

## APPENDIX E-1: VISION 2040 CONSISTENCY

*...including regional guidelines for certification of transportation provisions*

VISION 2040 represents regional agreement on issues of regional impact and significance. VISION 2040 features a four-county *Regional Growth Strategy*, an overarching theme on sustainability, a set of goals and multicounty planning policies, and implementation actions. This section addresses the provisions of VISION 2040 that countywide planning bodies, local jurisdictions, transit agencies, and other planning efforts should incorporate into their plans.

### Regional Growth Strategy

VISION 2040 features a numeric *Regional Growth Strategy*, which provides guidance for where population and employment growth should be located to achieve the goals of VISION 2040. The *Regional Growth Strategy* is based on regionwide growth forecasts and covers a planning period of 2000-2040. It is organized around “*regional geographies*,” which are groups of cities that share similar characteristics, along with categories for *Unincorporated Urban Areas* and *Rural Areas*. There are four types of regional geographies for cities: *Metropolitan Cities*, *Core Cities*, *Larger Cities*, and *Small Cities*.

Compared to the growth targets<sup>15</sup> established in the four-county region prior to the adoption of VISION 2040, the *Regional Growth Strategy* plans for an increased role for *Metropolitan Cities* and *Core Cities*, as well as *Larger Cities*. At the same time, the *Regional Growth Strategy* plans for a decreased role for *Rural Areas*. Targets are to be set for both population and employment; the population targets should be expressed in terms of housing units. Counties are to collaborate to ensure compatibility among their respective target-setting processes. The Regional Council is a forum for counties to work on collaboration.

#### ⇒ *for Countywide Planning Policies*

The growth targeting processes undertaken at the countywide planning level are particularly important for implementing the *Regional Growth Strategy*. These processes allocate official county-level planning forecasts and assign growth to individual cities and unincorporated planning areas. Beginning with the next round of growth targeting work conducted in each county, adopted growth targets are to apply the regional guidance contained in the *Regional Growth Strategy*. The December 2010 update of countywide planning policies provides a practical opportunity to align growth targets with VISION 2040’s *Regional Growth Strategy*. Subsequent amendments to countywide planning policies should reflect any updates to VISION 2040 and provide further direction to local plans for aligning with the *Regional Growth Strategy*.

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<sup>15</sup> The Growth Management Act and some of the countywide planning policies use both the term “targets” and “allocations” to refer to the countywide process for the numeric distribution of growth among local jurisdictions for planning purposes. Following VISION 2040, this manual uses the term “allocation” to refer to the *Regional Growth Strategy* and “growth target” to refer to the countywide processes. However, countywide and local planning efforts should use whatever terminology is appropriate in their own processes when employing the guidance in the manual.

Countywide Planning Policies should:

- Address how local growth targets are to align with the *Regional Growth Strategy* – both at the county-level and regional geography-level
- Address setting growth targets for population (expressed as housing units), as well as for employment growth targets consistent with the *Regional Growth Strategy*.

⇒ ***for Local Comprehensive Planning***

Local comprehensive plans are to be consistent with the growth targets that are adopted through each respective countywide process. Local planning processes need to be able to accommodate future housing and employment needs as identified by the growth target. Such processes must also address having sufficient zoning and infrastructure capacity.

Cities should participate in their countywide growth target process and then incorporate these adopted targets into their comprehensive plans. Incorporating targets into the local comprehensive plan means:

- Documenting the growth targets – for residential (expressed in housing units) and employment – in the land use element.
- Preparing land use assumptions (to accommodate housing units and commercial space anticipated over the planning period) that are consistent with the targets.
- Planning and budgeting for the public facilities and services needed to serve the anticipated growth.

In the event that growth targets have not been established at the countywide level in time to be used for the local comprehensive plan updates in 2011, cities should address steps they are taking to align with the *Regional Growth Strategy*. Subsequent regular updates to local plans should demonstrate actions and steps to further align with VISION 2040.

⇒ ***for Cities with Designated Regional Centers***

Cities with designated regional growth centers and/or regional manufacturing/industrial centers should prepare subarea plans for each center within their jurisdiction. These subarea plans, like the city's comprehensive plans, should be explicit about how much residential and employment growth is being planned for. (In the case of manufacturing/industrial centers, the focus would be only on employment growth.) The city should use its adopted citywide growth target as a basis for developing a target for each designated center.<sup>16</sup>

- Cities with formally designated regional centers should include in their plans housing and employment targets for each regional growth center and employment targets for each manufacturing/industrial center.
- These targets should be developed from the city's overall housing and employment targets, and should reflect the centers' status as priority locations for housing, affordable housing, and employment growth.

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<sup>16</sup> The *Designation Criteria for Regional Growth and Manufacturing Centers*, adopted by the PSRC Executive Board in June 2003, requires a minimum target of 45 activity units (jobs + population) per gross acre in the center. Manufacturing/industrial centers should have an employment target of at least 20,000 jobs total.

⇒ ***for Transit Agency and Other Agency Planning – including Special Service Districts***

Other agencies, such as transit agencies, utilities, and special service districts, need to work to implement the *Regional Growth Strategy*. Agencies should coordinate their planning efforts with local comprehensive plans and should plan for sufficient public facilities and services to support the population and employment growth called for in the *Regional Growth Strategy* and local growth targets.

**Consistency with Multicounty Planning Policies**

VISION 2040 contains a set of multicounty planning policies for the central Puget Sound region as required by RCW 36.70A.210(7). The multicounty planning policies complement and implement the *Regional Growth Strategy* and sustainability framework, and provide an integrated framework for addressing land use, economic development, transportation, other infrastructure, and environmental planning. The multicounty planning policies provide a common framework for planning at various levels within the region and provide the policy structure for the Regional Council’s functional plans (*Transportation 2040* and the *Regional Economic Strategy*).

State law requires that *regional guidelines and principles* be established for regional and local transportation planning purposes (RCW 47.80.026). The multicounty planning policies in VISION 2040 have been adopted to serve as the region's guidelines and principles.

The multicounty planning policies are grouped in six overall categories: (1) *environment*, (2) *development patterns*, (3) *housing*, (4) *economy*, (5) *transportation*, and (6) *public services*. A small set of general policies is also included.

