

Development Patterns: Land Use, Orderly Development and Design

Overarching Goal: *The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.*

Development patterns of the last half of the 20th century often separated people from jobs, focused on accommodating the automobile, and altered critical ecosystems. Some of the results have been sprawl development, increasing health concerns, overburdened transportation and infrastructure systems, and increased pollution. The loss of land cover and vegetation to impervious surfaces, including buildings and pavement, also contributes to climate change — although not as significantly as the burning of fossil fuels. More recently, steps have been taken once again to build communities that are walkable and have a mix of uses, and that take advantage of materials and building techniques that have less impact on the environment.

Just as many of the region's natural features — such as river corridors and valleys — transcend political boundaries, so too do most of the region's built systems — such as highways, transit corridors, and industrial areas. These features are the connective fabric that ties the region together.

Sustainable development strives to create and support a built environment that is well-designed and well-connected. Buildings and facilities are constructed in a way that is environmentally sensitive, including reducing the use of nonrenewable resources, minimizing impacts on the natural environment, and being attentive to the implications of climate change. People have access to and are well-served with various public, private, and community services.

VISION 2040 provides guidance for concentrating growth and future development into existing urbanized areas. This creates more vibrant communities, reduces reliance on the automobile, minimizes growth in the region's rural areas, protects resource lands, and ensures that resources are available to meet the needs of future generations.

This section describes the character of the development patterns that support the *Regional Growth Strategy*. It focuses on the continued growth of regional and subregional centers, building on the concept of creating mixed-use central places and vibrant communities connected by an efficient transportation system. Policies are included to establish and meet residential and employment targets at the countywide and local levels. Innovative approaches to development, with high quality urban design, are also addressed.

The development patterns section is divided into two subsections: (1) *Land Use* and (2) *Elements of Orderly Development and Design*. The land use subsection emphasizes an integrated approach to development. This means planning for growth in a manner that protects resource, rural, and critical areas by focusing development within areas that are already urbanized and by locating jobs and housing closer together. The subsection on orderly development and design presents traditional and innovative approaches to maintaining a wide variety of healthy, accessible, and well-designed communities.



Development Patterns: Land Use, Orderly Development and Design

Subsection I: Land Use (Urban Lands, Rural Lands, and Resource Lands)

Land has significant importance for people — as a place of identity, as a basis for one’s livelihood, or as a commodity. When there are changes in how land is used, these changes are typically long-lasting. They can alter the sense of place people have come to value. The interests of the individual and the interests of the community can often be at odds when changes in land use take place.

Land use planning addresses many different types of land and a variety of ways in which land is used. It provides a public process for ordering and regulating land, along with related resources and facilities, to ensure the physical, economic, and social well-being of communities and their residents.

Private Property Rights

The Growth Management Act states that “private property shall not be taken for public use without just compensation having been made.” The Act goes on to say that “property rights of landowners shall be protected from arbitrary and discriminatory actions.” (RCW 36.70A.020)

Land Use in Washington State. In Washington’s Growth Management Act, three major categories of land are recognized: urban, rural, and resource. Within each category, further distinctions can be made. For example, forest lands and farm lands are two types of resource lands. Two classifications of land — open space and critical areas — are found in all three land categories. This section addresses each of the three types of land identified in the Act, with distinct expectations for how land functions and is to be used.

URBAN LANDS

The region’s earliest cities developed with a mix of uses and in a manner that supported walking to key destinations and activities. Their compact form can still be seen in many downtowns and city centers.

A pattern of low-density development that began in the 1940s has resulted in the conversion of forests and farms to subdivisions, and made it increasingly expensive to provide water, sewer, streets, and other services. Land uses were separated, with jobs and stores in one location, homes on expansive lots in another, and schools and parks yet someplace else. This pattern also favored single-family homes or complexes of apartment buildings, providing few other choices in housing types. Wide streets with infrequent crosswalks and shopping malls surrounded by parking lots were designed to accommodate cars, not people. This pattern has not supported walking, bicycling, or use of transit to meet daily needs, leading to an overburdening of the roadway system and a loss of regional mobility. Low-density patterns that rely on driving alone for many trips contribute to persistent air pollution problems and greenhouse gas emissions.

Among the goals of the state’s Growth Management Act are provisions to reduce sprawling and low-density development, ensure that growth occurs in areas designated for urban land uses, preserve rural lands and conserve natural resources, and enable efficient provision of services and facilities. In order to provide adequate facilities, services, and housing, and maintain economic health, we need to continue to change the way we accommodate growth. This does not mean that all new urban development will be high-density. In fact, in many cases, existing moderate-density locations, especially single-family neighborhoods, will not significantly change. What it does mean is taking small and big steps to integrate better the locations where we work, shop, live, and recreate in a manner that uses resources — public and private — more efficiently.

The Urban Growth Area. Counties must work with their cities to designate an urban growth area as the primary location for growth and future development. All four counties in the region designated such an urban growth area in the mid-1990s. Subsequently, only relatively minor adjustments to the urban growth area have been made. The *Regional Growth Strategy* was developed with the assumption that, with good planning and efficient land use, existing urban growth area designations can accommodate the population and employment growth expected by 2040. Any adjustments to the urban growth area in the coming decades should continue to be minor. When adjustments to the urban

growth area are considered, they should avoid encroaching on important habitat and natural resource areas.

VISION 2040 emphasizes coordination among counties in the region to achieve compatible urban growth area designations, based on need and an analysis of land capacity. Recognizing the interrelationships among the counties and cities in the four-county region, VISION 2040 calls for establishing a regional framework for future adjustments to the urban growth area. Such a framework allows adjustments to be considered in a regional context and provides the opportunity for the Regional Council and the counties to collaborate.

