

APPENDIX E: TOPIC BY TOPIC GUIDANCE

A set of four appendices have been developed to provide topic-by-topic guidance to policy development for various types of plans. These appendices provide a greater level of detail than the checklists or reporting tools in Part 3. Recommendations are included for how specific issues or topics should be addressed in countywide planning policies, local comprehensive plans, plans for cities with designated centers, and transit agency and other agency planning.

Appendix E-1 describes issues and approaches for achieving **consistency with VISION 2040**. This section follows the outline of the multicounty planning policies, which also serve as the *regional guidelines and principles* required for certifying the transportation-related provisions in local comprehensive plans and countywide planning policies.

Appendix E-2 addresses issues related to **consistency with *Transportation 2040***, the adopted regional transportation plan.

Appendix E-3 describes provisions in the **Growth Management Act for local transportation planning**, which also are factors for the certification of transportation-related provisions in local comprehensive plans.

Appendix E-4 addresses **planning in centers**. While this information is geared primarily to designated regional centers, it also has applications for planning for central places and more compact activity areas of different types. (*Note: revised June 2014 to reflect updated Center Plan Checklist*)

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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 targets¹⁹ 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*.

¹⁹ 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.²⁰

- 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.

²⁰ 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/

- 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/.

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 (PM₁₀). 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 (PM₁₀ and PM_{2.5}), ozone (nitrogen oxide (NO_x) 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

- 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/

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/

⇒ *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

- 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/

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*

*See also the Low Impact Development Center at:
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.

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/.

- 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

See also the following:

Institute of Transportation Engineers at: www.ite.org/css/

Context Sensitive Solutions at: www.contextsensitivesolutions.org/

Washington State Department of Transportation at: www.wsdot.wa.gov/Biz/csd/

- 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.

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APPENDIX E-2: CONSISTENCY WITH TRANSPORTATION 2040

State planning law requires countywide planning policies and the transportation-related provisions in local comprehensive plans to be consistent with the adopted regional transportation plan. Together, VISION 2040 and its functional transportation plan, Transportation 2040, adopted in May 2010, provide the policy and planning framework for transportation planning in the central Puget Sound region.

VISION 2040 is the region's long-range integrated strategy for environmental, growth management, economic development, and transportation planning. The multicounty planning policies in VISION 2040 provide the full policy framework for both Transportation 2040 and the Regional Economic Strategy (which is also a functional plan of VISION 2040). Because VISION 2040 provides this framework, consistency with the adopted regional transportation plan incorporates many of the factors discussed in Appendix A-1.

Transportation 2040 is organized into seven chapters: (1) *Toward a Sustainable Transportation System*, (2) *A Strategic Approach to Regional Mobility*, (3) *A Sustainable Environment*, (4) *A Sustainable Financial Framework*, (5) *Regional Programs and Projects*, (6) *Monitoring Implementation and System Performance*, and (7) *Future Planning, Programming, and Implementation*. Each chapter is briefly summarized below, along with guidance on how Transportation 2040 applies to countywide planning efforts, local comprehensive planning, and other agency planning.

Toward a Sustainable Transportation System

This chapter establishes three integrated strategies for addressing (1) congestion and mobility, (2) the environment, and (3) transportation funding. Investments are prioritized for centers and compact urban communities. Transportation 2040 calls for a transportation system that is safe, secure, and efficient. This includes moving people and goods in ways that support a healthy environment and a strong economy. Sustainable transportation means relying on cleaner and renewable sources of energy, as well as more environmentally friendly design and construction to reduce impacts. Transportation sets the region on a course to reduce greenhouse gas emissions. It also takes steps toward sustainable financing.

⇒ for *Countywide Planning Policies*

- Provide guidance for countywide and local transportation planning efforts, consistent with the objectives of Transportation 2040, to address:
 - Prioritization for developing centers.
 - Safety, security, and efficiency.
 - Transportation that supports a healthy environment and strong economy.
 - Clean and renewable sources of energy.
 - Environmentally friendly transportation design and construction practices.
 - Reduction of greenhouse gas emissions.
 - Sustainable transportation financing.

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

- Ensure that local transportation planning provisions advance regional planning objectives, including:

- Prioritization for developing centers.
- Safety, security, and efficiency.
- Transportation that supports a healthy environment and strong economy.
- Clean and renewable sources of energy.
- Environmentally friendly transportation design and construction practices.
- Reduction of greenhouse gas emissions.
- Sustainable transportation financing.

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

- Ensure that agency transportation provisions advance regional planning objectives, including:
 - Prioritization for developing centers.
 - Safety, security, and efficiency.
 - Transportation that supports a healthy environment and strong economy.
 - Clean and renewable sources of energy.
 - Environmentally friendly transportation design and construction practices.
 - Reduction of greenhouse gas emissions.
 - Sustainable transportation financing.

Physical Design Guidelines

A set of 10 guidelines have been established to address design principles and site development characteristics that advance the mutually supportive relationship between land use and transportation. The physical design guidelines are specifically directed to designated regional centers and high-capacity transit station areas. However, they have applicability to all types of centers and compact urban development within the region. The physical design guidelines include:

1. Encourage a mix of complementary land uses.
2. Encourage compact growth by addressing density.
3. Link neighborhoods, connect streets, sidewalks and trails.
4. Integrate activity areas with surrounding neighborhoods.
5. Locate public and semipublic uses near stations.
6. Design for pedestrians and bicyclists.
7. Provide usable open spaces.
8. Manage the supply of parking.
9. Promote the benefits of on-street parking.
10. Reduce and mitigate the effects of parking.