**GENERAL MULTICOUNTY PLANNING POLICIES**

A small set of general multicounty planning policies address planning coordination, monitoring, and fiscal challenges and opportunities. MPP-G-1 echoes the Growth Management Act’s call for coordinated comprehensive planning. MPP-G-2 calls for the update of countywide planning policies by December 2010 to ensure that these policies are in place to guide amendments and updates to local comprehensive plans. The Growth Management Act provides a schedule for review and updates to local plans.

Two *general* multicounty policies (MPP-G-4 and MPP-G-5) recognize the importance of infrastructure and public service funding to the successful implementation of VISION 2040. Cities, counties, and other planning agencies should explore existing and new sources of funding for public facilities and services and should identify and develop changes to regulatory, pricing, taxing, and expenditure practices.

⇒ ***for Countywide Planning Policies***

- Address coordination among jurisdictions, agencies and tribes to address existing and new requirements in state law, provisions in VISION 2040, and other issues where there is countywide agreement.

⇒ *for Local Comprehensive Planning, including Cities with Designated Regional Centers*

**Funding for Infrastructure**

Resources for information on infrastructure funding are available

at:

[www.psrc.org/growth/vision2040/implementation/infrastructure/](http://www.psrc.org/growth/vision2040/implementation/infrastructure/)

- Address coordination with adjacent jurisdictions, transit agencies, and special districts to ensure that common regional and local planning goals and objectives are being met.
- Identify existing and new sources of financing for public facilities and services, including changes to fiscal tools currently used.

⇒ *for Transit Agencies and other Agency Planning – including Special Service Districts*

- Update plans to make them consistent with VISION 2040, countywide planning policies, and local comprehensive plans.
- Identify existing and new sources of funding for public facilities and services.

THE ENVIRONMENT

VISION 2040 calls for the region to recognize that its health, its economy, and ultimately its sustainability is impacted by how the region's communities are planned. Planning for complex ecological systems in the region (and beyond) requires a system-level, interdisciplinary approach. The *Environment* section includes specific provisions addressing environmental stewardship, habitat, water quality, air quality, and climate change.

*Stewardship* addresses managing resources in a manner that is fiscally responsible and protects key ecological functions. VISION 2040 calls for coordinating environmental planning in the region and using the best information possible at all levels of planning.

⇒ *for Countywide Planning Policies*

- Consider adding a policy section on the environment and sustainability
- Provide guidance for addressing the environment within countywide and local planning processes – including the use of system approaches to planning for whole ecosystems (such as waterways and their entire watersheds), adaptive management principles, and landscape-scale analysis that considers the relationship between aquatic and land use processes.
- Provide guidance for addressing regionwide environmental planning initiatives, such as the Department of Ecology's watershed resource inventory areas (WRIA) process.
- Include direction for locating development in environmentally sensitive ways.
- Address procedures for decision-making based on the best information available.

⇒ *for Local Comprehensive Plans*

- Consider adding an environmental element in the comprehensive plan
- Apply a systems approach to planning for the environment – including adaptive management principles and landscape-scale analysis.
- Address regionwide environmental planning initiatives, such as the Department of Ecology’s water resource inventory areas (WRIA) process.
- Include provisions to locate development in environmentally sensitive ways.
- Address procedures for planning decision-making based on the best information available.
- Include measures to mitigate noise impacts from traffic, industries, and other sources.

⇒ *for Transit Agencies and other Agency Planning – including Special Service Districts*

- Address the environment and sustainable practices in planning, infrastructure design, and the provision of services – in a manner consistent with regional and local growth management objectives.
- Address regionwide environmental planning initiatives, such as the Department of Ecology’s water resource inventory areas (WRIA) process.
- Base planning decisions on the best information available.
- Include measures to mitigate noise impacts from traffic, industries, and other sources.

**Puget Sound Partnership**

*The Partnership’s four-part Action Agenda calls for (1) protection, (2) restoration of viable ecological functions, stopping pollution at its source, and (4) fixing the regulatory process. Protection includes establishing easements for habitat and planning at an ecosystem scale. Restoration includes salmon recovery plans and estuary and near-shore projects. Stopping pollution includes retrofitting storm systems and incorporating low-impact development practices. Process issues include shoreline protection, funding for critical area planning, and addressing failing septic systems.*

*For detailed information on the Action Agenda, low-impact development practices, and other resources, see: [www.psp.wa.gov/](http://www.psp.wa.gov/).*

**Earth and Habitat**

VISION 2040 calls for the protection of open space, critical environmental areas, habitat areas and corridors, and native vegetation.

⇒ *for Countywide Planning Policies*

- Provide direction for coordinating jurisdictions’ work to designate and protect critical areas to make identifying and regulating these areas more consistent.
- Provide direction for developing common methodologies for assessing habitat needs of critical and sensitive species.
- Address planning for open space and greenbelts that cross jurisdictional boundaries.

⇒ *for Local Comprehensive Planning, including Cities with Designated Regional Centers*

- Identify open space areas in comprehensive plans and develop programs for protecting or acquiring them.
- Coordinate efforts with adjacent jurisdictions to protect critical areas and habitat.
- Include provisions to address the protection and restoration of native vegetation.

⇒ *for Transit Agencies and other Agency Planning – including Special Service Districts*

- Ensure that service provision protects critical areas and habitat.

## Water Quality

VISION 2040 calls for maintaining natural hydrological functions and, where possible, improving and restoring this natural hydrology. It addresses restoring freshwater and marine shorelines, watersheds, and estuaries, reducing the use of pesticides and chemical fertilizers, and mitigating the impacts of climate change on the region's hydrology.

⇒ *for Countywide Planning Policies*

- Provide direction for developing standards and targets to monitor waterways.

⇒ *for Local Comprehensive Planning, including Cities with Designated Regional Centers*

- Maintain hydrological functions with ecosystems and watersheds, and where feasible, restore them to a more natural state. Update stormwater treatment facilities, maintain flows in waterways, use green building techniques, and create buffers.
- Take steps to restore shorelines, watersheds, and estuaries.
- Include provisions to limit pollution in water; advance the reduction of the use of pesticides and chemical fertilizers.

