

# Development Patterns

**Goal:** *The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.*

The region’s identity now and in the future is significantly shaped by the development patterns and design of its counties, cities, and neighborhoods. To accommodate growth while maintaining different types of communities, sustainable land use strategies will enhance existing neighborhoods, leverage transportation options, and protect natural resources. Comprehensive plans, subarea plans, functional plans, and development regulations will continue to support healthy compact, pedestrian-oriented development with access to public transportation and work to transform existing communities that lack connectivity and walkable places.

Planning for growth near transit is an example of how land use can enhance communities. The region has made a transformative commitment to invest in a regional high-capacity transit system. These transit investments and growth around them can have a powerful influence on new and existing residents and businesses by fostering opportunity, increasing the attractiveness of transit, and boosting market demand that fuels change and growth.

VISION 2050 addresses a spectrum of land use planning issues, including aligning transportation investments with rates of development, managing growth in rural and resource areas, planning for the transition of unincorporated areas into cities, involving diverse voices in planning, community design, and preserving special land uses. Each of these tools and approaches is important for achieving the Regional Growth Strategy and accommodating new growth while supporting and enhancing existing communities.

## Building Urban Communities

The region’s existing and planned transit system connects central places throughout the region, providing people access to attainable housing and jobs, and affordable transportation choices. In many cases, transit options connect dense, vibrant urban places that are planned to accommodate more growth. As the transit network expands, suburban communities will also have access to more mobility options, and an opportunity to transform from auto-oriented areas with separated land uses to compact, mixed-use, and walkable neighborhoods. Growth in compact urban communities, especially near transit stations, can lead to a range of substantial social, environmental, and health benefits, including the potential to:

- Promote health by encouraging walking and biking, improving social connections, cutting air pollution, and reducing motor vehicle accidents
- Lower household expenses for transportation
- Reduce municipal infrastructure costs
- Help meet the growing demand for residents and businesses to locate in “walkable communities”
- Curb land consumption, help conserve farms and natural ecosystems, and protect water quality
- Cut energy consumption and greenhouse gas emissions associated with both transportation and the built environment



The Growth Management Act focuses on accommodating growth in urban areas that include housing choices, workplaces, retail, and services, while providing parks, transportation options, and other public amenities. Redevelopment of areas that separate land uses and lack connections like sidewalks and bike lanes is important to achieving healthy communities that can be effectively served by transit. Urban design is important in all communities to provide safe access to schools and parks. It encourages development that supports a community vision and memorable places that contribute to local character throughout the region.

A strong identity and connection with place enhances a sense of community belonging, stimulates economic activity, and makes for more livable and vibrant communities. Involving community members in the planning process provides an opportunity to understand community needs and priorities. It helps identify what investments are needed, such as public services, transportation options, or environmental needs.

VISION 2050 acknowledges and works to remedy historic inequities that have kept many low-income residents and people of color from accessing opportunities to improve their quality of life. Greater social and economic opportunity for current and future residents will result in stronger communities and a stronger region. VISION 2050 supports inclusive community involvement to ensure plans and policies identify the needs of diverse communities, protect and enhance cultural resources, and embrace community cohesion in the face of change.

