

RESOLUTION NO. 910

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
REDMOND, WASHINGTON, RATIFYING THE COUNTYWIDE
PLANNING POLICIES FOR PURPOSES OF COMPLYING WITH
RCW36.70A.210**

WHEREAS, the 1990 and 1991 State Legislatures passed Growth Management Act legislation which requires all jurisdictions in King County to prepare comprehensive plans in accordance with its requirements; and

WHEREAS, the 1991 Growth Management Act requires the adoption of county-wide planning policies in 1992; and

WHEREAS, the Growth Management Act requires the plans of local jurisdictions to be consistent with one another, and;

WHEREAS, Countywide policies will provide guidelines for consistency to assist in developing local plans; and

WHEREAS, the City of Redmond has participated in developing and revising the Countywide Planning Policies through the collaborative process specified by interlocal agreement; and

WHEREAS, the City of Redmond has held two public hearings to identify strengths and weaknesses in the Policies as well as several study sessions and meetings with other elected officials to determine the effect of the Policies; and

WHEREAS, the Countywide Planning Policies recognize that additional work is needed to further refine the Policies with regard to numerous issues, including urban centers, manufacturing and industrial areas and centers, affordable housing, economic development, mobility and transportation and adjustments to the Urban Growth Area; and


WHEREAS, the Countywide Planning Policies provide a process for amending the Policies as needed based on local and Countywide studies specified in the Policies; now, therefore,

**THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON
HEREBY RESOLVES AS FOLLOWS:**

The Countywide Planning Policies attached hereto are hereby approved for purposes of complying with RCW 36.70A.210; to provide a policy framework for developing and updating the City comprehensive plan; to provide a policy basis for interim controls determined by the City to be necessary; and to establish a program for the additional work necessary to refine, amend and implement the Countywide Planning Policies, including Supplemental Environmental Impact Statement review and fiscal analysis.

RESOLVED this fifteenth day of September, 1992

CITY OF REDMOND


ROSEMARIE IVES, MAYOR

ATTEST/AUTHENTICATED:


DORIS A. SCHAIBLE, CITY CLERK

FILED WITH THE CITY CLERK: September 10, 1992
PASSED BY THE CITY COUNCIL: September 15, 1992
RESOLUTION NO. 910

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King County 2012

A. The Problem

King County has long been known for unsurpassed natural beauty and a dynamic human environment. It has thriving cities and suburbs and healthy rural communities. The county's attractive lifestyle and economy continue to draw people into our region.

But unmanaged growth and development endanger some of those very qualities. An additional 325,000 people will live here by the year 2010 (State of Washington Office of Financial Management), bringing the total population to 1.8 million. While growth fuels the area's strong economy, the absence of effective management of that growth threatens the features that are essential to a rich quality of life.

The effects of uncoordinated and unplanned growth are obvious. King County has the fifth worst traffic mess in the nation, declining air and water quality, flooding aggravated by development, and escalating housing costs. Many of the schools are overcrowded and local governments are struggling to pay for increased demands for services to control crime and to provide critical human resources.

The need facing the County and State is to provide the incentives necessary to promote a vigorous, sound, and diversified economy, while reducing, controlling and managing the potential adverse effects of uncoordinated and unplanned growth.

The Washington State Legislature passed the Growth Management Act (GMA) in 1990 and strengthened it in 1991 to address these problems.

B. The Process

Growth management involves planning for economic and population growth, determining where new jobs and housing should go and then locating and phasing population growth in accordance with the ability to provide infrastructure and services. This should include economic development, a workable transportation system, quality drinking water, affordable housing, good schools, open space and parks and, at the same time, protection of our natural environment.

King County and the 31 cities within it are addressing growth management problems together and in their local jurisdictions. Planning at both levels is called for by the Growth Management Act.

All jurisdictions are working together to develop a vision for the future. This vision is embodied in this series of policies called *Countywide Planning Policies*. Realization of this vision involves trade-offs and difficult choices about the appropriate level of growth, its location, the type of growth to be encouraged, public spending, governance decisions, environmental protection, and the quality of life in King County.

A formal body, the Growth Management Planning Council, with elected officials from Seattle, the suburban cities, and King County, has considered these draft policies, and based on public input, will make a recommendation to the King County Council for adoption. Adoption must take place by July 1, 1992. King County will then submit the adopted policies to the cities for ratification.