⇒ *for Transit Agencies and Other Agency Planning – including Special Service Districts*

- Provide services in a manner that does not affect water quality. Treat runoff with state-of-the-art methods.
- Convert septic systems in urban areas to sewers.

### **Air Quality Conformity**

*The Washington State Clean Air Conformity Act establishes guidelines and directives for implementing the federal Clean Air Act requirements. For the purpose of determining conformity, as well as consistency with the regional plan, the transportation-related provisions in local plans should include, at a minimum, policy language and provisions that commit the jurisdiction to developing programs and measures that address federal and state air quality regulations and laws. For specific guidance – see Puget Sound Clean Air Agency policy guidance on the following page.*

## Air Quality

Most of the region's urban area (see map) is currently designated under the federal Clean Air Act as an attainment maintenance area for carbon monoxide. Parts of the region are designated as a maintenance area for particulate matter (PM<sub>10</sub>). Plans and projects within the region are subject to requirements of the federal Clean Air Act, the Washington State Clean Air Act, and the adopted State Implementation Plan.

The Washington Administrative Code (WAC) requires local comprehensive plans to include policies and provisions that promote the reduction of criteria pollutants (WAC 173-420-080). Local comprehensive plans must also identify those aspects of the existing transportation system whose modification offers the best opportunity for improving air quality.

VISION 2040 calls for improving air quality beyond adopted standards for criteria pollutants. It also calls for reducing levels for air toxics, fine particulates, and greenhouse gases.

### ⇒ *for Countywide Planning Policies*

- Provide guidance for local air quality planning efforts appropriate to each county.

### ⇒ *for Local Comprehensive Planning, including Cities with Designated Regional Centers*

- Include both policies and implementation actions to address federal and state clean air legislation, and to ensure that air quality meets or is better than established standards, including the reduction of pollutants that contribute to greenhouse gas emissions.
- Incorporate the Puget Sound Clean Air Agency's policies in the comprehensive plan (see sidebar)

## **Criteria Pollutant Standards**

*Under the federal Clean Air Act, EPA established National Ambient Air Quality Standards (NAAQS) for six principal, or criteria, pollutants considered harmful to public health and the environment. Primary standards set limits to protect public health; secondary standards set limits to protect the environment, including protection against decreased visibility and damage to wildlife, plants, and buildings. The six criteria pollutants are carbon monoxide (CO), lead, nitrogen dioxide, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), ozone (nitrogen oxide (NO<sub>x</sub>) and volatile organic compounds (VOCs)), and sulfur oxides.*

## **Policy Guidance for addressing Air Quality and Growth Management**

*The Puget Sound Clean Air Agency has adopted the following policies for local jurisdictions to use in their growth management planning efforts.*

- *Implement air-friendly and climate friendly design, construction and operation practices*
- *Promote cleaner travel choices*
- *Reduce exposure to air pollution*
- *Install clean fireplaces and stoves*
- *Support environmental justice*
- *Use the State Environmental Policy Act as a tool and safety net*
- *Alternatives to driving alone – including carpooling, biking, telecommuting & using transit – are principal ways to improve air quality.*

*More information is available at:*  
[www.pscleanair.org/actions/landuse/growth2007.aspx](http://www.pscleanair.org/actions/landuse/growth2007.aspx)

- Take significant measurable steps to reduce criteria pollutants beyond adopted standards, as well as air toxics.
- Include provisions to limit exposure to air pollution.
- Identify aspects of the transportation system where modification offers the best opportunities for improving air quality.

### Legislation on Climate Change

*The Washington Legislature has established specific greenhouse gas emission targets to address climate change. By January 1, 2020, the annual statewide greenhouse gas emission levels must be no greater than the emission levels that occurred in 1990. By January 1, 2035, the annual statewide greenhouse gas emission levels must be 25 percent below the levels in 1990. By 2050 the levels must be 50 percent below 1990 level (RCW 80.80.020 – see also RCW 70.235).*

#### *⇒ for Transit Agencies and Other Agency Planning – including Special Service Districts*

- Address the programs and services that reduce criteria pollutants beyond adopted standards, as well as the reduction of air toxics.
- Address limiting exposure to air pollution.

### Climate Change

Although climate change is a global problem, local action is an important part of the solution. In the central Puget Sound region, transportation is the single largest contributor to greenhouse gases, accounting for nearly half of the related emissions.

Other contributors include electricity generation and industrial. VISION 2040 calls for the central Puget Sound region to reduce its emissions of greenhouse gases to achieve compliance with state goals (RCW 80.80.020).

#### *⇒ for Countywide Planning Policies*

- Provide direction for programs and strategies to address reducing greenhouse gas emissions and adapting to climate change.
- Provide guidance for addressing interjurisdictional issues relating to greenhouse gas emissions, such as pass-through traffic.
- Provide guidance for addressing climate change in environmental review processes under the State Environmental Policy Act.

### Transportation 2040

*A variety of strategies and tools will be required to effectively reduce greenhouse gas emissions from transportation. Transportation 2040 discusses a four-part strategy. See Appendix E2 for more information.*

#### *⇒ for Local Comprehensive Plans*

- Incorporate provisions to actively reduce greenhouse gas emissions.
- Include an evaluation of greenhouse gas emissions as part of environmental analysis documents prepared under the State Environmental Policy Act.
- Develop provisions to adapt to the effects of climate change.

⇒ *for Transit Agencies and Other Agency Planning – including Special Service Districts*

- Develop plans and programs to help the region avoid, mitigate and adapt to climate change.

Related Issue: SEPA Environmental Review

*Note: This issue is not explicitly incorporated into VISION 2040, but is offered here as a useful recommendation for countywide, local, and agency planning efforts.*

The VISION 2040 environmental impact statement was prepared with the recognition that countywide planning groups, local jurisdictions, and other agencies developing plan amendments and updates could reference the regional environmental analysis. Plans and plan amendments demonstrating consistency with VISION 2040 could use the VISION 2040 Final Environmental Impact Statement (EIS) to address anticipated impacts within the range analyzed by the EIS.