### *Opportunity Mapping*

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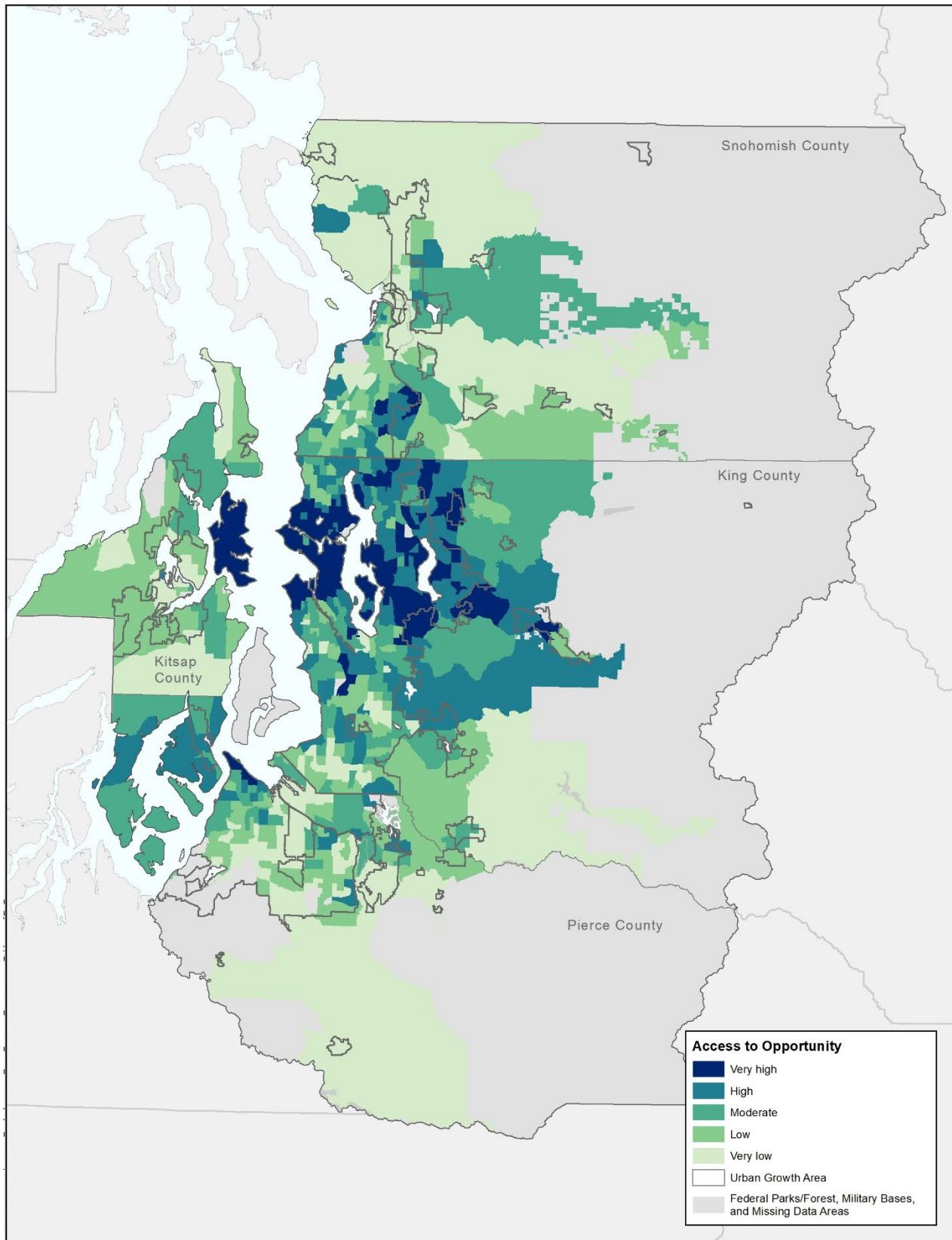
The [Opportunity Mapping Tool](#) assesses the conditions in neighborhoods across the region. Decades of research demonstrates that neighborhood conditions and access to opportunity play a significant role in life outcomes. The premise of opportunity mapping is that all people should have fair access to the critical structures and social infrastructure to succeed in life, and that connecting people to opportunity creates positive, transformative change in communities.

The tool combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The neighborhood indicators are combined to create an overall “opportunity score” for each census tract, and areas are categorized between very low and very high access to opportunity.

The tool can provide information on existing disparities in the region that may be exacerbated as a result of policy and planning decisions. It can provide a lens to evaluate planning and siting decisions. Communities should consider access to opportunity as they plan for the future.

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Figure 22 – Opportunity Map



Success of the Regional Growth Strategy depends on accommodating new growth without displacing existing residents and businesses. Current neighborhood conditions can indicate areas where economic, physical, and cultural displacement may be more likely to occur. PSRC developed a tool to assess the risk of displacement and inform regional and local planning.

### *Displacement Risk*

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The [Displacement Risk Mapping Tool](#) uses a composite of indicators representing five elements of neighborhood displacement risks: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

The tool compiles census tract data from these five categories of measures to determine level of risk by neighborhood: lower, moderate, and higher. It can be used to better understand how growth may impact existing communities and when steps are needed to help existing residents and businesses remain in their communities.

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Analysis of the draft Regional Growth Strategy has shown that many areas with current and future high-capacity transit investments have higher displacement risk than other parts of the region. Cities and counties need to act swiftly to mitigate displacement risk and support inclusive growth near transit so both existing and future residents are able to benefit from the opportunities these major transit investments can provide.