Growth Targets. A growth target is the minimum number of residents (or in the case of employment, the minimum number of jobs) a given jurisdiction is expected to accommodate by some future year. As part of the state's planning process, the target is an information tool intended to provide policymakers and others with a consistent estimate of how much growth is coming, and where it is expected and intended to go. Targets are developed through collaborative countywide processes that ensure that every jurisdiction is accommodating a fair share of growth. Counties and cities work cooperatively with tribal governments in their targeting processes.

VISION 2040 calls for better integrated processes for establishing residential and employment targets among the region's four counties, including setting targets for regionally designated centers. The numeric distributions of population and employment provided in VISION 2040's

Regional Growth Strategy are intended for use in the countywide targeting processes.

URBAN LANDS GOALS AND POLICIES

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.

VISION 2040 and Centers

The development of centers lies at the heart of VISION 2040 and its related functional plans (the *Metropolitan Transportation Plan* and the *Regional Economic Strategy*). Centers are characterized by compact, pedestrian-oriented development with a mix of uses. Centers provide proximity to a diverse collection of services, shopping, recreation, and jobs, as well as a variety of attractive and well-designed residences. They are locations identified to take a greater proportion of future population and employment in order to curb sprawl — by encouraging development in strategic places inside the region's designated urban growth area.

Centers create environments of improved accessibility and mobility — especially for walking, biking, and transit — and, as a result, play a key transportation role as well. Centers also provide the backbone for the region's transportation network. By developing a highly efficient transportation system linking major centers, the region can take significant steps to reduce the rate of growth in vehicle miles traveled, while accommodating a growing population and an increase in jobs.

Centers also provide environmental benefits by creating communities that rely less on forms of transportation that contribute to air pollution and greenhouse gas emissions. A highly efficient transportation system can contribute to

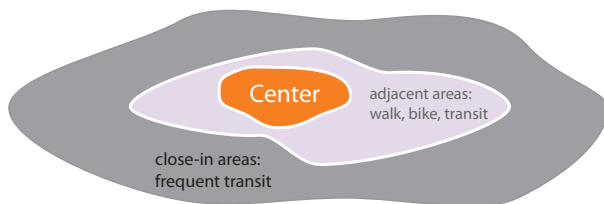
improved air quality and a reduction of pollutants associated with climate change.

Density and Its Benefits. Both high urban density and low-density development have costs and impacts. Low-density development, especially urban sprawl, is costly to serve, can fragment and convert resource lands and environmentally significant areas, and is challenging to serve with transportation beyond driving alone. While higher density areas can experience more localized pollution and noise, compact built environments, where businesses, housing, shopping, and entertainment are in closer proximity, produce a number of benefits. These benefits include reducing demand on services (including water supply and energy supply), having fewer impervious surfaces (which is a factor in reducing the amount of urban runoff), and providing opportunities for economic development through infill and redevelopment.

The *Regional Growth Strategy* seeks to focus a major share of employment and housing growth in *Metropolitan Cities* and *Core Cities*. The centers in these cities, the *regional growth centers*, are to be connected and served by fast and frequent high-capacity transit service. Transit investments in these and other subregional and local centers should be supported by planning and zoning for transit-oriented development in adjacent areas.

What happens in the areas adjacent to and near a center is also important. Easy access into a center from neighboring communities and districts makes it convenient to get to concentrations of jobs, shopping, and entertainment. Such access includes bicycle and pedestrian connections, as well as reliable transit service. Even when walking is not an option, if a person can easily travel to the nearby center with a transit trip, and from there connect to other parts of the region by means of high-capacity transit service, mobility and accessibility are greatly improved.

Centers and Surrounding Areas



Center Types. The policies for and descriptions of centers in VISION 2040 provide a framework for the centers concept. This framework includes *regional growth*

centers and *regional/manufacturing industrial centers*, as well as subregional centers, which include those centers designated through countywide processes or identified locally. Other types of central places, including neighborhood centers and activity nodes, are also discussed.

REGIONAL GROWTH CENTERS

Formally designated by the Puget Sound Regional Council, *regional growth centers* play a unique and important role as locations of the region's most significant business, governmental, and cultural facilities. These centers are located in either *Metropolitan Cities* or *Core Cities*. Regional growth centers are areas of higher-intensity development and contain a mix of land uses and services. Major regional investments for transportation and other infrastructure should be prioritized for these locations.

Criteria for Regional Growth Centers

The Regional Council's Executive Board has adopted criteria for the designation of regional growth centers which consider: minimum targets, mix of uses, compact size and shape, block size, and transportation network.

High-Capacity Transit and Centers

One transit station can serve an area of about one square mile (640 acres), or a half-mile walking radius. To support the use of such a station, a minimum of between 20,000 and 25,000 activity units (some combination of employees and residents) within the square mile is needed (or 30 to 50 activity units per acre).

REGIONAL GROWTH CENTERS GOAL AND POLICIES

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

Unlike *regional growth centers*, *manufacturing/industrial centers* are primarily locations of more intense employment and are typically not appropriate for housing. VISION 2040 calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term regional economic objectives. VISION 2040 discourages non-supportive land uses in manufacturing/industrial centers, such as retail or non-related offices.

Criteria for Regional Manufacturing/Industrial Centers

The Regional Council's Executive Board has adopted criteria for the designation of regional manufacturing/industrial centers, including a minimum employment target, land planned specifically for industrial and/or manufacturing uses, protection from incompatible land uses, efficient size and shape, planning for transportation facilities and services, and urban design standards.