⇒ ***for Countywide Planning Policies***

- Provide additional detail and specificity for addressing the physical design guidelines at the local level, especially for various types of centers and high capacity transit station areas.

⇒ *for Local Comprehensive Plans*

- Apply the physical design guidelines to planning for high capacity transit station areas. Also, work with the guidelines in other aspects of comprehensive planning, including development review, to create compact urban communities that are walkable and transit-oriented.

⇒ *for Cities with Designated Centers*

- For each designated regional growth center and high-capacity transit station area, demonstrate that the ten physical design guidelines in Transportation 2040 have been addressed. For manufacturing/industrial centers, develop design standards to mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas.

Physical Design Guidelines

For further guidance and information, see the Design Guidelines Manual (2003) on-line at: <http://www.psrc.org/assets/254/designmanual.pdf>

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

- Address the physical design guidelines in planning efforts and decision-making for regional growth centers and high-capacity transit station areas.

A Strategic Approach to Regional Mobility

This chapter addresses mobility and congestion relief through (1) land use planning, (2) managing system demand, (3) transportation system management and operations, and (4) strategically adding capacity to the transportation system.

⇒ *for Countywide Planning Policies*

- Provide additional detail and specificity to guide countywide and local planning for:
 - Land use planning – including planning for centers and compact communities, and ensuring that in rural areas new highways or major roads expansions are avoided.
 - Managing system demand.
 - Transportation system management and operations.
 - Strategically adding capacity to the transportation system.
 - Developing “complete streets” provisions for making roadways better serve all users, including motorists, transit, bicyclists, and pedestrians.

⇒ *for Local Comprehensive Plans*

- Incorporate provisions and strategies for improving accessibility and mobility through:
 - Land use planning, including prioritizing centers, developing more compact urban communities that are walkable and more transit-friendly, and avoiding new highways and road expansions in rural areas
 - Advancing a full array of demand management strategies. Examples include ridesharing, telecommuting, alternatives to driving alone, flexible work schedules.

- Advancing a complete array of system management strategies. Examples include traffic signal coordination, transit prioritization treatments, parking management.
- strategically adding capacity to the transportation system in a manner consistent with adopted regional policy and local comprehensive planning objectives.
- Developing a “complete streets” programs for evolving roadways into multimodal transportation facilities that better serve all users, including motorists, transit, bicyclists, and pedestrians. Consider developing a typology of different kinds of complete street approaches for different types of roadways and streets.

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

- Incorporate provisions and strategies for improving accessibility and mobility in centers through:
 - Land use planning, including developing plans and actions for transit-oriented development in regional growth centers, as well as related provisions and strategies to improve walking, bicycling, and access to transit – including complete street design for centers.
 - Managing system demand, including parking management planning.
 - Transportation system management and operations.
 - Strategically adding capacity to the transportation system in a manner consistent with mode split goals established for each designated center.

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

- Incorporate provisions and strategies for improving accessibility and mobility in centers through:
 - Land use planning, including transit system planning focused on centers, route planning that serves compact urban communities, partnering with local jurisdictions to develop plans and actions for transit-oriented development, focusing rural service to connecting towns in the rural area.
 - Managing system demand.
 - Transportation system management and operations.
 - Strategically adding capacity to the transportation system in a manner consistent with adopted regional policy and local comprehensive planning objectives.

Mobility for Those with Special Needs

Special needs transportation services provides a range of mobility options for those who cannot or do not drive. Community and private operators provide mostly demand response services. Student transportation services may be provided by public transportation agencies or by school districts.

⇒ ***for Countywide Planning Policies***

- Provide additional detail and specificity to guide countywide and local planning to serve the mobility and accessibility needs of those who cannot or do not drive.

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

- Incorporate provisions and strategies for improving the mobility of those who do not or cannot drive by addressing barrier-free accessibility in the built environment, improved opportunities for walking, bicycling, and using transit, and siting schools and facilities housing public services in locations more central to the populations being served.

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

- Identify opportunities to increase frequency of all-day core transit service.
- Regularly update paratransit plans to serve the needs of a growing and changing population.
- Regularly review and, as needed, revise programs for demand response service.

**Coordinated Transit-Human Services
Transportation Plan**

*For further information, see Appendix K in
Transportation 2040 –or – go on-line to:
www.psrc.org/transportation/special-needs/*

A Sustainable Environment

Transportation 2040 addresses the relationship between transportation and the environment. The plan was developed with a focus on reducing the potential environmental impacts of transportation infrastructure and operations. Transportation 2040 speaks to (1) maintaining and improving air quality, (2) reducing greenhouse gas emissions, (3) improving water quality, and (4) improving and promoting health.

⇒ *for Countywide Planning Policies*

- Provide additional detail and specificity to guide countywide and local planning to reduce transportation-related impacts on air quality and climate, water quality and habitat, and on public health, including exposure to pollutants and noise, as well as improving opportunities for walking and bicycling.