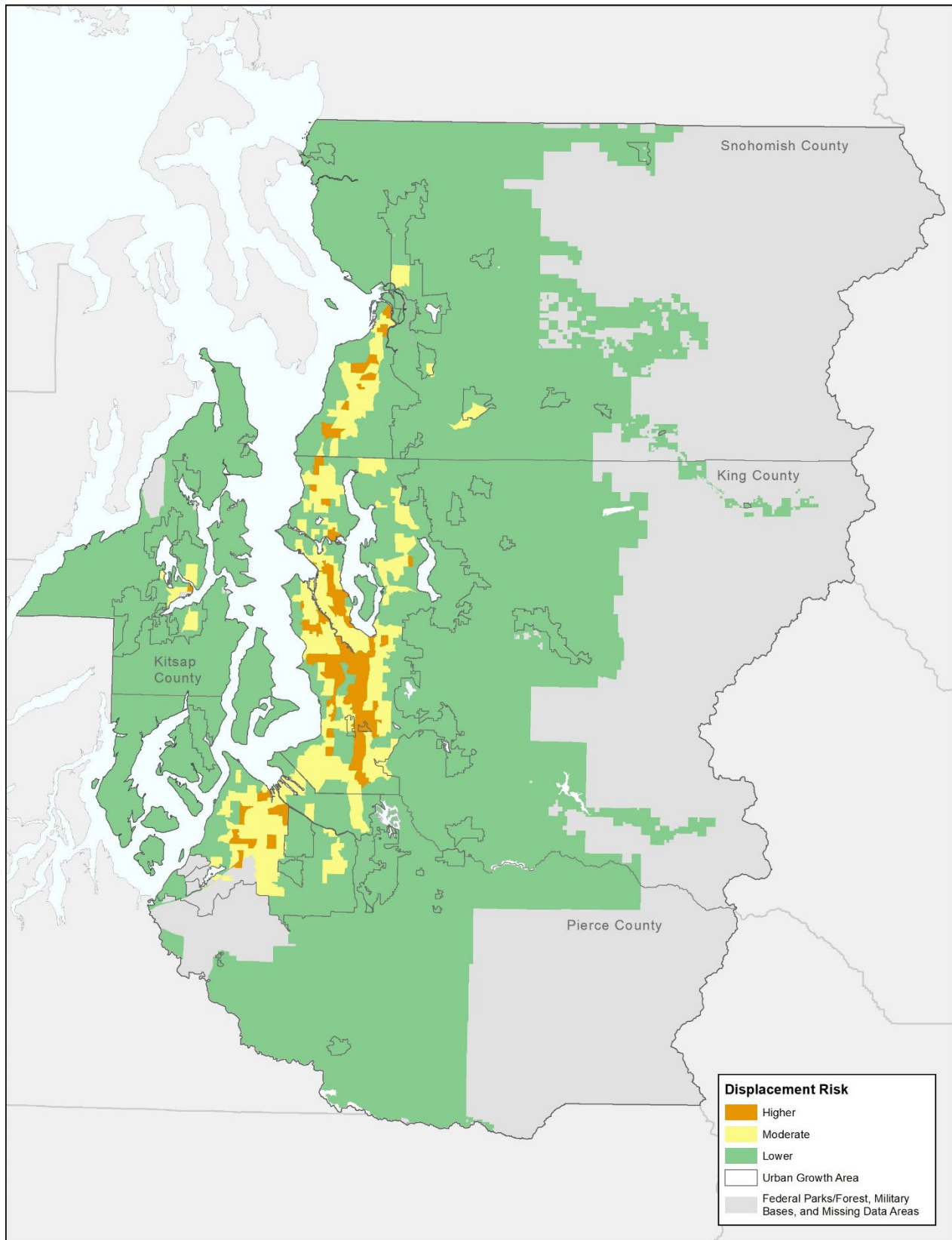
## **Promoting Healthy Communities**

How residents live, work, and get around affects their physical, social, and mental well-being. Communities that are compact, with jobs, parks, services and amenities, and transit in walking distance, have better health and social well-being outcomes. As communities grow and redevelop, retrofitting existing urban areas to better support compact walkable development, with sidewalks and bike lanes that connect people to jobs and services, will promote physical activity and make healthier communities more accessible. As communities are retrofitted and rebuilt, ensuring spaces are people-oriented and accessible to all residents, especially those with physical disabilities, will ensure places are inclusive and welcoming.