REGIONAL MANUFACTURING/INDUSTRIAL CENTERS GOAL AND POLICIES

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

Many secondary hubs and concentrations of development also serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often the downtowns or city centers of larger cities. *Town centers* in small cities can also provide a mix of housing and services and serve as focal points where people come together for a variety of activities, including shopping and recreation. Finally, small *neighborhood centers* and even *activity hubs* that serve as the crossroads in cities and communities of all sizes are also key in implementing a centers-based approach to development in the region. This includes station areas along major transit routes (including the region's ferry terminals). VISION 2040 calls for developing central places in cities and towns of all sizes.

A Region of Central Places

The centers concept is at the core of VISION 2040. While centers in Metropolitan and Core Cities serve key regional functions as major job, commercial, transportation, and government hubs, other types of centers are also important. VISION 2040 expects each city in the region to take steps to further evolve one or more central places as mixed use areas of residences, employment, shops, cultural facilities, and entertainment. Each such center — no matter how large or small — should serve as a focal point of community, be walkable, and have easy access to transit.

OTHER CENTERS GOAL AND POLICIES

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.

Designated Regional Centers



Centers in VISION 2040

VISION 2040 contains several implementation actions designed to evaluate current regional growth center and manufacturing/industrial center designation criteria, and to refine a description of a regional centers hierarchy. This work will include more explicit descriptions of activity thresholds and targets. (See the Development Patterns actions at the end of this section.)

REGIONALLY DESIGNATED CENTERS		OTHER CENTERS		OTHER CENTRAL PLACES
REGIONAL GROWTH CENTERS	MANUFACTURING/ INDUSTRIAL CENTERS	CENTERS IN LARGER CITIES	SMALL CITY OR TOWN CENTERS	NEIGH. CENTERS, ACTIVITY NODES, STATION AREAS
DEFINITION Regional Growth Centers are designated areas of high-intensity residential and employment development. They are most typically located in the historic downtowns or other major activity areas of the region's five Metropolitan Cities and in Core Cities. Regional growth centers serve as a primary framework for regional transportation and economic development planning.	Manufacturing/ Industrial Centers are locations of intensive employment with facilities having large spaces for the assembly of goods and areas suitable for outdoor storage.	These centers are designated as key areas for concentrating growth in Larger Cities that currently do not have a regional growth center.	Small City or Town Centers are focal points for the region's smaller cities and towns.	Relatively small areas (ranging from an intersection to a couple of blocks), often at key crossroads. These centers can be located in cities of any regional geography type.
DESIGNATION Designated by PSRC.	Designated by PSRC.	Not designated regionally; to be designated through countywide processes.	Not designated regionally; serve more localized needs and identified locally.	Identified locally.
CHARACTERISTICS These are locations with current or planned concentrations of the region's most significant business, governmental, and cultural activities. They support high-density urban neighborhoods with a mix of land uses including housing, jobs, shopping, and recreation. Regional growth centers are often primary cultural, civic, and government hubs with large regional markets. In many respects, these centers function as "small towns" within our largest cities.	Areas in which manufacturing and industrial land uses are concentrated, which cannot easily be mixed with other activities. Housing is not appropriate in these locations.	These centers serve important roles as subregional hubs and secondary concentrations of development. They provide a dense mix of housing and services, such as stores, medical offices, and libraries. They serve as focal points where people come together for a variety of activities, including business, shopping, living, and recreation. They often have a civic character with community facilities, such as municipal buildings and other public places.	These centers provide a moderately dense mix of housing and services, such as stores, libraries, and small parks. They serve as focal points within a small city or town where people come together for a variety of activities, including business, shopping, living, and recreation. They often have a civic character with community centers and facilities, such as City Hall, and frequently include local "Main Streets" and other public places.	These relatively small areas have a mix of uses to serve the immediate vicinity. Housing is often located above ground-floor retail and services.
TRANSPORTATION FEATURES Served by regional high-capacity transit, rail, major highways, and other transportation services. Major investments for transportation and other services and facilities are targeted for these locations. These centers should have a complete network of walkways and bicycle links, with easy access to transit.	Served by major regional transportation infrastructure, including rail, major highways, and port facilities.	Served by regular local transit and regional express transit service. These centers should have a complete network of sidewalks and access to bicycle paths and transit facilities.	Served by local transit. These centers should have a well-developed network of sidewalks and access to bicycle paths and transit stops or other facilities.	Served by local transit. These places should encourage walking, biking, and transit use.
LOCATIONS Metropolitan Cities: Seattle, Bellevue, Bremerton, Everett, Tacoma Core Cities: Auburn, Bothell, Burien, Federal Way, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale, Tukwila	Ballard/Interbay (Seattle), Duwamish (Seattle), Frederickson (Pierce County), Kent (Kent), North Tukwila (Tukwila), Paine Field/Boeing (Everett), Port of Tacoma (Tacoma), South Kitsap Industrial Area (Kitsap County)	Larger Cities: Arlington, Bainbridge Island, Des Moines, Edmonds, Fife, Issaquah, Maple Valley, Marysville, Mercer Island, Mill Creek, Monroe, Mountlake Terrace, Mukilteo, Sammamish, Shoreline, University Place, Woodinville	Small cities inside the urban growth area: Algona, Black Diamond, Bonney Lake, Brier, Covington, DuPont, Edgewood, Fircrest, Gig Harbor, Lake Forest Park, Lake Stevens, Medina, Milton, Newcastle, Normandy Park, Orting, Pacific, Port Orchard, Poulsbo, Ruston, Steilacoom, Sumner Residential cities: Beaux Arts, Clyde Hill, Hunts Point, Woodway, Yarrow Point. Free-standing cities: Buckley, Carbonado, Carnation, Darrington, Duvall, Eatonville, Enumclaw, Gold Bar, Granite Falls, Index, North Bend, Roy, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Sultan, Wilkeson	Could be located in any city. Many cities will have multiple neighborhood and activity areas

Compact Urban Communities

Compact urban communities offer transportation, housing, and shopping choices that reduce the need for automobile travel and allow residents to walk or bicycle to neighborhood stores. Streets are laid out in a grid pattern or are interconnected, rather than as cul-de-sacs, to support efficient transit operations, as well as walking and bicycling. Typically there are a variety of housing types, such as single-family homes on smaller lots and small apartment buildings. Often small neighborhood activity hubs serve as centers for shopping and local services.

