

VISION 2040

& Plan Review

— Local Comprehensive Plans



The Regional Council process for reviewing various policies and plans is designed to further regional coordination and to satisfy requirements in the Growth Management Act to certify countywide planning policies and the transportation-related provisions in local comprehensive plans.

The Executive Board adopted the *Policy and Plan Review Process* in September 2003. That process is also addressed in VISION 2040's Implementation section (Part IV), which was adopted in April 2008. The process guides the review of countywide planning policies, local comprehensive plans, center plans, and transit agency plans.

Brief Summary of How the Plan Review Process Works

Step 1: Work Starts on Update or Amendments

- Jurisdiction contacts PSRC regarding schedule and proposed work.
- Use the Plan Review Manual to identify issues and topics to be addressed.

PSRC Support:

- PSRC staff is available as material is drafted for review and assistance.

Later Stages of Work on Draft Provisions:

- Craft a VISION 2040 Statement to be included in the final adopted set of policies or plan.
- Use the checklist portion of the reporting tool to ensure key provisions have been addressed.

Step 2: Final Pre-Adoption Review

- If not previously submitted, provide a completed draft reporting tool to PSRC staff for review, along with the draft revisions — at least 60-days prior to adoption. (Note: This time period corresponds with state agency review of draft amendments.)
- Work with PSRC comments to finalize policies or plan.

Step 3: After Adoption

- Submit adopted policies or plan to PSRC.
- Submit any changes to draft policies and plans made during the adoption process.
- PSRC staff drafts a Plan Review Report and certification recommendation — which is first made available to submitter for review and comment.
- Plan Review Report revised as needed and transmitted to PSRC's boards for action.

A New Requirement: VISION 2040 Statement.

VISION 2040 calls for countywide planning policies, local comprehensive plans, and agency plans to include a brief statement on how the plan addresses VISION 2040's policies and provisions, including the multicounty planning policies and the *Regional Growth Strategy*. The statement could be as brief as a few paragraphs. (Note: A model statement is provided in the *Plan Review Manual*.)

Plan Review Manual

A manual has been developed that addresses updates and amendments to countywide planning policies, local comprehensive plans, regional growth center subarea plans, and transit plans. It includes a series of resources to assist in the development of plan provisions.

Specifically, the manual describes how plans should address:

- VISION 2040
- Transportation 2040
- Transportation-related planning requirements in the Growth Management Act
- Planning provisions for designated regional centers

The manual should be used in conjunction with the VISION 2040 document when revising policies or plans.

Reporting Tool

The *Plan Review Manual* includes a set of *reporting tools* — for countywide planning policies, local plans, center plans, and transit agency plans. Each reporting tool has two parts. The first part is a simple *checklist* that outlines key topics and issues to be addressed in local plans. The second part is a set of six general *questions* — which can be answered either with brief responses or in narrative form. (Note: Examples of completed reporting tool forms are provided in the *Plan Review Manual*.) Jurisdiction staff should work with the reporting tool while their amendments and updates are still in draft form.

What's Required for Certification?

To be certified, the transportation-related provisions in local comprehensive plans must demonstrate consistency with:

1. *Multicounty planning policies* — the entire set serves as the regional guidelines and principles for both regional and local planning (see diagram on the right)
2. Transportation 2040, the region's adopted transportation plan
3. *Transportation planning requirements* in the Growth Management Act

Transportation 2040 includes an investment strategy, guidelines and practices for linking land use and transportation, implementation actions, and a financial section.

Transportation planning requirements in the Growth Management Act include:

- Using the same assumptions in planning for land use (and housing) as for transportation planning
- Identifying current and future facility and service needs — and setting service standards — that focus on moving people
- Financing, including a reassessment strategy in case of a funding shortfall
- Interjurisdictional coordination
- Transportation demand management
- Pedestrian and bicycle component

VISION 2040 Implementation Actions for Local Jurisdictions

Of the 68 implementation actions in VISION 2040, nine are specifically directed to local jurisdictions. Jurisdictions may opt to incorporate these actions as part of their comprehensive plan, or address them through other planning or implementation processes. These actions address:

- consistent local capital facilities programming
- planning for ecosystems
- identifying underused land
- including an economic development element
- collaborating with special service districts

Cities with *designated regional centers* are directed by VISION 2040 to develop subarea plans for their centers and to establish mode-split goals in each center.

For More Information

Additional materials to assist with local comprehensive planning are available by contacting the Puget Sound Regional Council's Information Center at 206-464-7532 or info@psrc.org

VISION 2040's Policy Structure



For cities with designated regional growth centers, Transportation 2040 has established a set of ten *physical design guidelines*.

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.

