid waste and increase recycling.

MPP-PS-8 Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.

MPP-PS-9 Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

MPP-PS-10 Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

MPP-PS-11 Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.

MPP-PS-12 Promote the use of renewable energy resources to meet the region's energy needs.

MPP-PS-13 Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

MPP-PS-14 Plan for the provision of telecommunication infrastructure to serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.

MPP-PS-15 Coordinate, design, and plan for public safety services and programs.

MPP-PS-16 Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.

Goal: Residents of the region will have access to high quality drinking water that meets or is better than federal and state requirements.

MPP-PS-17 Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing the potential impacts on water supply from climate change and fisheries protection.

MPP-PS-18 Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.

MPP-PS-19 Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.

MPP-PS-20 Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.

Siting Facilities

- * **MPP-PS-21** Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans.
- * **MPP-PS-22** Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.
- * **MPP-PS-23** Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, (2) equitably balances the location of new facilities, and (3) addresses regional planning objectives.
- * **MPP-PS-24** Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.