Health is more than just the absence of disease. Health risks and outcomes vary by place, race, and income. Disparities increase for people of color and those with low incomes; they face more barriers to affordable, quality housing, health care, and healthy foods. Neighborhoods with higher concentrations of residents with low incomes often suffer from long-term disinvestment and may lack resources to provide sidewalks, parks and open space, access to fresh fruits and vegetables or farmers' markets, quality grocery stores, and other community assets that encourage healthy habits. Local plans should identify and address community-specific health disparities to improve health outcomes for all residents.



Figure 23 – Displacement Risk Map



## Centers: Supporting Connections to Opportunity

Regionally designated centers, local centers, and the areas surrounding high-capacity transit stations serve a critical role in the region. These mixed-use centers offer a diverse collection of services, mobility options, housing, and jobs for the region’s residents. The region’s transit network connects these central places and increases access to services and jobs for residents throughout the region.

Many of these areas are equipped to accommodate greater shares of future population and employment growth – allowing more residents to have access to the range of opportunities available in these central places, including new mobility options as the regional high-capacity transit network expands. These areas also present opportunities for redevelopment and infill. Along major transit routes, redevelopment can occur in the form of transit-oriented development. Mixed-use projects that provide housing, employment, services, and retail can focus around a transit station or hub and serve as an activity node for adjacent neighborhoods. PSRC’s [Growing Transit Communities Strategy](#) provides guidance for promoting thriving and equitable transit communities. VISION 2050 calls for PSRC to work with transit agencies and local jurisdictions to develop guidance for transit-supportive densities. Additionally, policies support the development of centers in all communities to provide opportunity for all the region’s residents to live, work, and play.

### Regional Centers

The entire region benefits from central places that are connected by transit. A limited number of regional centers are formally designated by PSRC to accommodate a significant share of the region’s growth and development and implement the Regional Growth Strategy. PSRC’s [Regional Centers Framework](#) has further refined the different types and expectations of regional centers.

As focal points for investment and development, regional growth centers can help promote equitable access to housing, services, healthcare, quality transit service, and employment. The two types of regional growth centers—urban growth centers and metro growth centers—are primary locations of regionally significant businesses and governmental and cultural facilities. Regional growth centers also provide a mixture of housing types and community facilities. Many of the regional growth centers represent opportunities to transform low-density, auto-oriented development into mixed-use, walkable places through redevelopment.

The Regional Centers Framework identifies two types of regional manufacturing/industrial centers—industrial employment and industrial growth centers. These centers preserve lands for living-wage jobs in basic industries and trade and provide areas for employment to grow in the future. Manufacturing/industrial centers provide economic diversity, support national and international trade, and offer higher-than-average wages. These centers can also generate substantial revenue for local governments, depending on the types of industrial land uses. To preserve existing centers of intensive manufacturing and industrial activity, the region should provide necessary infrastructure and services and restrict incompatible land uses in these areas. The Regional Centers Framework calls for strictly limiting commercial uses in manufacturing/industrial centers. These centers are also not appropriate for residential uses.

## **Countywide Centers, Local Centers, and Transit Station Areas**

Countywide growth centers, countywide industrial centers, and local centers serve important roles as central places for activities and services and places where future growth can occur. These local hubs are identified and designated by the region’s countywide groups and local jurisdictions. Countywide planning policies and local comprehensive plans describe the local expectations of these places. Countywide centers are expected to accommodate new population and employment growth.

Transit station areas are central hubs within the region’s transportation network. They connect residents and workers to jobs and services in the rest of the region and offer access to nearby civic and public spaces. These places, with access to the region’s jobs, institutions, and services, are critical focal points for achieving equitable access to opportunity for the region’s residents.

VISION 2050 encourages focusing growth in these areas and conducting station area planning to maximize benefits. While many transit station areas serve as ideal locations for growth and development, not all will play a role in accommodating significant new growth. Some high-capacity transit station areas are located in rural areas. These provide important connections to urban areas but are not appropriate for the same level of growth as stations located in the urban growth area. Other stations will be access points to the regional system. Planning at the local level will help to define how local governments can best encourage walkable neighborhoods around these stations.

Additional transit in the region, including frequent and local bus service, also provides valuable connections. Local bus service and other mobility options link residents to the regional high-capacity transit network and to local destinations. Supporting all types of transit service by making it attractive to use and providing safe and convenient options for walking and biking will give more residents affordable and sustainable access to jobs and services in communities throughout the region.