DEVELOPMENT PATTERNS

**Urban.** VISION 2040 calls for accommodating population and employment growth in a more sustainable way. This includes directing development to the region’s existing urban lands, especially in centers. Growth is to be limited in the rural areas. Compact urban development creates vibrant, livable, and healthy urban communities that offer economic opportunities for all, provide housing and transportation choices, and use resources wisely.

⇒ *for Countywide Planning Policies*

- Ensure that the region’s growth is accommodated first and foremost in the urban growth area.
- Address the regional framework for designating and adjusting the urban growth area.
- Provide direction for a countywide target setting process to (a) establish county level

**International Council for Local Environment Initiative**

*ICLEI provides technical consulting, training, and information services to build capacity, share knowledge, and support local government in the implementation of sustainable development at the local level. Our basic premise is that locally designed initiatives can provide an effective and cost-efficient way to achieve local, national, and global sustainability objectives.*

*More information and planning resources are available at: [www.iclei.org/](http://www.iclei.org/)*

residential and employment targets, (b) translate population targets into housing units, and (c) to set local jurisdiction residential and employment growth targets in a manner that supports the adopted *Regional Growth Strategy* –using consistent data and technical assumptions among the counties.

- Address programs and strategies for brownfield and contaminated site clean-up, as well as redevelopable sites.
- Provide direction for establishing development standards that are consistent between cities and adjacent unincorporated urban areas.

⇒ **for Local Comprehensive Plans**

- Include provisions to advance the development of compact urban communities and central places with densities that support transit and walking.
- Identify and redevelop underused land.

⇒ **for Cities with Designated Regional Centers**

- (See more detailed discussion below and in Appendix E-4.)

⇒ **for Transit Agencies and Other Agency Planning – including Special Service Districts**

- Invest strategically in facilities and services in cities and centers in a manner that makes the best use of the region’s land and implements the *Regional Growth Strategy*.

**Centers.** Developing centers is an efficient way to take advantage of existing infrastructure and provides environmental benefits as well – both by encouraging development in a manner that curbs urban sprawl and by relying less on forms of transportation that contribute to pollution and greenhouse gas emissions. VISION 2040 identifies *regional growth centers* as places that play an important role as locations of the region’s most significant business, governmental, and cultural facilities.

*Regional manufacturing/industrial centers* are recognized as locations for more intensive industrial activity and employment opportunities. VISION 2040 identifies *regional growth centers* and *regional manufacturing/industrial centers* as focal points for economic development funding and transportation infrastructure investments.

**Subregional centers**, including downtowns in suburban cities and other neighborhood centers, also play an important role in VISION 2040’s Regional Growth Strategy. These, too, are strategic locations for concentrating jobs, housing, shopping, and recreational opportunities. VISION 2040 calls for each of the region’s cities to develop one or more central places as a more compact mixed-use hub for concentrating residences, jobs, shops, and community facilities.

⇒ **for Countywide Planning Policies**

- Address the common framework (*to be developed*) for designating and evaluating regional growth centers and regional manufacturing/industrial centers.
- Address the common framework (*to be developed*) for identifying subregional centers to ensure regionwide compatibility.
- Ensure that infrastructure and economic development funding efforts prioritize projects and services in centers, including countywide and local funds.

⇒ **for Local Comprehensive Plans**

- Identify one or more central places as a community focal point and location for more compact, mixed-use development.
- Prioritize funding to advance the development of centers and central places.

- Consider developing a subarea plan to guide development in each center or central place.

⇒ ***for Cities with Designated Regional Centers***

- Prioritize funding to assist the development of regional centers, including regional, countywide and local funding.
- Develop subarea plans for each regional growth center and regional manufacturing/industrial center.
- Establish transportation mode-split goals for each regional center.
- *(See more detailed discussion of expectations for Center Plans in Appendix E-4.)*

⇒ ***for Transit Agencies and Other Agency Planning – including Special Service Districts***

Transit providers, special service districts, and other planning agencies should do their part to plan for and support the development of centers, especially prioritizing services within and between centers.

***Unincorporated Urban Areas.*** Within the designated urban growth area there are unincorporated areas that are urban in form and character, but remain under county jurisdiction. Oftentimes development in these areas has not occurred to the same standard as in nearby cities. VISION 2040 calls for joint city-county planning in these areas, including establishing common standards for development review and permitting, as well as for services and infrastructure, to ensure that development is both efficient and compatible with adjacent communities.

⇒ ***for Countywide Planning Policies***

- Provide direction for joint planning in unincorporated urban growth areas, including coordination of the provision of services.

**Planning for Centers**

*The Regional Council has developed the following resources to assist with planning for centers.*

- *Puget Sound Milestones: Central Puget Sound Regional Growth Centers*
- *Designation Criteria for Regional Growth and Manufacturing Industrial Centers*
- *Center Plan Checklist*
- *Parking Management Plan Checklist*
- *Development Toolkit: Success Stories from the Centers*

*These and related resources can be accessed on the Growth Management webpage at:*

<http://psrc.org/growth/centers>

- Provide direction for affiliating unincorporated urban areas with cities with a view toward annexation.

⇒ ***for Local Comprehensive Plans***

- Include provisions to ensure the orderly transition of unincorporated areas to city governance, including the provision of services and infrastructure financing.
- Counties should establish urban development standards that are compatible with those of adjacent municipalities and coordinate the review of permits. These should be crafted through a joint planning agreement.

⇒ *for Transit Agencies and Other Agency Planning – including Special Service Districts*

- Recognize that cities are the preferred provider of urban services, coordinate service delivery with adjacent cities.
- Ensure that the provision of services within urban areas is at urban standards.

**Rural.** VISION 2040 emphasizes the preservation of rural lands and the protection of their important ecological, social, and economic functions. It calls for continued use of rural lands for farming, forestry, open space, and low-density development supported by rural services.

⇒ *for Countywide Planning Policies*

- Address minimizing environmental impacts to rural lands, while providing long-term solutions for the environmental and economic sustainability of rural-based industries.
- Address the appropriate character, scale, and location of development in rural areas, and identify tools and strategies to achieve permanent protection of rural and resource lands.
- Further address that facilities that primarily support urban residents should not be located in the rural area, including urban-sized schools and other facilities.
- Include provisions to avoid new highways and major roads in rural areas to limit development pressure and the conversion of rural lands.