Compact development can be more efficient and cost-effective to serve with infrastructure and services. By creating an environment that is more conducive to walking, bicycling, and using transit, compact development can also contribute to reducing greenhouse gases and other pollutants.

Many of the region's transportation thoroughfares are lined with single-story, single-use developments. These areas present opportunities for redevelopment and infill. Along major transit routes, redevelopment can occur in the form

Brownfields and Greyfields

These terms are used for sites that are underutilized or not in active use. Brownfields are typically industrial lands that are either contaminated or perceived as contaminated.

Greyfields usually are outdated or abandoned commercial properties, such as strip retail or shopping malls, typically surrounded by large surface parking areas. These sites provide opportunities for redevelopment or infill and they often have easier access to existing services and infrastructure.

of transit-oriented development, where mixed-use projects that provide housing, employment, and retail can focus around a transit station or hub and serve as an activity node for adjacent neighborhoods.

VISION 2040 supports compact urban communities and promotes the development of vacant or underutilized urban land in a manner that supports transit, conserves resources, and builds communities. VISION 2040 also supports redevelopment of selected low-density commercial corridors to make them more transit-oriented and pedestrian-friendly.

COMPACT URBAN COMMUNITIES POLICIES

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

There are a number of freestanding incorporated cities surrounded by rural lands throughout the region. Under the Growth Management Act, these cities are part of the urban growth area.

VISION 2040 calls for these communities to be the primary places for meeting the service needs — including shopping, jobs, and services — of both their residents and residents in nearby rural areas. Cities in rural areas should also be the focal points of rural-based industries and commerce. Schools and other institutions and facilities serving rural populations should be sited in rural cities. Development patterns in these communities should be at a size and scale appropriate for smaller towns. Commerce should cluster in the town center, which should be walkable and compact.

CITIES IN RURAL AREA POLICIES

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

Within the designated growth area there are unincorporated areas that are urban in form and character, but remain under county jurisdiction. All four counties have such pockets of urban development. Where the ability of the county to provide urban services in these areas has been limited, special service districts have been created as single-purpose units of government. Typically, unincorporated areas are served by dozens of separate special districts, each providing its own type of service. In much of the unincorporated urban growth area, development did not always occur to the same standard as in nearby cities. Roadways lacking gutters, curbs, and sidewalks are just one example.

The Growth Management Act states that cities are the preferred providers of urban services. Urban communities are best served by city governments that provide a complete array of urban services. Some of the region's counties have been working to encourage annexation of unincorporated urban areas by municipalities. Certain unincorporated areas are better suited to incorporate as new cities. VISION 2040 assumes that by 2040 all of the urban area will be within municipalities and the unincorporated urban growth area will be a thing of the past.

VISION 2040 recognizes the issues and challenges of the unincorporated urban growth area, including the historic inconsistency of standards between counties and adjacent municipalities. VISION 2040 calls for joint city-county planning in this area, including establishing common standards for development review and permitting, as well as for services and infrastructure, to ensure that development is efficient and compatible with adjacent communities.

UNINCORPORATED URBAN GROWTH AREA GOAL AND POLICIES

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.

Areas Affiliated for Annexation

Within the designated growth area, much of the unincorporated urban growth area has been identified by nearby cities for potential annexation. These areas are referred to as affiliated areas or potential annexation areas. While a city may be interested in including these areas within its municipal boundaries at some future date, for planning purposes these are not areas to which cities may assign any of their established growth target allocations. Rather, as lands under county jurisdiction they have county-established growth targets assigned to them already. At the time of annexation, the county target for the area is added to the city's existing target.

RURAL LANDS

Rural areas offer diverse natural amenities and characteristics that form a unique asset in our region. Common elements of rural areas include small-scale farms, wooded areas, lakes, streams, and open spaces. Rural lands primarily contain a mix of low-density residential development, agriculture, and forests. Commercial activity in rural areas is most often associated with resource use and production, open space and natural areas, and recreational uses.

Rural areas also provide important environmental and habitat functions, and are critical for salmon recovery. Counties, small towns, cities, and activity areas provide limited public services to rural residents. Rural lands buffer large resource

areas and accommodate small-scale farming, forestry, and cottage industries, as well as other activities associated with natural resources.

Development in Rural Areas. 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 accommodating the majority of the region's growth inside the urban growth area, lands with rural character can be maintained for the present, as well as for 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 Act's planning goals or more recently adopted local plans. VISION 2040 advances innovative tools and techniques to address the challenges of vesting in rural areas, such as purchase of development rights, transfer of development rights, combining lots, and annual development quotas.

Historically, the region's rural lands have undergone rapid change as they became more accessible. Suburban development has consumed large areas of rural land for housing, schools, stores, and other urban uses. In some cases, rural services, such as sanitary septic systems, wells and roads, have become overused, causing environmental pollution — including air and water pollution and greenhouse gas emissions — as well as health and safety problems. Some locations have experienced growth in traffic volumes on roads not designed for urban levels of development.

Rural Town Centers and Corridors Program

Recognizing the importance that rural areas play in the region's economy and sustainability efforts, the Puget Sound Regional Council's Executive Board established the Rural Town Centers and Corridors Program. This program provides assistance and 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.