Through the planning process for central places, local jurisdictions may develop a unique vision and a blueprint for regulations, incentives, and investments that successfully attract residential and employment growth consistent with that vision. VISION 2050 envisions that each jurisdiction in the region will take steps to further evolve one or more central places as mixed-use areas of residences, employment, and services. Each center – no matter how large or small – should serve as a focal point of the community and should be easy to access and travel around.

### *Transit Station Areas*

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High-capacity transit station areas serve important roles in accommodating growth and can be located within or outside of designated regional growth centers and countywide centers. Station areas are within walking distance (about a half mile) of existing and planned light rail and streetcar stations, commuter rail stations, and ferry terminals and within a quarter mile of all existing and planned bus rapid transit stations.

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Figure 24 – Types of Centers and Transit Station Areas

### Regional Growth Center

Location of compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations.



### Manufacturing/Industrial Center

Areas where regionally significant manufacturing and industrial land uses are concentrated and preserved.



### Transit Station Area

Places within walking distance to high-capacity transit stations, where compact, mixed-use development patterns can support frequent transit service.

Areas within:  
 ½ mile to light rail, commuter rail, ferry terminals, streetcar  
 ¼ mile to bus rapid transit

### Countywide Growth Center

Designated through a countywide process to serve as compact, mixed-use development within a city or unincorporated urban area. These areas are a local planning and investment priority and transportation options.

### Countywide Industrial Center

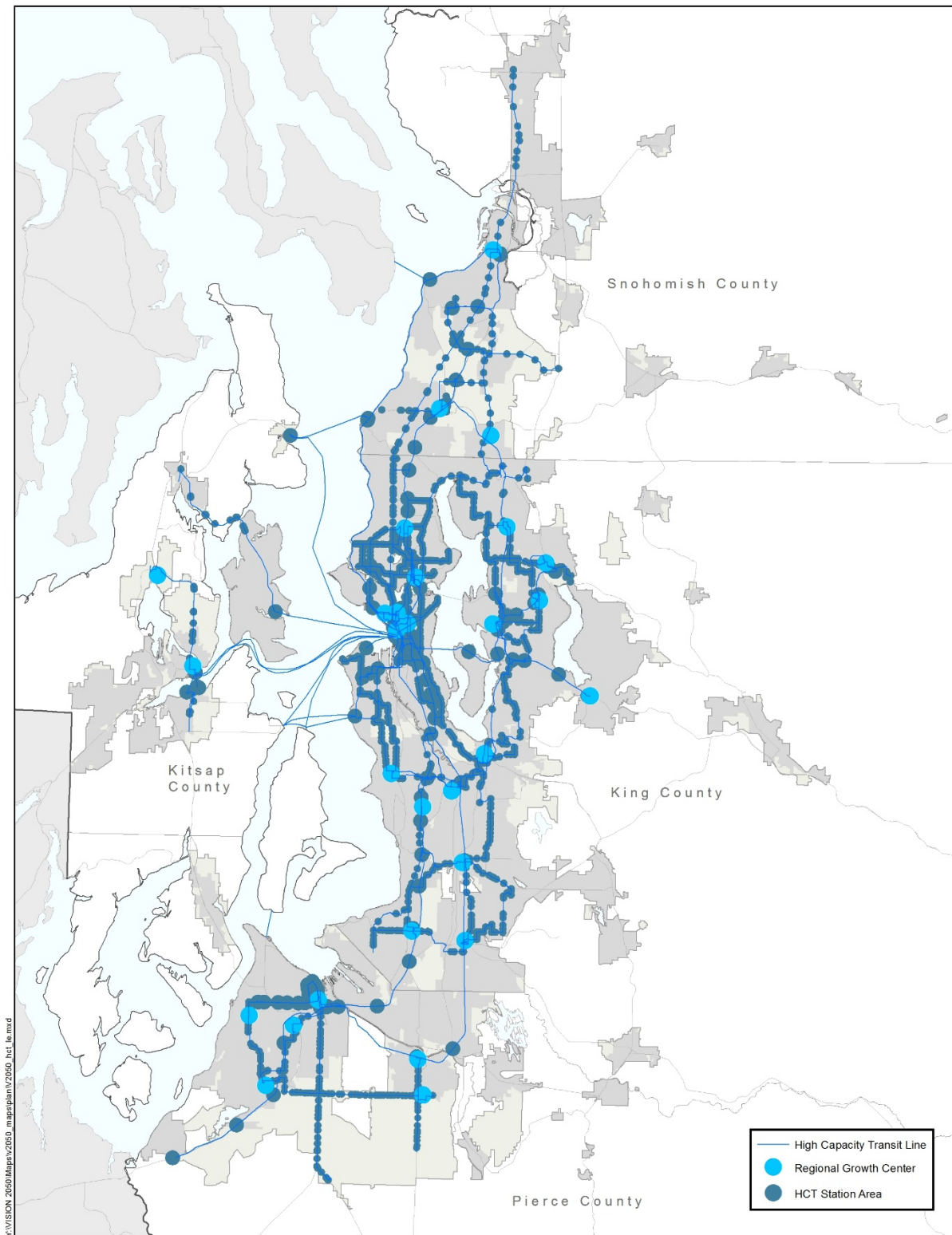
Designated through a countywide process to serve as important local industrial areas within a city or unincorporated urban area. These areas are a local planning and investment priority to support industrial sector employment.