⇒ *for Local Comprehensive Plans*

- Ensure that development in rural areas is rural in character.
- Demonstrate environmentally sensitive and sustainable land use practices in rural areas.
- Encourage any rural development that does occur to focus in areas that are already developed.
- Avoid creating new fully contained communities; if such communities are proposed, make the proposal available to the PSRC and the other counties in the region for review.
- Develop actions and provisions to address vested development.
- Support those economic activities which are at an appropriate scale for rural areas.
- Provide direction to avoid new and expanded roadway facilities in rural areas.

⇒ *for Transit Agencies and Other Agency Planning – including Special Service Districts*

- Avoid new and expanded roadway facilities in rural areas.
- Do not site services and facilities that primarily serve urban residents in rural areas.
- Ensure that facilities in rural areas are rural in character and are designed to provide a rural service standard.

**Resource Lands.** VISION 2040 recognizes that the region’s resource lands—forest, agricultural, and mineral lands—are crucial to the region’s sustainability. It also recognizes that, in addition, to supporting the regional economy, these lands provide an environment for wildlife habitat, open space, and groundwater recharge. Curbing the conversion and encroachment of the region’s economically and ecologically vital resource lands is a challenge that requires mutually supportive and coordinated efforts among counties and cities.

⇒ **for Countywide Planning Policies**

- Countywide planning policies should include provisions to ensure the long-term sustainability of resource lands.

⇒ **for Local Comprehensive Plans, including Cities with Designated Regional Centers**

- County comprehensive plans should limit the amount of growth in resource areas, take steps to preserve designated resource lands, and ensure that the character of whatever development does occur is appropriate for these areas.
- Cities should participate in transfer of development rights programs and similar projects to reduce development pressures on resource lands.

⇒ **for Transit Agencies and Other Agency Planning – including Special Service Districts**

- Ensure that planning and programming is carried out in a manner that limits impacts on resource areas.

**REGIONAL DESIGN**

The Growth Management Act advances “orderly development” to ensure that growth is contiguous and can be served efficiently. In particular, good design is an important factor to ensure that the region grows strategically, gracefully, and sustainably. Design advances a systems approach to address land use, transportation, environmental, urban form, and social concerns holistically. VISION 2040 calls for designing facilities throughout the region that create public amenities, contribute to the character of communities, and provide opportunities for recreation and physical activity.

⇒ **for Countywide Planning Policies**

- Provide guidance for preservation of significant historic, visual, and cultural resources.
- Advance the use of design guidelines to encourage construction of healthy (and green) buildings and facilities.
- Discuss the use of natural features and boundaries to help determine the routes and placement of public facilities and services.

**Regional Design Strategy**

*As part of the work to develop VISION 2040, PSRC worked with design professionals and interested persons to create the Regional Design Strategy. The Strategy supports the goals of VISION 2040 by providing design concepts, strategies, and tools to implement VISION 2040’s policies at the local level. It is a useful source of information for addressing design-related issues that are important for successful implementation of VISION 2040 and the Regional Growth Strategy.*

*A particularly useful feature of the Regional Design Strategy is its compendium of best practices. The Strategy is available on-line at <http://psrc.org/growth/vision2040/background>*

*See also the **Physical Design Guidelines** in Transportation 2040, which are discussed in Appendix E-3.*

- Encourage coordinated planning that works with linear systems which cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems.

⇒ ***for Local Comprehensive Plans***

- Incorporate design provisions in local comprehensive plans, standards and development regulations – cities may want to consider including an urban design element in their comprehensive plans.
- Address preservation of significant historic, visual, and cultural resources.
- Establish design guidelines to encourage construction of healthy (and green) buildings and facilities.
- Address the design of public buildings so that they contribute to a sense of community and a sense of place.
- Use natural features and boundaries to help determine the routes and placement of public facilities and services.
- Apply the *Transportation 2040* Physical Design Guidelines (see Appendix E-2) in planning for high capacity transit station areas. These guidelines may have application to other types of compact urban communities as well.

⇒ ***for Cities with Designated Regional Centers***

- Demonstrate that the *Transportation 2040* Physical Design Guidelines (see Appendix E-2) are applied in planning for development and services in each regional growth center. (While these guidelines do not apply to manufacturing/industrial centers, those centers should address urban design mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas)

⇒ ***for Transit Agencies and Other Agency Planning – including Special Service Districts***

- Ensure that planning and programming takes steps to preserve significant historic, visual, and cultural resources.
- Design facilities to fit the context of the communities in which they are located and to contribute to a sense of community and a sense of place.
- Consider natural features and boundaries to help determine the routes and placement of public facilities and services.

## HEALTH AND ACTIVE LIVING

VISION 2040 recognizes the important relationship between a healthy environment – both the natural and built environment – and healthy people. As a result, health issues, including environmental health, pollution exposure, and transportation’s impact on health, are addressed throughout VISION 2040. Attention to health in planning and infrastructure decisions can pay dividends in terms of improved quality of life, reduced health care costs, and reduced costs from lost productivity. VISION 2040 provides guidance for addressing the Growth Management Act requirement for local plan land use elements to address “planning approaches that promote physical activity” (RCW 36.70A.070(1)).

⇒ *for Countywide Planning Policies*

- Incorporate health considerations into countywide decision-making, including the location and operation of public facilities and services.
- Provide guidance for planning that addresses the three major health-related themes of (1) healthy environment, (2) physical activity and well-being, and (3) safety.
- Address creating an improved environment for walking and bicycling, including pedestrian and bicycle facilities that cross jurisdictional boundaries.
- Support local food production within the region – including protecting productive agricultural lands.

⇒ *for Local Comprehensive Plans, including Cities with Designated Regional Centers*

- Incorporate health into local decision-making, including the location and operation of public facilities and services.
- Include health provisions in local comprehensive plans that address (1) healthy environment, (2) physical activity and well-being, and (3) safety.
- Consider developing a health element in the comprehensive plan.
- Develop design guidelines to facilitate the construction of healthy buildings and facilities.
- Improve the built environment for walking and bicycling.
- Develop opportunities to promote local food production.