When suburban development expands, rural lands can be threatened and rural character and small-scale resource lands lost. These development patterns continue in some places today and threaten the viability of rural lands. Existing development potential in these lands means that current zoning in some areas allows for a level of development that is incompatible with goals for rural areas.

The Growth Management Act and VISION 2040 aim to conserve rural lands and protect these unique areas, along with their ecological and economic importance, by concentrating growth in urban areas, limiting growth in rural areas, and conserving open space and resource lands. The Act requires counties to develop rural elements in their comprehensive plans and to identify land uses, densities, and service levels that are compatible with rural character.

The *Regional Growth Strategy* in VISION 2040 seeks to reduce the amount of growth in rural areas. It builds on the success of the first decade of growth management planning, which reduced the overall amount of growth in the region's rural areas.

VISION 2040 further defines a regional policy framework to guide preservation and enhancement of rural lands for future generations. It promotes environmentally sensitive land management practices and the preservation of rural character. Development that does occur in rural areas should be of a size and scale that is rural in character. The pattern should not produce urban net densities that look or function like suburban subdivisions. Such isolated pockets of higher density development may ultimately require urban types of services and conflict with rural character. Development should also be focused into existing communities in the rural area, to enable these places to become more complete communities.

VISION 2040 calls for continued use of rural lands for farming, forestry, recreation, cottage industries, and low-density housing maintained by rural services. To maintain rural character, it also calls for avoiding the construction of new highways and major roads in rural areas. Transportation facilities located in rural areas should be designed and operated in a way that fits the rural context. Other infrastructure and services serving primarily rural residents should be located in neighboring cities and towns and designed in a manner keeping with the size and scale of the local community.

RURAL LANDS GOAL AND POLICIES

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

In Washington, resource lands include forest, agricultural, and mineral lands. These lands serve resource-based industries, and are the sources of wood products, food, sand, gravel, and minerals — which are crucial to the region's sustainability, including development needs and the economy. These lands also provide an environment for wildlife habitat, open space, and groundwater recharge. Timberlands and farmlands can be viewed as renewable natural resources with the potential to produce wood fiber and food 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.

Sustainable use of resource lands seeks to maintain their biodiversity, productivity, and regenerative capacity, while attending to both their current and future ecological, economic, and social functions. Resource-based activities should be conducted in a manner that does not harm ecosystems.

Development does occur on resource lands because of vested development rights. Although this growth is relatively small, it can have significant impacts on the economic viability of industries depending on these lands. VISION 2040 seeks to permanently protect the region's key resource lands.

Forest Lands. Forests are diversified ecosystems, as well as valuable renewable resources. Timber harvesting has been a mainstay of the region's economy for more than a century — providing jobs, economic opportunity, and recreation. Forests provide critical habitat for wildlife and absorb precipitation, which limits flooding and controls erosion. Trees take in carbon dioxide and release oxygen. They filter air pollution — including dust, ozone, and carbon monoxide — from industry and vehicles.

Research by the *Puget Sound Clean Air Agency* and others has shown that in western Washington forest ecosystems are in danger of becoming severely stressed by a combination of rising temperatures and insect damage due to climate change, public overuse, fire susceptibility, and lack of active management. Forested lands adjacent to urbanized areas can be subjected to economic pressures to convert to suburban-type uses. The fragmentation and extensive loss of

the forest land base could also have serious consequences for the environment and the region's economy. Addressing threats to our forests requires a cooperative regional effort.

Agriculture Production and Farmland Preservation

- *King County has more than 42,000 acres in its Agriculture Production Districts, including 13,200 acres protected in the Farmland Preservation Program. The latter began as an initiative approved by voters.*
- *Pierce County's Agriculture Strategic Plan preserves commercially significant and productive farmland.*
- *Snohomish County's Agriculture Initiative is a comprehensive effort to preserve and enhance the agricultural economy.*
- *In Kitsap County, agriculture primarily consists of small farms, with producers who concentrate on small acreage production and livestock.*

Cascade Agenda

A private initiative spearheaded by community leaders and regional stakeholders, the Cascade Agenda includes long-term strategies to conserve 1.3 million acres of working farms, forests, and natural areas. At the same time, the Cascade Agenda seeks to create vibrant cities to attract the growth coming to our region over the next 100 years.

Agricultural Lands. The agricultural land in the central Puget Sound region is among the most productive in the state, especially the rich bottom land adjacent to many of our rivers. Working farmlands contribute to commercial production within the region and create markets for local produce, which support the principles of sustainability. The loss of good quality farmland in the region has implications for air quality, water quality and quantity, and our region's self-sufficiency. When the region loses farmland, its residents must rely on food from more distant locations. Threats to the continued productivity of the region's farmlands include urban development, incompatible adjacent land uses, and the loss of supporting services for farming. Climate change is also expected to exacerbate problems, such as seasonal flooding, which can impact soil quality, and water shortages, which would impact irrigation.

At the same time, certain farming practices can contribute to water pollution and air pollution. Limiting or finding viable alternatives to the use of harmful chemical fertilizers and taking steps to minimize soil erosion can help to protect both surface streams and groundwater. It is important for the region's farmers, urban and rural residents, and decision-makers to plan strategically for the future of agriculture in the region.

Mineral lands. While forest and agricultural lands can be managed and maintained as renewable resources, mines contain nonrenewable resources. In the past, coal was mined in parts of the region. Today mining primarily focuses on aggregates, such as crushed stone, gravel, and sand — materials used to produce concrete. Reclaiming mined land is desirable for safety, health, and aesthetic reasons, but can be costly.

Certain mining practices contribute to air pollution — practices that can and should be avoided. So-called fugitive dust that drifts away from mining areas to other locations, both adjacent and farther away, can be particularly problematic.