### Local Center

Locally identified areas that play an important role in the region and help define community character, provide local gathering places, serve as community hubs, and accommodate growth.



Figure 26 – Regional Growth Centers and High-Capacity Transit Station Areas



## Cities in Rural Areas

A number of freestanding incorporated cities surrounded by rural lands exist throughout the region. Under the Growth Management Act, these cities are part of the urban growth area and provide access to transportation, local services, and economic opportunity to residents in rural and unincorporated areas.

VISION 2050 calls for these communities to continue to be the primary places for meeting service needs – including shopping, jobs, and services – of both their residents and residents in nearby rural areas. Cities in rural areas are appropriate focal points for rural and resource-based industries and rural areas are typically best served by schools, institutions, and facilities located in adjacent cities and towns. Development patterns in these communities will reflect the size and scale appropriate for smaller towns and should continue to support their walkable town centers.

## Annexation and Incorporation

Every county in the region has unincorporated land within its urban growth areas. The character of these areas ranges from lightly developed communities on the edge of the urban growth area to dense neighborhoods near major employment centers that are indistinguishable from surrounding incorporated jurisdictions. Some urban unincorporated areas will soon have access to high-capacity transit. As the Regional Growth Strategy prioritizes growth near high-capacity transit, these areas are more equipped to accommodate growth than other unincorporated areas without transit access.

The Growth Management Act states urban communities are best served by city governments that provide a complete array of urban services. Counties and cities have adopted policies and jointly planned areas to support the transfer of governance as land is annexed or incorporated. However, annexations and incorporations are complex, time-consuming, and expensive, and several barriers exist. Annexation methods in state law are cumbersome processes that do not guarantee success. All annexation and incorporation methods rely on community support, which can be difficult for cities to facilitate. Long-term cost implications derived from increased service costs and upgrades to infrastructure often deter cities from annexing whole communities.

This regional plan expects that by 2050 all urban area will be annexed into existing cities or incorporated as new cities, but also recognizes the challenges of this goal. PSRC, counties, and cities will continue to work together to address barriers to annexation and incorporation through supporting necessary changes to state annexation laws, opportunities for state and local incentives, and joint planning efforts.

Much of the unincorporated urban growth area has been identified by nearby cities for potential annexation. For large unincorporated communities, incorporation might be more viable. Counties are encouraged to work with residents to identify these areas and plan for their incorporation.





## Conserving Traditional Landscapes: Rural Areas and Natural Resource Lands

The region's rural areas have distinct characteristics, just as the urban growth area does. Among the region's rural lands are areas with different ecological functions, parcel sizes, and uses. Rural areas provide opportunities for a lifestyle that makes a distinct contribution to the region's sustainability and economy. By focusing the majority of the region's growth inside the urban growth area, lands with rural character can be maintained for present and future generations.

Washington state law enables development to occur based on regulations in effect at the time that a building permit or land division application was submitted – a practice known as vesting. This can lead to situations where development approved before adoption of comprehensive plans under the Growth Management Act is not consistent with the law's planning goals or more recently adopted local plans. VISION 2050 advances tools and techniques to address the challenges of vesting in rural areas, such as conservation programs, purchase of development rights, transfer of development rights, and lot consolidation.

### *Rural Town Centers and Corridors Program*

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Recognizing the importance of rural areas to the region's economy and sustainability efforts, PSRC established the Rural Town Centers and Corridors Program to provide assistance to rural communities. The program uses financial incentives to bring together the interests of rural towns and transportation agencies to plan jointly for improvements in a manner that enhances the rural character of these communities.