⇒ *for Transit Agencies and Other Agency Planning – including Special Service Districts*

- Incorporate health considerations into planning and decision-making, including planning for a healthy environment, physical activity and well-being, and safety.
- Protect and enhance the environment and public health when providing public facilities and services.
- Design for and support improvements that provide walking and bicycling access to transit routes and stations.

## HOUSING

VISION 2040 encourages sufficient housing production to meet existing and future needs. It places a major emphasis on the location of housing, increased housing diversity and affordability, and promotes fair and equal access to housing. VISION 2040 calls for preserving and expanding affordable housing options for households at all income levels, incorporating quality and environmentally friendly design in homebuilding, and offering healthy and safe housing choices for all the region's residents.

⇒ *for Countywide Planning Policies*

- Provide direction for increasing housing production, including diverse types and styles, for all demographic segments of the population.
- Provide direction for addressing affordable housing, including housing for all economic segments of the population and parameters for its distribution.
- Consider addressing affordable housing needs through a countywide fair share housing strategy.
- Provide direction for addressing jobs-housing balance at the countywide level, consistent with the *Regional Growth Strategy*, and for promoting affordable workforce housing options throughout the county for workers at all wage levels with good access to employment centers.
- Promote housing production, including affordable housing, in centers.
- Advance strategies for providing homeownership opportunities for low- and middle-income households.
- Promote strategies and best housing practices to encourage regulatory streamlining, innovative techniques, and interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.

**Housing**

*Jurisdictions should address housing diversity, housing affordability, special needs housing, housing in centers, and innovative approaches to stimulate housing production. Planning for and ensuring the production of housing should be coordinated regionally and with other jurisdictions and agencies.*

*For further assistance, see [www.prosperitypartnership.org/foundation/housing/](http://www.prosperitypartnership.org/foundation/housing/)*

⇒ *for Local Comprehensive Plans*

- Express the local growth target in terms of housing units.

**HealthScape**

*A King County effort to promote health by improving how communities are built and how we travel. Land use patterns and transportation investments can play key roles in making communities healthier. Well-planned neighborhoods have features like connected street networks, nearby shopping, walking paths, and transit service. These reduce dependency on cars, increase opportunities to be physically active, and improve air quality.*

*Resources and related materials are available at: [www.kingcounty.gov/transportation/healthscape.aspx](http://www.kingcounty.gov/transportation/healthscape.aspx)*

- Refine housing element, as needed, to advance regional housing objectives described in VISION 2040.
- Address changing demographics and the need for housing to serve all segments of the population
- Consider establishing affordable housing production goals for households at: (a) less than 50 percent of the area median income, (b) between 50 and 80 percent of the area median income, and (c) 80 to 120 percent of area median income to guide development of local housing provisions.
- Identify “show-your-work” provisions

in the housing element and related sections of the local comprehensive plan – such provisions outline existing measures in place as well as new commitments and anticipated actions to increase housing diversity and the supply of affordable housing to meet the needs of households at all income levels. Documentation should include

implementation actions, timelines, monitoring programs for addressing housing targets and goals.

- Include strategies and programs to provide homeownership opportunities for low- and middle-income households.
- Include strategies and programs to advance workforce housing, including transit-oriented development, with good access to employment centers.
- Revise codes and regulations to promote efficient and streamlined development processes, environmentally friendly housing design, and safe and healthy housing.
- Advance innovative approaches to encourage production of diverse and affordable housing.

### **“Show-Your-Work” on Housing**

*In reporting on the housing provisions, local jurisdictions are asked to describe not only their planning policies, but also actions and programs to increase the supply of housing – including affordable housing.*

*Documentation should include implementation actions, timelines, and monitoring programs,*

*PSRC will compile this information regionally and provide an assessment report on progress and challenges in meeting regional housing needs. Where there are gaps, PSRC will work with member jurisdictions to determine how to close those gaps.*

#### **⇒ for Cities with Designated Regional Growth Centers**

- Increase housing production within each center, including diverse types and affordable options, for all segments of the population.
- Consider establishing affordable housing targets for each center for households at: (a) less than 50 percent of the area median income, (b) between 50 and 80 percent of the area median income, and (c) 80 to 120 percent of the area median income.
- Document strategies and programs to promote additional supply of housing in each center and to address affordable workforce housing objectives.

#### **⇒ for Transit Agencies and Other Agency Planning – including Special Service Districts**

- Target investments and services to advance regional and local housing objectives in a manner that implements the Regional Growth Strategy
- Prioritize investments and services to centers to support the development of housing

### **Regional Economic Strategy**

*Regional Economic Strategy for the Central Puget Sound Region is a set of detailed action initiatives focused on strengthening our region’s leading industry clusters and rebuilding the foundations of our economy. Information and related resources are available at:*

*[www.prosperitypartnership.org/strategy/](http://www.prosperitypartnership.org/strategy/)*

### **ECONOMIC DEVELOPMENT**

VISION 2040’s overarching economic goal is to achieve a thriving and sustainable economy, embodied by a favorable business atmosphere with new jobs, as well as a focus on environmental stewardship, centers, cultural diversity, and high quality of life. Its economic provisions are organized around the topics of *business, people, and places*. The multicounty planning policies emphasize enriching the region’s businesses and employment market through job retention, growth, and diversification. The region’s designated growth centers and manufacturing/industrial centers are primary locations of commerce of employment and are therefore prioritized for economic development and transportation funding.

#### **⇒ for Countywide Planning Policies**

- Address economic development strategies for economically

distressed areas.

- Advance programs for promoting investments in communities.
- Address planning for industry clusters.

⇒ ***for Local Comprehensive Plans***

Include an economic development element in the comprehensive plan (Ec-Action-6), that addresses:

- Business, people and places
- Small and locally owned businesses
- Industry clusters
- Economically distressed areas

⇒ ***for Cities with Designated Regional Growth Centers***

- Craft approaches for promoting development to support increased housing and jobs within each center.
- Include strategies to promote affordable housing within each center.

⇒ ***for Transit Agencies and Other Agency Planning – including Special Service Districts***

- Develop plans and programs that support the safe and reliable movement of people, goods and services, and information through the region in a manner that supports the *Regional Growth Strategy* and the *Regional Economic Strategy*.