Four-Part Greenhouse Gas Reduction Strategy

A variety of strategies and tools will be required to effectively reduce greenhouse gas emissions from transportation. Transportation 2040 discusses a four-part strategy:

- **Land Use** – continue to develop compact urban communities
- **User Fees** – transition over time to a roadway pricing system to reduce vehicle miles traveled
- **Choices** – continue to provide more options to driving alone
- **Technology** – improvements in fuel efficiency and the transition to alternative forms of energy

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

- Incorporate provisions and strategies, including construction practices and for transportation operations, that measurably improve air quality, water quality, and habitat.
- Develop “green street” programs and strategies that integrate innovative stormwater management practices for roads and other transportation facilities, as well as provide for enhanced landscaping and vegetation along thoroughfares and other streets.
- Develop a jurisdictional-level greenhouse gas reduction strategy that addresses (1) land use, including the development of compact, walkable communities, (2) user fees,

including parking fees, (3) improved choices for alternatives to driving alone, and (4) technology, including the use of more fuel-efficient vehicles in the jurisdiction's fleet.

- Address public health in planning for and operating transportation, including creating improved opportunities for walking and bicycling, and reducing the public's exposure to air, water, and noise pollution from transportation facilities.
- Develop factors for addressing health impacts and emissions reductions in transportation decision-making

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

- Incorporate provisions and strategies, including construction practices and for transportation operations, that measurably improve air quality, water quality, and habitat.
- Develop programs and strategies that integrate innovative stormwater management practices, as well as provide for enhanced landscaping and vegetation.
- Work with regional agencies and local jurisdictions to continue to develop viable alternatives to driving alone.
- Develop factors for addressing health impacts and emissions reductions in transportation decision-making.

A Sustainable Financial Framework

Transportation 2040 advances a financing strategy designed to address the challenges associated with funding transportation investments. The strategy envisions local actions to adjust levy rates, impact and development fees, and parking pricing. State efforts are needed to identify additional local option taxes, secure transit funding, and distribute state transportation revenues in a manner that supports best practices. Tolls and other user fees would also become a more prominent part of funding transportation.

⇒ *for Countywide Planning Policies*

- Provide guidance for transportation investments at the countywide and local level, based on Transportation 2040 financing strategy and overall transportation objectives.

⇒ *for Local Comprehensive Plans*

- Demonstrate that local transportation improvement programs and related investments commit to maintenance and preservation of local transportation facilities and services.
- Show that local investment strategies prioritize transportation improvements in centers – including regional growth centers and locally identified centers.
- Develop parking management plans that include strategies for parking pricing.
- Maximize efforts to support investments through levies, impact and development fees, and other local financing options.

⇒ *for Cities with Designated Centers*

- Prioritize investments in regional growth centers and manufacturing/industrial centers.
- Strategically leverage investments in regional growth centers to support the development of housing.
- Consider establishing improvement districts to pay for infrastructure and other investments in centers.

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

- Demonstrate that agency programs commit to maintenance and preservation of transportation facilities and services.
- Show that local investment strategies prioritize transportation improvements in centers and high-capacity transit station areas.
- Maximize efforts to stabilize funding for transit infrastructure and service.

Regional Programs and Projects

This chapter describes programs and projects that have been identified to implement the region's transportation strategy. Two broad categories of investments are presented: (1) constrained and (2) unprogrammed. Constrained investments in the plan's financial strategy are funded through currently available and/or reasonably expected new revenue sources. The unprogrammed portion needs additional funding or financial analysis.

⇒ *for Countywide Planning Policies*

- Provide guidance to ensure that programs and projects identified in countywide and local transportation planning are consistent with adopted regional policy and included in Transportation 2040.

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

- Demonstrate strategies and actions to maintain and preserve local streets, roads, sidewalks, and pathways to serve mobility and the movement of goods.

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

- Maximize efforts to reliably finance transit operations and capital replacements.

Monitoring Implementation and System Performance

Transportation 2040 includes a commitment to regularly report on how the region is doing to take the steps necessary to implement VISION 2040 and Transportation 2040. While VISION 2040 includes an integrated approach to measuring both implementation of regional goals and performance in achieving a broad range of desired policy outcomes, Transportation 2040 discuss the monitoring of mobility and accessibility, mode split for various travel options, addressing the reduction of greenhouse gas emissions, preserving water quality, the application of tolling and user fees, and expenditures for transportation.

⇒ *for Countywide Planning Policies*

- Provide guidance for ensuring compatibility among regional, countywide, and local monitoring and reporting efforts.

⇒ *for Local Comprehensive Plans*

- Provide data and information needed to support regional, countywide, and local monitoring efforts.
- Provide the outcomes of monitoring to local officials to help inform decision-making processes.

⇒ *for Cities with Designated Centers*

- Establish mode-split goals for designated regional centers, and regularly report on travel by driving alone, ridesharing (including carpools and vanpools), transit, and nonmotorized travel.

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

- Regularly report on transit ridership and cooperative planning efforts for transit-oriented development.

Future Planning, Programming, and Implementation

Transportation 2040 is designed to be a planning document that continues to evolve. It includes implementation actions, information on amending the plan, a discussion of corridor planning, and descriptions of the region's transportation improvement program (TIP) and plan review process.

⇒ *for Countywide Planning Policies*

- Provide guidance for implementation of Transportation 2040 at the countywide level and locally.