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The region will continue conserving its natural resource lands by designating, maintaining, and enhancing the farm, forest, and mineral lands that sustain the environment and economy. These lands serve resource-based industries and are sources of food, wood products, sand, gravel, and minerals. These lands also provide ecosystem services, supporting wildlife habitat, open space, and groundwater recharge. Farms and forests can be viewed as renewable natural resources with the potential to produce food and wood fiber on an ongoing basis. The productivity of these lands can be compromised if they are overworked or polluted and is lost when resource lands are converted to other uses.

Beyond land use regulations, counties play a role in supporting the economic viability of agriculture and food production. Maintaining and expanding a healthy market for local food and forest products is essential to long-term preservation of these industries and lands. VISION 2050 seeks to permanently protect the region’s key resource lands as places of continued environmental prosperity and economic viability.

## **Collaborating to Preserve and Enhance Important Uses**

### **Innovative Techniques**

A variety of land use tools support implementation of VISION 2050 and the Growth Management Act. The Growth Management Act encourages the use of innovative land use and development techniques, and VISION 2050 calls for counties and cities to encourage sustainable development practices that focus growth within the urban growth area, especially in centers and transit station areas. Local jurisdictions implement many regional policies through local ordinances, zoning codes, and development regulations. Cities and counties have adopted inclusionary zoning requirements, incentives for compact, pedestrian-oriented development, and other tools that enable communities to grow in sustainable, equitable, and healthy ways.

### **Industrial Lands**

Local jurisdictions have been proactive in protecting industrial lands. Recognizing that industrial lands can result in negative impacts, such as noise, glare, increased traffic, and potential safety or health hazards, including exposure to harmful air emissions, cities and counties are concentrating these uses in industrial centers. Local codes limit uses within these industrial areas, which benefits not only the industries located in these areas but also protects the neighboring communities from harmful impacts. VISION 2050 calls for cities and counties to continue preserving industrial lands and limiting incompatible land uses in manufacturing/industrial centers. Encroachment of incompatible land uses around airports, particularly in the critical approach and departure paths, is a significant problem. Washington state law and VISION 2050 both call for the protection of general aviation airports.





## **Military Installations**

Military installations play an important role in the region’s economy, and local jurisdictions collaborate with the region’s military installations to ensure growth is compatible with military activities and operations. This ensures the welfare, safety, and security of community members and military personnel. Limiting incompatible uses adjacent to military installations can take several forms, from adopting development guidelines that restrict height or land uses to analyzing how transportation impacts from new development affect military transportation routes. Washington state law and VISION 2050 seek continued protection of military installations from encroachment of incompatible land uses and development on adjacent land.

## **Supporting Growth Through Concurrency**

State concurrency requirements underlie a fundamental premise of growth management – namely, that development should occur concurrent with where adequate facilities and infrastructure already exist or are to be provided in the near future. Local governments have a significant amount of flexibility in applying concurrency provisions. Cities, especially those with designated centers, benefit from tailoring their concurrency programs to set level-of-service and impact assessment expectations in the centers or downtown to optimize the use of existing facilities while meeting overall objectives for the urban environment.

Under the Growth Management Act, part of the concurrency requirement is the establishment of level-of-service standards for arterials, transit service, and other facilities. These standards are used to determine whether a proposed development can be served with available facilities, or whether mitigation of some sort may be required. The law requires cities and counties to have a reassessment strategy in the event of a service deficiency or shortfall. Such a strategy allows a jurisdiction to consider: (1) other sources of funding to provide the service, (2) changing the level-of-service standard that was established, and/or (3) reconsidering the land use assumptions.

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Washington state law encourages handling transportation-related concurrency problems with solutions such as transit, walking or biking, system efficiencies, and transportation demand management. Improved coordination among the concurrency programs established by neighboring jurisdictions helps to address the cross-jurisdictional impacts of development and facility needs. Multimodal approaches to concurrency also support reducing greenhouse gas emissions by encouraging a variety of mobility options. As the region's centers and compact communities continue to grow and evolve, future mobility solutions will require integrating multimodal forms of transportation into communities, including transit improvements and more complete bicycle and pedestrian facilities. VISION 2050 calls for addressing multimodal transportation options in concurrency programs and tailoring requirements in centers and subareas to support transit.



## Development Patterns Policies

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### Building Urban Communities

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#### MPP-DP-1

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-2

Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.