RESOURCE LANDS GOAL AND POLICIES

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.

Development Patterns: Land Use, Orderly Development and Design

Subsection II: Elements of Orderly Development and Design

The Growth Management Act advances “orderly development” to ensure that growth is contiguous and can be served efficiently. Well-planned and well-designed development protects open space and farmland, revitalizes communities, keeps housing affordable, improves mobility and transportation choices, and contributes to healthier living. A more orderly approach to development focuses on the long-term implications of growth and how it may affect the community instead of viewing growth simply as an end in itself. It takes into account efficiencies, cost-effectiveness, and the many facets of the built environment that contribute to quality of life.

This part of the development patterns section addresses five subjects: (1) regional design, (2) the built environment and health, (3) innovative techniques, (4) incompatible land uses, and (5) concurrency. The section’s themes address developing vibrant communities, reducing land use conflicts, and promoting well-being — all in terms of how we create more livable environments.

Regional Design

The central Puget Sound region is characterized by natural physical beauty that is integrated with high quality human-made features, attractive living and working conditions, and recreational opportunities. This gives the region a unique identity that significantly contributes to its economic vitality, social cohesiveness, and quality of life — features that are worth maintaining and enhancing.

Design — especially the concept of regional design — is not simply about aesthetics, although visual character shapes our perceptions and experiences. Functional, ecological, economic, and social objectives are equal, if not greater, concerns than physical beauty alone. Achieving environmental, economic, and community-based objectives involves enhancing both the physical and visual environment. Good design is an important factor to ensure that the region grows strategically, gracefully, and efficiently.

A strong identity or connection with place enhances a sense of belonging to and caring for a community, thereby increasing economic activity, livability, and collective action. The natural environment — along with the ecological processes that support it — is a primary basis for regional form and is fundamental to regional character. This principle acknowledges that protecting and enhancing the region’s ecological system is a priority. Because ecological systems are regional in scale, design efforts must be applied at the regional as well as the local level.

Design advances a *systems approach* to address land use, transportation, environmental, urban form, and social concerns holistically. However, design (and systems thinking) at the regional scale involves larger, more complex systems, such as watersheds, clusters of communities, regional land use allocation, and more integrated transportation systems. Regional design must identify common values that shape the region’s character and ways to support those values at all scales, seeking to integrate various systems and elements through design measures.

VISION 2040 calls for identifying and protecting significant visual and cultural resources that preserve community character. It calls for designing facilities throughout the region that advance community development and for creating parks and civic spaces. VISION 2040 also advances redevelopment and infill as opportunities for revitalizing communities, including along linear corridors (such as low-scale retail strips along the thoroughfares). Open space and parks at a variety of scales create public amenities, contribute to the character of communities, and provide opportunities for recreation and physical activity.

REGIONAL DESIGN GOAL AND POLICIES

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

Health and well-being are linked with how we live and how we get around. Public health agencies largely concern themselves with keeping entire communities healthy, safe, and livable. These agencies work to prevent the spread of disease, to protect people from unsafe water, polluted air, and hazardous waste, and to help people live healthy lives. In recent years, public health agencies, local land use planners, and transportation staff have begun to focus increased attention on the health implications of our built environment and the way we travel.

Research findings link the country's obesity epidemic in part to both community design and food choices. Physical inactivity is a growing health problem in the United States, contributing not only to obesity, but also to chronic disease,

HealthScape

A King County study (begun in 2001) on the relationship of health to how we live and travel. It concludes that low-density, separated land uses and disconnected street networks are associated with: (1) increased automobile use, per capita air pollution, greenhouse gas emissions, and energy consumption; (2) reduced transit ridership and physical activity; and (3) increased obesity and likelihood of cardiovascular disease, type II diabetes, and colorectal cancer. Similar studies elsewhere in the United States and abroad are causing communities to consider new approaches for creating or improving opportunities for walking, biking, and other physical activity.

osteoporosis, depression, and premature death. Several studies link low-density development and travel behavior to the lack of everyday physical activities that are known to prevent certain life-shortening illnesses. For instance, the separation of land uses creates a situation where more time is spent driving and less time is spent walking or bicycling. Too often, this land use pattern is also characterized by having few sidewalks or few safe cycling routes. On the other hand, communities that feature a mix of land uses, are connected by pedestrian and bicycle facilities and transit, and rely less on driving, are more conducive to physical activity.

The built environment affects the natural environment. Uncontrolled and expansive development patterns

contribute not only to habitat loss, but also to declining water resources and quality. Our built environment — along with the way we travel — has safety implications. Longer trips to jobs, schools, shopping, and entertainment associated with a more dispersed, lower density development pattern result in the need for more driving. More driving results in more vehicle-related accidents.

Programs and investments to provide alternatives to driving, especially to improve the walkability and bikability of our communities, can result in mobility choices that are healthier and safer. Our built environment, including the design of our communities, the completeness of our sidewalk networks, and the provision of open space, affects not only our physical well-being, but also our mental well-being. Reintegrating public health into planning, particularly land use and transportation planning, is a way to ensure our communities are more sustainable and truly provide opportunities for improved quality of life.

Good planning decisions are also good public health decisions — helping to make places and communities that are good for living, working, and playing. This includes protecting important farming areas to ensure a safe and reliable source of food production.

THE BUILT ENVIRONMENT AND HEALTH GOAL AND POLICIES

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 governments, 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

Counties and cities throughout the central Puget Sound region have come to realize the value of more flexible and adaptive approaches to incorporating new development into their communities. The Growth Management Act states that local comprehensive plans should provide for innovative land use and development techniques. Several such practices are advanced in VISION 2040.