The Countywide Planning Policies will serve as the framework for each jurisdiction's own comprehensive plan, which must be in place by July 1, 1993. These individual comprehensive plans throughout the county, then, will be consistent with the overall vision for the future of King County.

C. The Growth Management Act

The GMA fundamentally changes the way that comprehensive planning is to be done and land use decisions are to be made in Washington State. The challenge of GMA is to establish a countywide vision and devise a strategy to achieve it. This includes balancing growth, economics, land use, infrastructure, and finance. If resources are inadequate to realize the vision, then the strategies and land use must be revised. The GMA requires Countywide Planning Policies be adopted by July 1, 1992. At a minimum, the policies must address:

- a. Implementation of RCW 36.70A.110 (Urban Growth Areas);
- b. Promotion of contiguous and orderly development and provision of urban services;
- c. Siting of public capital facilities;
- d. Transportation facilities and strategies;
- e. Affordable housing;
- f. Joint county and city planning within Urban Growth Areas;
- g. countywide economic development and employment; and
- h. Analysis of fiscal impact.

Special emphasis is placed on transportation. Future development activity will be constrained by a jurisdiction's ability to provide and finance transportation improvements or strategies. This fact has implications for all jurisdictions who can no longer finance and build the facilities necessary to retain current service levels.

D. Vision for King County 2012

Our county has significantly changed in the 20 years that have elapsed from 1992 to today. The paramount cause for this change has been the successful public/private partnership which has supported a diversified, sound regional economy; managed and accommodated growth; and maintained the county's quality of life.

An effective stewardship of the environment has preserved and protected the critical areas in the county. This stewardship has extended to the conservation of our land, air, water and energy resources for future generations.

The rural areas first formally identified in 1985 and expanded in 1992 remain permanently preserved with a clear boundary between rural and urban areas.

Development has emphasized the use and reuse of the existing urbanized areas. Much of the new growth after 1992 first occurred in the areas where there was existing capacity. Growth then occurred where existing infrastructure could be easily extended or enhanced. Lastly, areas which required significant new investment in infrastructure accommodated growth. Today, there still is ample room for new development within the urban area.

Much of the growth in employment, and a significant share of new housing, has occurred in Urban Centers. These Centers now provide a mixture of employment, residential, commercial, cultural and recreational opportunities. The centers are linked by the high-capacity transit system, and transit stations within the centers are located within walking distance to all parts of the center.

Each center has its own unique character, and they are all noted for their livability, pedestrian orientation and superior design.

Smaller concentrations of businesses are distributed throughout the urban area, and focus on providing goods and services to surrounding residential areas. They are linked to Urban Centers by an effective local transit system.

Manufacturing/industrial areas continue to thrive and be key components in the urban area. They are served by a transportation system which emphasizes the movement of people and goods to and within these areas.

Rural cities provide unique environments within the rural area and provide commercial and employment opportunities for their residents. This includes retail, educational and social services for city residents and surrounding rural areas. Businesses in rural cities provide employment opportunities for local residents.

The entire urban area is increasingly characterized by superior urban design and an open space network which defines and separates, yet links the various urban areas and jurisdictions. Countywide and regional facilities have been located where needed, sited unobtrusively and with appropriate incentives and proper impact mitigation.

Attractive and workable alternatives to the single-occupant vehicle have been built and strategies adopted which assure the mobility of people, goods and information throughout the county and beyond.

Regional funds have been used to further the regional land use plan and fund needed regional facilities. Local resources have been focused on local facilities. The sharing of resources to accomplish common goals is done so that the regional plan can succeed and so that all can benefit.

The economy is vibrant and sustainable, and emphasizes diversity in the range of goods produced and services provided. Businesses continue to locate in our county because of the high quality of life, the emphasis on providing a superior education, and the predictability brought about by the management of growth and the effectiveness of the public/private partnership in these areas as well as the mutually beneficial partnership in economic development.

Housing opportunities for all incomes and lifestyles exist throughout the county, and with the balanced transportation system, access to employment is assured.

The needs of residents are attended to by a social service system that emphasizes prevention, but which stands ready to respond to direct needs as well.

The urban area is located within the incorporated cities, which are the primary urban service providers. Where appropriate, sub-regional consortiums have been created for certain services, and the county government is recognized as a regional service provider.