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

- As regional transportation planning efforts evolve, local comprehensive plans should be regularly reviewed and routinely updated to reflect changes and new provisions in VISION 2040 and Transportation 2040.

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

- As regional transportation planning efforts evolve, local comprehensive plans should be regularly reviewed and routinely updated to reflect changes and new provisions in VISION 2040 and Transportation 2040.

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APPENDIX E-3: ADDITIONAL REQUIREMENTS FOR CERTIFICATION OF TRANSPORTATION-RELATED PROVISIONS

A final part of the certification responsibilities of regional transportation planning organizations is to ensure that the transportation-related provisions in local comprehensive plans conform with comprehensive planning provisions for transportation in the Growth Management Act. The transportation element in local comprehensive plans is required to contain, at a minimum, the following seven sub-elements:

- Land use assumptions used in estimating travel.
- Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions.
- Identification of facilities and service needs.
- Discussion of financing for transportation facilities and services.
- Intergovernmental coordination efforts.
- Transportation demand management strategies.
- Pedestrian and bicycle component.

The Act outlines specific provisions to be addressed for each of the subelements. The Regional Council's review of the transportation-related provisions in local comprehensive plans incorporates a review of each subelement for conformity with the provisions of the Act.

Washington Administrative Code

Besides the guidance provided in this Appendix for transportation planning, jurisdictions should also consult Section 365-195-325 of the Washington Administrative Code.

Note: Since these requirements are specifically directed to local comprehensive plans, the following discussion focuses in more detail on how they are to be addressed by local jurisdictions. The discussion of countywide planning policies and other agency planning efforts is therefore more generalized, offering recommendations of how they can add value to local planning efforts.

Land Use Assumptions and Forecast of Travel Demand

The land use assumptions used in estimating travel demand help determine where future transportation improvements and infrastructure are most needed and play a major role in capital facilities planning. Under the Growth Management Act, the comprehensive plan must include a forecast of travel demand for a period of *at least* 10 years. The forecast must demonstrate the application of land use assumptions.

⇒ *for Countywide Planning Policies*

- Provide guidance for coordinating the land use assumptions of adjacent jurisdictions in the development of the transportation element in local comprehensive plans.

⇒ *for Local Comprehensive Plans*

- Demonstrate that travel demand forecast and transportation needs assessments are always based on land use assumptions, are consistent with adopted growth targets.
- Ensure that population and employment assumptions, as well adopted land use maps, are consistent throughout the plan (e.g. land use element, transportation element, housing element).
- Ensure that population and employment assumptions in the transportation element are consistent with the most recently adopted growth targets.
- Document that travel demand forecasts extend for a period of at least 10 years.
- Include state-owned facilities included in the travel demand model. Estimate impacts on state facilities.

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

- Demonstrate that needs assessments and service decisions for transportation are consistent with established growth targets and locally adopted comprehensive plans

Service and Facility Needs

The transportation-related provisions in local plans are required to address service and facilities needs. The identification of needs should include an inventory of transportation facilities, regionally coordinated level-of-service standards for all locally owned arterials and transit routes, level-of-service standards for state-owned highways, a list of specific actions for locally owned transportation facilities or services as they relate to addressing established standards, and identification of state and local system needs to meet current and future demands.

Facility Inventories

As a basis for future planning, local transportation facility inventories define existing capital facilities and travel levels. Under the Act, comprehensive plans must include an inventory of air, water, and ground transportation facilities within the borders of a jurisdiction. The inventory in local comprehensive plans must include both local and state-owned facilities.

⇒ *for Countywide Planning Policies*

- Provide guidance for needs assessment and infrastructure decision-making, such as common formats for developing facility inventories.

⇒ *for Local Comprehensive Plans*

- Include inventories for each transportation system, including roadways, transit, bicycles, pedestrians, freight, airports (where appropriate), and ferry facilities (where appropriate).
- Consider including maps and descriptions of conditions.
- Include state-owned facilities in the inventory.

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

- Consider including inventories for each transportation system. These inventories should be coordinated with local jurisdictions.

Level-of-Service Standards

Local jurisdictions are required to adopt level-of-service standards for locally owned arterials and transit routes to help ensure that transportation improvements and services are available to serve existing communities and proposed development. The Growth Management Act stresses that level-of-service standards be regionally coordinated, and requires that local jurisdictions include in their transportation elements the adopted level-of-service standards for all highways of regional and statewide significance.

VISION 2040 states that level-of-service standards should focus on the movement of people and goods, not just on the movement of vehicles (see Policy MPP-DP-54). Jurisdictions therefore should develop level-of-service standards that take into account various modes of travel besides vehicles.

⇒ *for Countywide Planning Policies*

- provide guidance for addressing service standards and mobility issues that transcend local jurisdiction boundaries, including multimodal approaches to transportation concurrency and issues related to pass-through travel.
- Provide guidance to transit agencies for establishing level-of-service standards and/or performance standards, and how those standards are stated in local comprehensive plans.
- Consider providing guidance for establishing level-of-service standards for other modes of travel.

⇒ *for Local Comprehensive Plans*

- Include adopted level-of-service standards for arterials.
- Emphasize people-moving capacity rather than vehicles in establishing level-of-service standards.
- Consider establishing service or performance standards for other transportation modes, including for bicycling and pedestrian facilities.