## PUBLIC FACILITIES AND SERVICES

As the region plans for growth, both improved efficiencies in providing services and conservation are essential for meeting many of the region's present and future service needs. VISION 2040 stresses the benefits of conservation, including the financial and energy savings from maximizing the use of existing facilities, reducing pollution, and curbing waste. The *Regional Growth Strategy* highlights the need for strategic investments in services and facilities, especially to support growth and development in centers and compact urban communities.

⇒ ***for Countywide Planning Policies***

- Address the consistency of capital improvement programming with local comprehensive plans, countywide planning policies, and VISION 2040.
- Advance conservation principles for the provision of services (reuse, recycle, renew).
- Provide guidance for counties (and, where appropriate, cities) to review special district plans for consistency with local comprehensive plans and VISION 2040; also, provide guidance for the review of special district criteria for location and design of schools and other public facilities.
- Develop strategies to reduce the number of special districts.
- Provide guidance for locating facilities serving urban population within the urban growth area, precluding urban services in rural areas, and ensuring that facilities in rural area are rural in character.
- Identify strategies to promote renewable energy, alternative energy sources.

- Promote strategies to use water more efficiently, as well as strategies to ensure adequate water supply, including adapting to climate change.

⇒ ***for Local Comprehensive Plans, including Cities with Designated Centers***

- Demonstrate conservation principles for the provision of services (reuse, recycle, renew), including demand management before capacity expansion
- Include a financial plan for providing services to support the local land use element and *Regional Growth Strategy*.
- Include a consistency assessment of the jurisdiction's capital improvement program with the local comprehensive plan and VISION 2040 (PS-Action-8).
- Work with special districts to ensure consistency with local plans and VISION 2040, including the review of special district criteria for location and design of schools and other public facilities (note: schools should be avoided in manufacturing industrial centers).
- Identify opportunities for co-location of facilities, such as schools and parks (note: schools and parks should be avoided in manufacturing industrial centers).
- Develop actions to transfer public facility and service responsibilities to cities, where appropriate.
- Locate facilities serving urban population within the urban growth area (note: population should be avoided in manufacturing industrial centers).
- Address failing septic systems.
- Promote renewable energy and alternative energy sources.
- Include strategies to use water more efficiently, as well as strategies to ensure adequate water supply, including adapting to climate change.

⇒ ***for Transit Agencies and Other Agency Planning – including Special Service Districts***

- Use conservation principles for the provision of services (reuse, recycle, renew), including demand management before capacity expansion.
- Include a financial plan for providing services to support the *Regional Growth Strategy* and local jurisdictions' comprehensive plans.
- Transit agencies and special service districts should make their plans available to counties (and where appropriate to cities) for review.
- Ensure that criteria for location and design of schools and other public facilities are consistent with the *Regional Growth Strategy* and local growth management planning objectives
- Identify opportunities for co-location of facilities.
- Develop processes, where appropriate, to transfer the provision of urban services to cities.
- Ensure that facilities serving urban populations are located within the urban growth area; do not extend urban services into rural areas, and ensure that facilities in the rural area are rural in character.

## TRANSPORTATION

The transportation provisions in VISION 2040 are organized around three broad areas:

(1) maintenance, management and safety, (2) supporting the *Regional Growth Strategy*, and (3) greater options and mobility. VISION 2040 addresses federal and state laws and directives designed to ensure mobility for people, goods, and services by focusing on maintenance, management, and safety. Protecting and enhancing the environment, promoting energy conservation, and improving the quality of life must be considered as part of meeting our current and future mobility needs.

VISION 2040 calls for better-integrated land use and transportation planning and provides guidance for the development of a transportation system that will support the *Regional Growth Strategy*. VISION 2040's emphasis on developing centers includes prioritizing transportation investments in regional growth centers and manufacturing/industrial centers. VISION 2040 is committed to increasing transportation choices while improving the region's natural environment. There is an emphasis on transportation investments that offer greater mobility options, more alternatives to driving alone (and therefore reduced vehicle miles traveled), and lower transportation-related energy consumption, which in turn lowers particulate pollution and greenhouse gas emissions.

### ⇒ *for Countywide Planning Policies*

#### *MAINTENANCE, MANAGEMENT AND SAFETY*

- Address the development of a clean regional transportation system, including changes in fuels, technologies (including renewable resources for energy), and how we travel.
- Provide direction for decision-making that promotes environmentally sensitive transportation activities that reduce water and air pollution – with attention to human health, low-impact design, and environmentally friendly (i.e., green) streets.
- Provide direction for ensuring that strategies, programs and investment decision-making identify reliable and predictable revenues for maintaining and preserving the existing system.
- Provide direction for reducing the need for new projects and facilities through improved operations, system management and demand management strategies.
- Identify cooperative strategies and programs to protect the transportation system against disasters, develop prevention and recovery strategies, and plan for coordinated responses for transportation in an emergency.

#### **Green Streets**

*A street that uses vegetated facilities to manage stormwater runoff at its source is often referred to as a "green street." VISION 2040 advances sustainable stormwater strategies for street and roadways, as well as other features to improve the environment of urban streets – including landscaping and pedestrian-friendly treatments.*

*Resources are available through the Environmental Protection Agency at:  
[www.epa.gov/owow/podcasts/greenstreetsusa.html](http://www.epa.gov/owow/podcasts/greenstreetsusa.html)*

*See also the Low Impact Development Center at:  
[www.lowimpactdevelopment.org/greenstreets/](http://www.lowimpactdevelopment.org/greenstreets/)*

#### *SUPPORTING THE GROWTH STRATEGY*

- Prioritize transportation investments that serve centers, including key projects and programs in centers, as well as connecting centers with a highly efficient multimodal network. Give additional priority to projects that advance housing development,

including affordable housing, in regional growth centers.

- Promote joint- and mixed-use development projects as ways to improve mobility and accessibility
- Provide direction for the development of “complete streets,” including transportation corridors that pass through more than one jurisdiction.
- Advance the application of urban design principles, especially in centers and transit station areas

#### *GREATER OPTIONS AND MOBILITY*

- Provide direction for travel options to driving alone and overall reduction of vehicle miles traveled.
- Address the role of bicycling and walking as important travel modes by providing guidance for improving nonmotorized mobility and safe access.