Through a clear understanding of growth management, residents and businesses have recognized that all problems will not be cured quickly, but clear and reasonable timelines and financing commitments demonstrate to them that problems will be solved. Residents and businesses trust in their local governments because the plans and promises made to manage growth in 1992 have been followed. Change is accepted and proceeds in an orderly fashion based on the growth management plan.

E. The Framework Policies

The GMA gives local officials new tools for planning and, for the first time, mandates that the county and cities work together to establish an overall vision. Through a collaborative process, the local jurisdictions of King County have prepared the following draft countywide planning policies. This process relies on local choice to determine the density/intensity and character of each area. All jurisdictions must recognize that the smart, long term choices for the region will require compromises in local self-determination.

These policies represent a cohesive set and are not individual, stand-alone concepts. The ideas represented here balance each other to establish a vision for the county which builds on existing land use patterns. The policies are organized by topics in separate chapters. At the beginning of each chapter is a framework policy which establishes the overall direction for the following policies. The Countywide Planning Policies can only be realized through local plans and regulations. A decision made locally must become a commitment that the region can rely upon. The following framework policies outline the countywide planning process.

FW-1 Countywide growth management is a five-step process:

- STEP 1:** The Countywide Planning Policies shall become effective upon adoption by the King County Council and ratification by at least thirty percent of the city and county governments representing seventy percent of the population in King County. (September 1992 target date)
- STEP 2:**
- a. The Growth Management Planning Council (GMPC) shall receive by October and confirm by December 1992 nominations from cities for Urban Centers and Manufacturing/Industrial Centers as established in the Countywide Planning Policies. (October-December 1992 target dates)
 - b. The GMPC shall adopt 20 year target numbers for projected population growth and capacity based on Urban Centers decisions, the criteria established in policies LU-51 and LU-52, and population ranges recommended by an interjurisdictional staff committee. (December 1992 target date)
 - c. The GMPC shall adopt 20 year target numbers for projected employment growth and capacity based on Urban Centers decisions, the criteria established in policy LU-53, and employment ranges recommended by an interjurisdictional staff committee. (December 1992 target date)
 - d. Housing and jobs to accommodate King County's projected population shall be planned in the context of carrying capacity of the land. Housing density and affordability shall be considered co-equal objectives.
 - e. The GMPC shall confirm the Urban Growth Areas based on Centers designations and subarea population and employment targets, insuring sufficient capacity within the Urban Growth Area to meet projected growth. (December 1992 target date)
- STEP 3:** All jurisdictions shall make the decisions required to implement the Countywide Planning Policies into their respective comprehensive plans. (July 1993 target date)

- STEP 4:
- a. The GMPC shall reconvene in July 1993 or sooner as needed to review issues raised through local plan implementation efforts, and to consider new or revised policies developed through implementation of the GMPC tasks specified in the Countywide Planning Policies. The GMPC shall recommend revisions as needed to resolve identified conflicts between policies and address implementation issues. (July 1994 target date)
 - b. The GMPC shall establish a process for resolving conflicts between local plans and the Countywide Planning Policies as raised by local jurisdictions, and may recommend amendments to either the Countywide Planning Policies or local plans. (July 1994 target date)
 - c. Amendments to the Countywide Planning Policies shall be subject to ratification by at least thirty percent of the city and county governments representing seventy of the population in King County. (July 1994 target date)

STEP 5: All jurisdictions shall make the decisions required to implement the Countywide Planning Policies and their respective comprehensive plans through regulations. (July 1994 target date)

FW-2 Countywide Planning Policies are effective after King County adoption and city ratification for the purposes of updating comprehensive plans, and providing a policy framework for other governmental actions of all jurisdictions. Significant planning options will be precluded if interim actions are not taken to assure capacity and direct growth in the Urban area, and to protect the Rural area from the impacts of growth. The following interim actions will be taken by all jurisdictions no later than one month after ratification.

- a. King County shall adopt interim rural zoning consistent with the designation of rural for the "new" Rural area adopted through the Countywide Planning Policies to ensure rural character is not threatened by additional subdivision activity.
- b. All jurisdictions in the Urban area will adopt interim minimum density ordinances and review and, where appropriate, remove regulatory barriers to accessory dwelling units and manufactured homes on individual lots, to ensure that urban land is used efficiently.
- c. Jurisdictions shall not expand the existing land area zoned for business/office parks.