Level-of-Service Standards

Transit Service. Regarding the directive in the Growth Management Act to adopt level-of-service standards for transit, service is provided in central Puget Sound by transit agencies that operate at the countywide level, rather than by individual cities and towns (with the exception of Everett Transit). As a result, the Regional Council encourages transit agencies to coordinate with local jurisdictions in establishing service or performance standards for transit. The agencies should then provide information to cities and counties regarding how to express the established service standards in local comprehensive plans.

Standards for Highways of Statewide Significance. For information on level-of-service standards for state facilities, see WSDOT's *Highway System Plan*, Appendix E. [/www.wsdot.wa.gov/NR/rdonlyres/E2120591-893A-4BB4-AFDC-121A41210E5D/0/10Appendix.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/E2120591-893A-4BB4-AFDC-121A41210E5D/0/10Appendix.pdf)

Standards for Regionally Significant State Highways. PSRC has adopted level-of-service standards for regionally significant state highways. Information is on-line at: www.psrc.org/transportation/destination2030/ios/

- Reference and discuss the service standards for neighboring jurisdictions, including the consistency of these standards.
- Cite level-of-service or performance standards for transit.
- State how adopted level-of-service standards for state and regional facilities are reflected in the plan’s transportation provisions.

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

- Establish level-of-service standards or performance standards for transit – and other services.
- Develop these standards in cooperation with local jurisdictions to advance regional and local growth management planning objectives.
- Provide guidance to cities and counties for expressing established standards in their local comprehensive plans.

Related Issue: Concurrency

The Growth Management Act emphasizes the provision of public facilities to adequately support existing communities and new development as it occurs. As a result, the Act requires that local jurisdictions to adopt a concurrency ordinance to ensure the provision of adequate transportation facilities to serve development at the time it is to be occupied, or within six years. In 2005, the Act was amended to encourage multimodal transportation considerations in addressing concurrency – including walking, bicycling, and transit – in addressing transportation impacts and solutions.

Concurrency

The Regional Council has developed a series of reports on transportation concurrency, including analysis of practices in the region, recommendations for local concurrency programs, and options for making concurrency more multimodal.

These reports and other resources are available at:
www.psrc.org/growth/vision2040/implementation/concurrency

⇒ ***for Countywide Planning Policies***

- Provide guidance for developing compatible approaches to concurrency among local jurisdictions.
- Address consistency of concurrency programs along jurisdictional boundaries and for facilities that serve more than one jurisdiction.

⇒ ***for Local Comprehensive Plans***

- Has the city or county established a concurrency ordinance?
- Are there specific policies or provisions in the comprehensive plan that address concurrency?
- Does the concurrency program account for multimodal travel?
- Is the concurrency program coordinated with and supportive of neighboring jurisdictions’ land use plans and transportation systems?

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

- Address multimodal aspects of concurrency and coordinate efforts with local jurisdictions to identify multimodal solutions to transportation needs.

Financing

The Growth Management Act requires that the transportation-related provisions of comprehensive plans address the financing of the local transportation system. The local plan must include a multiyear financing plan with: (1) an analysis of estimated costs related to maintenance, construction, and operations, (2) an analysis of funding capability, including revenues and probable funding sources, and (3) a reassessment of funding that identifies how the jurisdiction will respond should probable funding not be available. (See discussion below.) The multiyear financing plans serve as the basis for the six-year street, road, or transit program for cities, counties, and public transportation systems and should be coordinated with the state's six-year transportation improvement program.

Reassessment Strategy

Under the Act, each jurisdiction must craft a "reassessment strategy" to be in place to guide decision-making should a funding shortfall occur. The reassessment strategy must address one or more of the following factors: (1) how additional funding would be raised, (2) how level-of-service standards would be adjusted, or (3) how land use assumptions would be reassessed. The Regional Council encourages jurisdictions to craft reassessment strategies that first consider identifying additional funding or adjusting level-of-service standards, before considering reassessment of land use assumptions.

⇒ for Countywide Planning Policies

- Provide guidance for common approaches to (1) analyzing funding capabilities, (2) developing provisions to include in a multiyear financing plan, and (3) addressing possible funding shortfalls in a reassessment strategy.
- Provide guidance for investment decision-making and accessing new transportation revenues.
- Describe county level and interjurisdictional sources of funding.

⇒ for Local Comprehensive Plans

- Fully account for both existing and new sources of revenue.
- Fully describe investment decision methodologies.
- Include a multiyear financing plan, based on the local transportation system needs.
- Include an analysis of funding capability relative to probable funding resources.
- Include a reassessment strategy in the event of a funding shortfall.

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

- Fully account for both existing and new sources of revenue.
- Fully describe investment decision methodologies.
- Develop a multiyear financing plan, in cooperation with local jurisdictions.