Food Production

The system for producing and delivering food is highly complex and involves processing, transportation, distribution, consumption, and disposal. The food system is highly dependent on fossil fuel consumption, traveling on average 1,500 miles before reaching our plates — often in refrigerated containers.

This region has many businesses (from farms to fisheries to grocery stores) that depend on the vitality of the local food economy. By addressing food system issues systematically, the region can protect agricultural land, promote more fresh food consumption, and support local food and farm-based businesses to improve the health of the local food economy. In addition, strengthening the region’s food system provides more security for our food supply in times of need, such as during natural disasters, food shortages, and disease outbreaks.

Community Gardens

These are areas set aside for gardening within a neighborhood or town. Each garden is unique, with diverse crops and flowers. Most community gardens provide neighbors with access to fresh produce and plants. In urban settings, community gardens can bring city gardeners closer to their own sources of food, can take the form of a neighborhood improvement, and can contribute to a sense of community.

Low-impact development relies on more environmentally sensitive approaches to how land is developed and used, especially in managing stormwater runoff. Using low-impact development practices can help a community better protect its streams, fish and wildlife habitat, and drinking water supplies. Reducing stormwater drainage infrastructure — pipes, ponds, and other structures — can actually lower infrastructure costs. Low-impact development can also help communities be more attractive and green. Instead of stretches of impervious surfaces and large stormwater ponds, low-impact practices can result in more trees, plantings, and open space.

Environmentally friendly construction and homebuilding is another innovation that can provide people with comfortable, durable, and healthy homes that are resource-efficient. Rating systems have been created to assess how green or environmentally friendly buildings are. Factors include key human and environmental health considerations, such as sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

Techniques and practices exist to ensure that development takes place in ways that maintain or improve the ecological function of environmentally sensitive areas. One such example is flexible siting, which allows structures to be farther from sensitive areas. In newly developing areas, shadow platting allows buildings to be sited in an earlier phase, with a view toward locating adjacent structures in a more efficient manner at a future date.

Purchase of development rights refers to programs through which local governments may purchase development rights and dedicate the land for conservation easements, protecting it as open space or agricultural areas. *Transfer of development rights* is a more involved system that gives landowners the option to sell development rights while retaining the ownership of the land. In these transactions, a landowner gives up the right to develop the property more intensively, but the buyer may use the rights to develop another piece of land at a greater intensity than would otherwise be permitted.

VISION 2040 calls for the use of innovative techniques to encourage sustainable development practices that also help to focus growth within the urban growth area, especially centers, and to lessen development pressures on rural and resource lands.

INNOVATIVE TECHNIQUES POLICIES

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

Incompatible land uses are those that may result in negative impacts on one property or another, such as noise, glare, increased traffic, or potential safety or health hazards, including exposure to harmful air emissions. The principle of separating incompatible land uses has application in urban and rural settings, as well as in resource areas. Encroachment of incompatible land uses around airports, particularly in the critical approach and departure paths, is a significant problem. Washington law calls for the protection of both general aviation airports and military installations from incompatible land uses.

INCOMPATIBLE LAND USES POLICIES

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

Concurrency requirements underlie a fundamental premise of growth management — namely, that development should occur where adequate facilities and infrastructure already exist or are to be provided in the near future. Yet local governments have a significant amount of flexibility concerning how to apply concurrency provisions. Cities, especially those with designated centers, would benefit from tailoring their concurrency programs to set different level-of-service and impact assessment expectations in the centers or downtown districts from those that apply elsewhere in their jurisdiction.

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 to be used to determine whether a proposed development can be served with available facilities, or whether mitigation of some sort may be required. The Act 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.

Recent amendments to state law encourage 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.

As the region's centers and compact communities continue to grow and evolve, future mobility solutions will require integrating multimodal forms of transportation into our communities, including transit improvements and more complete bicycle and pedestrian facilities. VISION 2040 calls for tailoring concurrency programs, especially for centers, and for addressing multimodal transportation options.

CONCURRENCY POLICIES

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.

VISION 2040 Development Patterns Actions

The following VISION 2040 actions have been developed to help implement the development patterns policies. Detailed information on specific measures that will be used to monitor implementation and performance is contained in Part IV: Implementation.

REGIONAL DEVELOPMENT PATTERNS ACTIONS

Urban Growth Area Adjustments: DP-Action-1

The Puget Sound Regional Council will develop a framework for the review of and comment on adjustments to the urban growth area throughout the four-county region.

- Short-term / MPP-DP-1
- Results and Products: *Regional Framework adopted by Executive Board*

Track and Evaluate Growth: DP-Action-2

The Puget Sound Regional Council will study, track, and evaluate growth and development occurring in the central Puget Sound region in terms of meeting the goals and objectives of the regional vision.

- Ongoing / Overarching Goal
- Results and Products: *Milestones report*

Evaluate Designated Centers: DP-Action-3

The Puget Sound Regional Council will study and evaluate existing regional growth centers and manufacturing/ industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, and performance.

- Short-term / MPP-DP-5, 8
- Results and Products: *Milestones report*

Funding for Centers: DP-Action-4

The Puget Sound Regional Council, together with its member jurisdictions, will pursue additional funding mechanisms (including incentives) to develop projects and facilities in designated regional growth centers.

- Short-term / MPP-DP-7, 10
- Results and Products: *funding for projects in centers*

Other Centers, Including Countywide and Local Centers: DP-Action-5

The Puget Sound Regional Council, together with its member jurisdictions and countywide planning bodies, will develop a common framework for identifying various types of central places beyond regional centers. Address the role of smaller nodes that provide similar characteristics as centers.

- Short-term / MPP-DP-11
- Results and Products: *common framework for hierarchy of centers (for regional, countywide, and local planning purposes)*

Industrial Lands Inventory: DP-Action-6

The Puget Sound Regional Council will update its inventory of industrial lands in the region. The inventory will be supplemented with a regionwide strategy for industrial lands.