I. Critical Areas

Most jurisdictions in King County have sensitive areas ordinances in place or under development. These regulations are tailored to the specific needs of each jurisdiction and are not likely to be modified based on another jurisdiction's regulations. It is important to promote regional policies that do not erode existing regulations while providing guidance for achieving consistency and compatibility among them.

A. Overall Environmental Protection

- FW-3** All jurisdictions shall protect and enhance the natural ecosystems through comprehensive plans and policies, and develop regulations that reflect natural constraints and protect sensitive features. Land use and development shall be regulated in a manner which respects fish and wildlife habitat in conjunction with natural features and functions, including air and water quality. Natural resources and the built environment shall be managed to protect, improve and sustain environmental quality while minimizing public and private costs.
- FW-4** Puget Sound, floodplains, rivers, streams and other water resources shall be managed for multiple beneficial uses including flood and erosion hazard reduction, fish and wildlife habitat, agriculture, open space, water supply, and hydropower. Use of water resources for one purpose shall, to the fullest extent possible, preserve and promote opportunities for other uses.

B. Wetlands Protection

- CA-1** All jurisdictions shall use as minimum standards, the 1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands and reference the 1989 manual in their wetlands protection ordinances.
- CA-2** In the long term, all jurisdictions shall work to establish a single countywide classification system for wetlands.
- CA-3** Within each basin, jurisdictions shall formulate their regulations and other non-regulatory methods to accomplish the following: protection of wetlands; assure no-net-loss of wetland functions; and an increase of the quantity and quality of the wetlands. The top class wetlands shall be untouched.
- CA-4** Implementation of wetland mitigation should be flexible enough to allow for protection of systems or corridors of connected wetlands. A tradeoff of small, isolated wetlands in exchange for a larger connected wetland system can achieve greater resource protection and reduce isolation and fragmentation of wetland habitat.

C. Aquifers

Currently, there are five Ground Water Management Plans underway in King County: Redmond, Issaquah, East King County, South King County, and Vashon. The state Department of Ecology has designated Seattle-King County Department of Public Health as the lead agency. Each plan is prepared in conjunction with an advisory committee with representatives from suburban cities, businesses, private well owners, environmental groups, and state agencies. The plans will identify aquifer recharge areas and propose strategies for protection of ground water through preservation and protection of the aquifers.

- CA-5 All jurisdictions shall adopt regulations to protect the quality and quantity of groundwater where appropriate:
- a. Jurisdictions that are included in Ground Water Management Plans shall support the development, adoption, and implementation of the Plans; and
 - b. The Seattle-King County Department of Public Health and affected jurisdictions shall develop countywide policies outlining best management practices within aquifer recharge areas to protect public health.

D. Fish and Wildlife Habitat

- CA-6 Adjacent jurisdictions shall identify and protect habitat networks that are aligned at jurisdictional boundaries. Networks shall link large protected or significant blocks of habitat within and between jurisdictions to achieve a continuous countywide network. These networks shall be mapped and displayed in comprehensive plans.
- CA-7 All jurisdictions shall identify critical fish and wildlife habitats and species and develop regulations that:
- a. Promote their protection and proper management; and
 - b. Integrate native plant communities and wildlife with other land uses where possible.
- CA-8 Natural drainage systems including associated riparian and shoreline habitat shall be maintained and enhanced to protect water quality, reduce public costs, protect fish and wildlife habitat, and prevent environmental degradation. Jurisdictions within shared basins shall coordinate regulations to manage basins and natural drainage systems which include provisions to:
- a. Protect the natural hydraulic and ecological functions of drainage systems, maintain and enhance fish and wildlife habitat, and restore and maintain those natural functions;
 - b. Control peak runoff rate and quantity of discharges from new development to approximate pre-development rates; and
 - c. Preserve and protect resources and beneficial functions and values through maintenance of stable channels, adequate low flows, and reduction of future storm flows, erosion, and sedimentation.
- CA-9 Jurisdictions shall maintain or enhance water quality through control of runoff and best management practices to maintain natural aquatic communities and beneficial uses.
- CA-10 The Washington State Departments of Fisheries and Wildlife and the Indian Tribes both manage fish and wildlife resources. However, local governments have authority for land

use regulation. Jurisdictions shall coordinate land use planning and management of fish and wildlife resources with affected state agencies and the federally recognized Tribes.