Intergovernmental Coordination

The Growth Management Act places an emphasis on coordinating local, regional, and state planning efforts. Under the Act, the comprehensive plan of each county or city is to be coordinated and consistent with the comprehensive plans of other jurisdictions with which it shares common borders or related regional issues. The plan must include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent cities and counties. It should also explicitly address how its land use assumptions and transportation network impact transportation in adjacent jurisdictions.²¹

Demand Management

Transportation demand management (TDM) strategies and programs include:

- Investing in the infrastructure to support alternatives to driving alone, including transit alignments and stations, high-occupancy vehicle (HOV) lanes and business and transit (BAT) lanes, bikeways and complete streets
- Transit-supportive land uses and compact urban form
- Ridesharing, vansharing, and carpooling
- Telecommuting and flexible work schedules
- Parking management

On-line resources include:

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

www.wsdot.wa.gov/TDM

VICTORIA TRANSPORT INSTITUTE

www.vtpi.org/tdm/

NATIONAL TDM AND TELEWORK CLEARINGHOUSE

www.nctr.usf.edu/clearinghouse/

MUNICIPAL RESEARCH AND SERVICES CENTER

www.mrsc.org/Subjects/Transpo/TDM.aspx

⇒ *for Countywide Planning Policies*

- Provide guidance for addressing coordination and joint planning for transportation facilities and services, as well as for mobility issues that have interjurisdictional implications, such as pass-through travel and related traffic

⇒ *for Local Comprehensive Plans*

- Include provisions addressing coordination with neighboring cities, the county, regional agencies, special districts providing transportation, and the state.
- Address whether transportation facilities and standards compatible at shared jurisdictional borders.
- Include provisions for joint planning for transportation facilities in unincorporated urban growth areas.

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

- Coordinate agency planning with that of

local jurisdictions and other service providers.

Demand Management

By working to alter or reduce travel demand instead of increasing roadway supply, transportation demand management strategies play a critical role in alleviating congestion and mitigating transportation-related impacts on the natural environment. The Growth Management Act requires transportation demand management strategies and programs to be included in local plans. Examples include efforts to shift trips outside of peak travel time, efforts to shift trips to transit,

²¹ Examples include referencing outputs from a travel demand model when an impact is shown on neighboring jurisdictions or including some discussion of the implications of a particular land use strategy on neighboring jurisdictions.

ridesharing, bicycling or walking, efforts to decrease trip lengths, and efforts to eliminate certain vehicle trips all together.

A specific transportation demand strategy required in Washington is the Commute Trip Reduction Program. The Commute Trip Reduction (CTR) law requires major employers to develop and implement a commute trip reduction program that is designed to reduce the number and length of drive-alone commute trips made to the worksite. Examples include vanpools, telecommuting options, providing for flexible work schedules, and public transit subsidies.

⇒ ***for Countywide Planning Policies***

- Provide guidance for offering comprehensive programs for alternatives to driving alone, including transit and ridesharing, flexible work schedules and telecommuting.
- Address coordination of demand management programs that are multi-jurisdictional in nature.

⇒ ***for Local Comprehensive Plans***

- Include programs and strategies designed to manage travel demand – including transit and ridesharing, telecommuting, parking management, bicycling and pedestrian travel.
- Include commute trip reduction programs.

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

- Coordinate service provisions with local and regional efforts to provide alternatives to driving alone.

Pedestrian and Bicycle Component

Planning for bicycle and pedestrian facilities that are well-designed and strategically sited helps to improve accessibility and mobility – and offers travel choices that are safe, clean, and efficient, and increase physical activity. In 2005, the Growth Management Act was amended to require comprehensive plans to “include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles” [RCW 36.70A.070(6)(a)(7)].

⇒ ***for Countywide Planning Policies***

- Address the development of bicycle and pedestrian transportation networks that cross local jurisdictional boundaries.

Pedestrian and Bicycle Planning

Excerpts from the Regional Bicycle & Pedestrian Implementation Strategy (2002)

- *Provide for safe and convenient bicycle and pedestrian use on streets and roadway projects.*
- *Maintain and improve existing bicycle and pedestrian facilities; design projects according to established standards*
- *Invest to achieve greater system continuity by addressing missing linking and removing barriers and deterrents*
- *Locate new pedestrian and bicycle facilities in centers and other compact communities*
- *Provide for education on safe biking and walking; enforce safety laws*

Further guidance and information is on-line at: www.psrc.org/transportation/bikeped/

⇒ ***for Local Comprehensive Plans***

- Include a bicycle and pedestrian component in the transportation element
- Include strategies, programs, and projects that address bicycle and pedestrian travel as a safe and efficient transportation options – including pedestrian and bicycle planning, project funding and capital investments, education and encouragement, safety improvements and enforcement, and ongoing monitoring.
- Improve local street patterns to enhance walking and biking; design streets to safely accommodate all users, including pedestrians and bicyclists.
- Include provisions to promote physical health and active living (land use-based approaches, transportation-based approaches).

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

- Design facilities and services to better accommodate walking and biking to transit stops and stations.

Land Uses Adjacent to Airports

Washington State law includes provisions to protect public use general aviation airports from land use encroachment (RCW 36.70.547). Any county or city that has a general aviation

Review Criteria for Compatible Land Use Adjacent to Airports

- *List airports in or adjacent to your jurisdiction. If the airport is owned by the jurisdiction, include it in the transportation and capital facilities plan elements; the airport should also be designated as an essential public facility.*
- *Include a Land Use Inventory for airport property and adjacent areas:*
- *Identify existing and planned land uses in the vicinity of the airport. Document residential densities.*
- *Document places of public assembly (indoors and outdoors) in the vicinity of the airport (include schools, civic centers, theaters, malls, office buildings).*
- *Document existing vacant land and contiguous open space, for example, critical areas, passive use parks.*

airport within or adjacent to its jurisdictional boundaries is required to discourage the siting of incompatible uses next to the airport. The Regional Council has developed review criteria for airport planning and reviews airport compatible land use as part of its comprehensive plan review and certification process.