#### MPP-DP-3

Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.

#### MPP-DP-4

Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.

#### MPP-DP-5

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-6

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-7

Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.

#### MPP-DP-8

Conduct inclusive engagement to identify and address the diverse needs of the region's residents.



**MPP-DP-9**

Support urban design, historic preservation, and arts to enhance quality of life, support local culture, 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-10**

Design public buildings and spaces that contribute to a sense of community and a sense of place.

**MPP-DP-11**

Identify and create opportunities to develop parks, civic places (including schools) and public spaces, especially in or adjacent to centers.

**MPP-DP-12**

Design transportation projects and other infrastructure to achieve community development objectives and improve communities.

**MPP-DP-13**

Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

**MPP-DP-14**

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.

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## **Promoting Healthy Communities**

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**MPP-DP-15**

Design communities to provide safe and welcoming environments for walking and bicycling.

**MPP-DP-16**

Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.

**MPP-DP-17**

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-18**

Address existing health disparities and improve health outcomes in all communities.



**MPP-DP-19**

Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.

**MPP-DP-20**

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.

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**Centers: Supporting Connections to Opportunity**

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**MPP-DP-21**

Provide a regional framework for designating and evaluating regional growth centers.

**MPP-DP-22**

Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

**MPP-DP-23**

Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.

**MPP-DP-24**

Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

**MPP-DP-25**

Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.

**MPP-DP-26**

Implement the adopted framework to designate countywide centers to ensure compatibility within the region.

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**Annexation and Incorporation**

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**MPP-DP-27**

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, while promoting economical administration and services, annexation is preferred over incorporation.

**MPP-DP-28**

Support joint planning between cities, counties, and service providers 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-29**

Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.

**MPP-DP-30**

Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county or an existing utility district as an interim approach.

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## **Rural Areas and Natural Resource Lands**

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**MPP-DP-31**

Promote transit service to and from existing cities in rural areas.

**MPP-DP-32**

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-33**

Do not allow urban net densities in rural and resource areas.

**MPP-DP-34**

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-35**

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-36**

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-37**

Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

**MPP-DP-38**

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

**MPP-DP-39**

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

**MPP-DP-40**

Protect and enhance significant open spaces, natural resources, and critical areas.

**MPP-DP-41**

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-42**

Support the sustainability of designated resource lands. Do not convert these lands to other uses.

**MPP-DP-43**

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

**MPP-DP-44**

Work to conserve valuable rural and resource lands through techniques, such as conservation programs, transfer of development rights, and the purchase of development rights. Focus growth within the urban growth area, especially cities, to lessen pressures to convert rural and resource areas to residential uses.

**MPP-DP-45**

Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.

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## **Collaborating to Preserve and Enhance Important Uses**

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**MPP-DP-46**

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-47**

Streamline development standards and regulations for residential and commercial development and public projects, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

**MPP-DP-48**

Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

**MPP-DP-49**

Protect military lands from encroachment by incompatible uses and development on adjacent land.

**MPP-DP-50**

Protect industrial zoning and manufacturing/industrial centers from encroachment by incompatible uses and development on adjacent land.

**MPP-DP-51**

Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.

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## **Supporting Growth Through Concurrency**

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**MPP-DP-52**

Develop, implement, and evaluate 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-53**

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

**MPP-DP-54**

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

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## Development Patterns Actions

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### Regional Actions

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#### DP-Action-1

**Implement the Regional Centers Framework:** PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.

#### DP-Action-2

**Industrial Lands:** PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land across all industry sectors, research trends for industrial uses as technology and markets evolve, and identify strategies to preserve, protect, and enhance industrial lands, jobs, and businesses in the region in coordination with jurisdictions' efforts to support their industrial land base. In 2021, PSRC will convene a working group to review policy related to preserving industrial lands and employment.

#### DP-Action-3

**Transit-Oriented Development:** PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.

#### DP-Action-4

**Densities in Transit Station Areas:** PSRC will work in collaboration with transit agencies and local government to develop guidance for transit-supportive densities in different types of high-capacity transit station areas.

#### DP-Action-5

**Concurrency Best Practices:** PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.

#### DP-Action-6

**Coordinated Planning in Unincorporated Urban Areas:** PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.



## Local Actions

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### DP-Action-7

**Identification and Clean-Up of Underused Lands:** Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.

### DP-Action-8

**Center Plans and Station Area Plans:** Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.

### DP-Action-9

**Mode Split Goals for Centers:** Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.

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