- Mid-term / MPP-DP-8, 9
- Results and Products: *updated PSRC Industrial Lands Inventory, regionwide strategy*

Growth Targets Methodology: DP-Action-7

The Puget Sound Regional Council, together with its member jurisdictions, will develop a regional methodology to guide countywide processes that set local housing and employment targets. The Regional Council will also provide guidance for developing local affordable housing targets, as well as targets for housing and employment in designated regional growth centers.

- Short-term / MPP-DP-3
- Results and Products: *(1) common methodology for target setting, (2) regional guidance for developing affordable housing targets, (3) regional guidance for establishing residential and employment targets in centers*

Buildable Lands Methodology: DP-Action-8

The Puget Sound Regional Council, together with countywide planning groups and member jurisdictions, will develop recommended methods for buildable lands data collection and analysis as part of a regionwide effort to increase the consistency and compatibility of reporting. This will enhance the ability to monitor and evaluate the sufficiency of plans within the region to meet future growth needs. As part of this effort, the Regional Council may provide technical support to counties and cities, including guidance for addressing reasonable measures.

- Mid-term / MPP-DP-2 through 4
- Results and Products: (1) *common process for buildable lands analysis*, (2) *regional guidance for addressing reasonable measures*, (3) *report on buildable lands processes focusing on their compatibility*, (4) *technical support for addressing regional measures*

Sustainable Practices Toolkit: DP-Action-9

The Puget Sound Regional Council will develop a best practices toolkit for sustainable design for both urban and rural areas including, but not limited to, adaptive reuse low-impact development, green development, and low-energy efficient development practices for development and infrastructure.

- Mid-term / MPP-DP-21, 28, 30, 31, 48, 49
- Results and Products: *Best Practices Toolkit*

Regional Design Best Practices: DP-Action-10

The Puget Sound Regional Council, together with its member jurisdictions, will develop best practices and approaches for incorporating community and regional design into various local, regional, and other agency planning processes. This action will include highlighting and promoting model codes.

- Mid-term / MPP-DP-33 through 42
- Results and Products: *Best Practices Toolkit (or similar)*

Land Use, Mobility, and Health Toolkit: DP-Action-11

The Puget Sound Regional Council, together with its member jurisdictions, will explore land use and planning practices and tools that promote and improve physical, social, and mental health. These practices and tools will promote and encourage greater multimodal travel to, from, and within designated regional growth centers. TELUMI (the Transportation Efficient Land Use Mapping Index developed by the University of Washington under a WSDOT research grant) is an example of such an analytical tool.

- Mid-term / MPP-DP-43 through 47
- Results and Products: *Best Practices Toolkit*

Transfer and Purchase of Development Rights Strategy: DP-Action-12

The Puget Sound Regional Council, together with its member jurisdictions, will develop a regional strategy for transfer of development rights programs (TDR), purchase of development rights programs (PDR), and other innovative techniques and strategies to protect rural areas and resource lands from overdevelopment.

- Short-term / MPP-DP-21, 25, 30, 48
- Results and Products: *report and recommendations to Growth Management Policy Board and Executive Board*

Concurrency Best Practices: DP-Action-13

The Puget Sound Regional Council will develop innovative approaches to concurrency programs to help incorporate new legislative guidance (RCW 36.70A.108) that encourages stronger efforts for local and regional multimodal concurrency. The Regional Council also will develop and provide guidance for regional and local implementation strategies and actions to address concurrency and multimodal travel for greater transportation efficiency and effectiveness jurisdiction-wide and in designated regional growth centers.

- Mid-term / MPP-DP-54 through 56
- Results and Products: (1) *report on strategies and approaches to multimodal concurrency*, (2) *best practices and examples toolkit (or similar)*

COUNTY LEVEL ACTIONS

Brownfield Clean-up: DP-Action-14

Countywide planning bodies, in cooperation with their cities, will develop strategies for cleaning up brownfield and contaminated sites. Counties, in cooperation with their cities, should also identify redevelopment sites, such as low-density retail strips along thoroughfares. (Note: This process should be linked with the transportation system assessment process for manufacturing/industrial centers.)

- Mid-term / MPP-DP-15
- Results and Products: *strategies for clean-up*

Coordinated Planning in Unincorporated Urban Areas: DP-Action-15

Countywide planning bodies, in cooperation with their cities, will develop approaches to reconcile different standards for development and infrastructure in unincorporated urban areas, especially in areas already identified for future annexation. Such approaches should acknowledge and address the impacts of development in unincorporated areas on adjacent cities. Such cooperative efforts should also establish mechanisms to ensure that appropriate forms, densities, and mixes of uses are identified and addressed in development that occurs prior to annexation.

- Mid-term / MPP-DP-19, 20
- Results and Products: *(1) countywide bodies, in consultation with cities, are to evaluate standards, (2) revised standards and practices to reconcile differences*

LOCAL ACTIONS

Identification of Underused Lands: DP-Action-16

Local jurisdictions should identify underused lands (such as brownfields and greyfields) for future redevelopment or reuse.

- Mid-term / MPP-DP-15
- Results and Products: *inventory of underused land*

Center Plans: DP-Action-17

Each city with a designated center shall develop a subarea plan for the designated regional growth center and/or the manufacturing/industrial center.

- Short-to mid-term / MPP-DP-5, 8
- Results and Products: *subarea plan*

Mode Split Goals for Centers: DP-Action-18

Each city with a designated regional growth center and/or manufacturing/industrial center shall establish mode split goals for these centers.

- Short-term / MPP-DP-43, 55, MPP-T-24
- Results and Products: *mode split goals for each designated center*