⇒ ***for Countywide Planning Policies***

- Provide guidance for coordinating land use planning in areas adjacent to airports, especially where more than one jurisdiction abuts an airport.

⇒ ***for Local Comprehensive Plans***

- Identify and address airport(s) located within or adjacent to the jurisdiction.
- Provide an inventory of existing and planned land use near the airport.

- Include policies and/or reference development regulations that prevent land use encroachment and discourage incompatible land uses adjacent to the airport.
- Address height hazard areas, safety zones, and noise impact areas for the airport in the plan and/or development regulations.
- Identify the ground transportation access.

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

- Coordinate the provision of services in a manner that does not create incompatible uses next to airports.

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APPENDIX E-4: CENTER PLANS²²

VISION 2040 describes multiple types of centers, including regionally designated centers (regional growth centers and regional manufacturing industrial centers), other centers (centers in Larger Cities and centers in Small Cities/Town Centers), and other central places (such as neighborhood centers, activity nodes, and station areas).

The creation and development of growth centers as mixed-use, walkable locations of more intense residential and employment development is key to implementing VISION 2040. Each city in the region should take steps to identify one or more centers (or central places) as a compact area with a mix of housing, employment, shops, cultural facilities, and entertainment. Similarly, the creation and development of manufacturing industrial centers as concentrations of basic industries that provide family wage jobs is essential to the region's economic health. Centers that are the most regionally significant have been designated as *regional growth centers* or *manufacturing/industrial centers*.

VISION 2040 directs local jurisdictions having one or more *regionally* designated centers to prepare a subarea plan for each such center (see DP-Action-17 and VISION 2040 –Part IV: Implementation) within four years of designation. Subarea plans must be consistent with the jurisdiction-wide comprehensive plan and are required to fully address all planning requirements in the Growth Management Act. (Subarea plans should be a chapter or section in the comprehensive plan.)

The Regional Council established criteria for consideration when a center is proposed for designation (Executive Board, June 2003). These criteria are incorporated in the Center Plan Checklists and discussion below.

What follows is an outline of key concepts and provisions that jurisdictions should use in planning for their designated centers. The criteria for both *regional growth centers* and *manufacturing/industrial centers* are available on-line, along with other planning resources, at: <http://www.psrc.org/growth/centers>.

GROWTH CENTERS

Center Plan Concept (or “Vision”)

The center plan should include a vision for the center, as well as an overview which describes its commitment to human scale urban form. The plan should address its relationship to the jurisdiction's overall comprehensive plan, as well as to VISION 2040 and relevant countywide planning policies. Additionally, an explanation of the center's relationship to other adjacent and nearby places is useful. A market analysis of the center's development potential, including total developed and undeveloped area, as well as

²² Revised June 2014 to reflect updated Center Plan Checklist

infill and redevelopment potential, could also be included. A market analysis is recommended for all jurisdictions with centers, and expected for designation of new centers.

Environment

Planning for centers needs to consider the natural environment as well as the built environment. A center subarea plan should address critical areas, parks and open space, habitat, water quality, air quality, and climate change.

- Identify critical areas and develop provisions to protect environmentally sensitive areas.
- Address parks and open space, including public spaces and civic places and include provisions to encourage accessible open space.
- Include or reference policies and programs for innovative stormwater management.
- Include or reference policies and programs to reduce air pollution and greenhouse gas emissions.

Land Use

The center should have defined boundaries, and planning area boundaries should fully encompass the designated regional growth center. Each center should be compact in size and integrated into the larger fabric of the surrounding community. General guidance is for regional growth centers to be approximately one square mile in size, or walkable from a central point to the edge in approximately 15 to 20 minutes. This suggests a roughly uniform shape. Unless there is a clear rationale and objective, centers should not be elongated or gerrymandered.

The center should have an allocated portion that represents a significant share of the jurisdiction's overall residential growth targets (expressed in housing units) and employment growth targets. Both existing and planned urban form, including residential densities and building intensities, should be described.

Each center should contain a mix of land uses appropriate to its size and function. The center plan should include land use policies and maps that describe the distribution and location of existing and future land uses, including housing, commercial, retail, public facilities, transit and utility facilities, and open space. Also, design standards should be pedestrian-friendly and stimulate transit ridership and transit-oriented development. Transition(s) to adjacent neighborhoods and districts are also important so that the center is well-integrated with surrounding areas.

Housing

Center plans should provide for a variety of housing types, including housing affordable to all income groups. (Note: Housing is discouraged in manufacturing/industrial centers.) The plan should enumerate total existing and targeted housing units for a 20-year planning period. The

center plan should delineate a diversity of housing types with policies and provisions addressing the following:

- Dwelling types
- Density standards
- Affordable housing (for households that are (a) below 50 percent of the average median income, (b) between 50 and 80 percent, and (c) 80 to 120 percent of average)
- Special needs housing

Jurisdictions should identify strategies and implementation plans to meet housing targets and goals. Regular reporting on meeting targets and goals is to take place through both local and regional monitoring efforts.