- Provide direction to ensure the compatibility level-of-service standards between jurisdictions and across jurisdictional boundaries.
- Develop provisions to improve the compatibility of concurrency programs, as well as to address multimodal solutions.

- Coordinate planning for rail among jurisdictions, including the preservation of right-of-way for high-capacity transit.
- Address transportation financing methods that sustain maintenance, preservation, and operations of facilities.

#### *⇒ for Local Comprehensive Plans*

##### *MAINTENANCE, MANAGEMENT AND SAFETY*

- Develop clean transportation programs and facilities that use alternative fuels and new technologies (including renewable resources for energy), and provide alternatives for how we travel.
- Take demonstrable steps to reduce greenhouse gas emissions related to transportation.
- Develop practices for transportation activities that reduce water and air pollution, including low-impact design and green streets.
- Incorporate environmental factors into transportation decision-making, including attention to human health and safety.

#### **Context Sensitive Design**

*This approach to the design of transportation facility takes into account the specific community or physical setting in which a street or roadway is located. The design addresses scenic, aesthetic, historic and environmental features, while maintaining safety and mobility.*

*More information and resources are available through the Federal Highway Administration at: [www.fhwa.dot.gov/context/index.cfm](http://www.fhwa.dot.gov/context/index.cfm)*

*See also the following:*

*Institute of Transportation Engineers at: [www.ite.org/css/](http://www.ite.org/css/)*

*Context Sensitive Solutions at: [www.contextsensitivesolutions.org/](http://www.contextsensitivesolutions.org/)*

*Washington State Department of Transportation at: [www.wsdot.wa.gov/Biz/csd/](http://www.wsdot.wa.gov/Biz/csd/)*

#### **Complete Streets**

*A “complete street” is a roadway that is designed and operated with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Such streets are designed to be safer, more livable, and welcoming to everyone.*

*Resources and more information are available through the National Complete Streets Coalition at: [www.completestreets.org/](http://www.completestreets.org/)*

- Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.
- Reduce need for new projects through improved operations, system management and demand management strategies – such as signalization, channelization, ramp meeting, and bus bypasses.
- Identify programs and strategies to protect the transportation system against disaster, develop prevention and recover strategies, plan for coordinated responses to emergencies.

#### *SUPPORTING THE GROWTH STRATEGY*

- Invest in and promote joint- and mixed-use developments in order to improve overall mobility and accessibility.
- Develop full standards for transportation facilities to improve travel for all users – including motorists, cyclists, pedestrians, and the delivery of goods and services (i.e., “complete streets”).
- Improve local street patterns for walking, biking, and transit use.
- Address multiple modes of transportation in concurrency programs that factor in the movement of people, goods, and services, and not only the movement of vehicles.
- Design transportation facilities to fit within their context.
- Apply urban design principles for transportation facilities, especially in centers and transit station areas.

#### *GREATER OPTIONS AND MOBILITY*

- Prevent or minimize adverse impacts of transportation facilities on lower-income, minority, and special needs populations.
- Ensure mobility for people with special needs.
- Emphasize alternatives to driving alone, increase proportion of trips made by alternatives to driving alone; establish goals for reducing driving alone (consistent with RCW 47.01.440 and RCW 70.235.020).
- Establish level-of-service standards that address people-moving capacity over vehicle movement
- Avoid new or expanded facilities in rural areas.
- Incorporate bicycling and walking as important travel modes by improving and adding facilities and reliable connections.
- Address freight transportation.
- Preserve rights-of-way for high-capacity transit.
- Encourage public/private sector partnerships for transportation projects.
- Address transportation financing methods that sustain maintenance, preservation, and operations of facilities.

⇒ *for Cities with Designated Regional Centers*

- Improve local street patterns within centers for walking, bicycling, and transit use, including smaller blocks (note: this is not applicable to manufacturing industrial centers)
- Prioritize investments to regional growth centers and regional manufacturing/industrial centers
- Improve multimodal connections for access to centers from adjacent areas
- Establish mode split goals for regionally designated centers (DP-Action-18)
- Tailor concurrency programs for centers.

⇒ *for Transit Agencies and Other Agency Planning – including Special Service Districts*

*MAINTENANCE, MANAGEMENT AND SAFETY*

- Advance programs and services that reduce greenhouse gas emissions, including changes in fuels, technologies, and travel patterns.
- Develop practices for transportation activities that reduce water and air pollution.
- Incorporate environmental factors into transportation decision-making, including attention to human health and safety.
- Develop programs and strategies to protect the transportation system against disaster, develop prevention and recover strategies, plan for coordinated responses to emergencies.

*SUPPORTING THE GROWTH STRATEGY*

- Ensure that joint and mixed use developments are supported with regular transit service; invest in transportation facilities and services that support housing in regional growth centers.
- Prioritize investments to regional growth centers and regional manufacturing centers.
- Improve multimodal connections for access to centers from areas that are adjacent.
- Work with jurisdictions to develop full standards for streets and urban roadways to serve all users (i.e., “complete streets”); improve local street patterns for walking, biking, and transit use; incorporate bicycle and pedestrian travel as important modes by providing facilities and reliable connections.
- Design transportation facilities to fit within their context; apply urban design principles, especially in centers and transit station areas.

*GREATER OPTIONS AND MOBILITY*

- Work with jurisdictions to increase the proportion of trips made by alternatives to driving alone; develop plans and programs that help to reduce driving alone.
- Improve connections among modes of travel.
- Prevent or minimize adverse impacts to lower-income, minority, and special needs populations.
- Ensure mobility and access for people with special needs.

- Work with jurisdictions to develop multimodal approaches to concurrency.
- Avoid new or expanded facilities in rural areas; ensure that service within the rural area focuses on connections to and between rural towns.
- Coordinate planning for rail.
- Promote right-of-way preservation for high-capacity transit.
- Encourage public/private sector partnerships for transportation projects.
- Address transportation financing methods that sustain maintenance, preservation, and operations of facilities.