Economy

The center plan should address the economic and residential role the center plays within the jurisdiction, along with description of key sectors and industry clusters and policies and programs addressing economic development in the center. (See discussion of employment growth targets under *Land Use* above.)

Public Facilities

The center plan should reference or describe existing and planned capital facilities, including how each will be financed (such as sewer, water, gas, electric, telecommunications). Both public and semi-public facilities and services should be identified, such as civic buildings, libraries, fire and police stations, arts centers, and related facilities. Efforts should be demonstrated to locate public facilities near transit stations.

Transportation

One of the hallmarks of VISION 2040 and *Transportation 2040* is their emphasis on integrating land use and transportation planning as mutually reinforcing. Center plans must develop their transportation provisions based on land use assumptions. Transportation planning for centers should address or reference:

- An integrated multimodal transportation network, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts.
- Relationship to regional high-capacity transit (i.e., bus-rapid transit, commuter rail, light rail, and ferry)
- “Complete street” treatments to design roadways for all users, including transit, pedestrians, cyclists, and freight.
- Context-sensitive design for transportation facilities to fit the urban character of the center
- “Green street” treatments should emphasize protection of the environment, reduction of greenhouse gas emissions, and aesthetic street-scaping.

- Transportation system management and demand management programs and services.

Level-of-service standards and concurrency provisions should be specifically tailored to address the unique circumstances and character of each designated center. The standards should be multimodal and stress the movement of people rather than only vehicles.

Center plans should have well-developed parking management strategies to:

- Manage the supply of parking.
- Promote benefits of on-street parking.
- Reduce and mitigate the effects of parking.

MANUFACTURING INDUSTRIAL CENTERS

Center Plan Concept (or “Vision”)

The center plan should include a vision for the center as well as an overview which clearly describes its commitment to the preservation of its urban industrial land base and the economic role of the center within the city, county and the region. The plan should describe its relationship to the jurisdiction’s overall comprehensive plan, as well as to VISION 2040 and relevant countywide planning policies. Additionally, an explanation of the center’s relationship to other adjacent and nearby places is useful. When considering the development of a center plan, it will be useful to include a market analysis of the center’s development potential, including total developed and undeveloped area, as well as infill and redevelopment potential. A market analysis is recommended for all jurisdictions with centers, and expected for designation of new centers.

Environment

Planning for centers needs to consider the natural environment as well as the built environment, even in these areas of intense employment activity. The center plan should address critical areas, parks and open space (as appropriate to these areas), water quality, air quality, and climate change.

- If applicable, identify critical/environmentally sensitive areas in the manufacturing/industrial center and reference relevant policies and programs to protect those areas.
- As appropriate, address open spaces and open space connections.
- Include or reference policies and programs for innovative stormwater management (*related to Public Services*).
- Include or reference policies and programs to reduce air pollution and greenhouse gas emissions.

Land Use

The center should have defined boundaries, and the planning area boundaries should fully encompass the designated regional manufacturing/industrial center. Manufacturing industrial centers will assume a variety of sizes and shapes, based upon their location, the type of manufacturing or industrial activity they contain, the extent of land parcels zoned for manufacturing and industrial uses, and the presence of supporting infrastructure. Although it is not critical that MICs be physically compact, jurisdictions should have a clear rationale for why particular boundaries or configurations are in place.

The center should have an allocated portion of the jurisdiction's employment target and should demonstrate the capacity to accommodate the planned levels of growth.

The center plan should ensure that a high percentage of the property within the manufacturing industrial center boundaries have planned future land use and current zoning designations for industrial and manufacturing uses. In addition, the center plan should include complementary regulatory strategies to restrict land uses that are incompatible with manufacturing, industrial uses, such as large retail uses, housing, or non-related office uses. The sizes of office and retail uses should be limited primarily to accessory uses. This may include regulations and plans to preserve and encourage the aggregation of vacant parcels and parcels with non-industrial uses within the center to create lots of sufficient size for expanded or new manufacturing and industrial uses. Large parcels and blocks are often desirable for manufacturing and industrial activity.

The center plan should include design standards that are used to mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas.

Economy

The center plan should describe strategies to support or maintain manufacturing industrial industries (i.e., workforce, apprenticeships, land value policies, parcel aggregation, etc.) as well as key sectors and industry clusters in the center. (See discussion of employment growth targets under *Land Use* above.)

Public Facilities

The center plan should describe or reference local capital plans for infrastructure (such as sewer, water, gas, electric, telecommunications), including how each will be financed. The plan should explain strategies to ensure facilities are provided consistent with targeted growth. Both public and semi-public facilities and services should be identified.

Transportation

All proposed centers should have a plan to identify and address deficiencies in street, sidewalk, and trail/bicycle path networks. The center plan should assess the current adequacy

and availability of transportation facilities and services necessary to support industrial and manufacturing uses, and describe how the jurisdiction plans to provide adequate capacity to serve planned activity levels.

Transportation networks within manufacturing industrial centers should provide for the needs of freight movement and employee commuting by ensuring a variety of transportation modes, such as fixed-route and high-capacity transit, rail, trucking facilities, or waterway, as appropriate.

Document the jurisdiction's plans and capital program for the provision of infrastructure, services and amenities to support planned growth within the center. This may include identification of physical gaps or barriers in the transportation system as well as projects that improve safety, reduce modal conflicts, or improve access for one or more modes to major employment sites.

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