E. Frequently Flooded Areas

The State adopted comprehensive flood legislation in 1991 (Senate Bill 5411) that makes the GMA requirement for coordination and consistency on flood hazard regulations much more explicit. According to the new legislation, counties are to develop flood hazard control management plans with the full participation of jurisdictions within the planning areas. Once adopted by the county, cities within flood hazard planning areas must comply with the management plan. The draft Countywide Flood Hazard Reduction Plan is currently being reviewed by affected jurisdictions before transmittal to the King County Council for consideration and adoption.

CA-11 All jurisdictions shall adopt and implement the relevant general and land use policies of the Flood Hazard Reduction Plan and develop appropriate regulations for implementation and enforcement of the Plan. Regulations shall:

- a. Reduce flood impacts on existing development by reducing risk and regulating new development;
- b. Reduce long term public and private costs;
- c. Protect natural flood storage and conveyance functions; and
- d. Develop an enforcement program.

F. Geologic Hazard Areas

CA-12 All jurisdictions shall regulate development on certain lands to protect public health, property, important ecological and hydrogeologic functions, and environmental quality, and to reduce public costs. The natural features of these lands include:

- a. Slopes with a grade greater than 40%;
- b. Severe landslide hazard areas;
- c. Erosion hazard areas;
- d. Mine hazard areas; and
- e. Seismic hazards.

Regulations shall include, at a minimum, provisions for vegetation retention, seasonal clearing and grading limits, setbacks, and drainage and erosion controls.

G. Air and Water Quality

CA-13 All jurisdictions, in coordination with the Puget Sound Air Pollution Control Agency and the Puget Sound Regional Council, shall develop policies, methodologies and standards that promote regional air quality, consistent with the Countywide Policy Plan.

CA-14 All jurisdictions shall implement the Puget Sound Water Quality Management Plan to restore and protect the biological health and diversity of the Puget Sound Basin.

H. Implementation

CA-15 King County shall establish a technical committee to facilitate environmental protection which is to include representatives of the county, the cities, the federally recognized Tribes, business community, environmental community, public utilities, special districts, and interested citizens. The committee will serve as a depository of regulations and policies adopted by jurisdictions in King County.

Based on information provided by all jurisdictions, the committee shall prepare a report by December 1993 which addresses consistency and compatibility of regulations and designations, cumulative impacts, and education programs. The report should be designed to assist jurisdictions in developing permanent regulations with optimal consistency among the jurisdictions.

II. Land Use Pattern

A. Resource Lands: Agricultural, Forestry, and Mineral

The protection and management of resource lands in King County is a regional concern and a major objective of the countywide planning policies. The vast majority of resource lands are located in unincorporated King County. These areas were identified and protected under the 1985 King County Comprehensive Plan and subsequent community plans and regulations.

- FW-5** The land use pattern for the County shall protect the natural environment by reducing the consumption of land and concentrating development. Urban Growth Areas, Rural Areas, and Resource Lands shall be designated and the necessary implementing regulations adopted. This includes Countywide establishment of a boundary for the Urban Growth Area. Local jurisdictions shall establish these land use designations, based on the Countywide Planning Policies.
- LU-1** Agricultural and forest lands are protected primarily for their long-term productive resource value. However, these lands also provide secondary benefits such as open space, scenic views and wildlife habitat. All jurisdictions should encourage utilization of natural resources through methods that minimize the impacts on these secondary benefits. Resource lands also contain an abundance of critical areas that shall be protected in accordance with adopted State and local regulations.
- LU-2** All jurisdictions shall protect existing resource lands within their boundaries that have long-term commercial significance for resource production. Any designated agricultural and forestry lands shall not be considered for urban development. Jurisdictions are required to enact a program authorizing the transfer or purchase of development rights for designated forest or agricultural areas within Urban Growth Areas. At the request of any city, King County will work to reinstate the King County Purchase of Development Rights Program and/or establish an interjurisdictional transfer of development rights program to protect these resource lands in accordance with the GMA.
- LU-3** Existing mineral extractive and processing operations or designated sites may be annexed or incorporated to a city only if there are policies and regulations in place to protect the long term viability for continued operation and ensure adequate reclamation and enhancement of the site once operation ceases.
- LU-4** All jurisdictions shall encourage compatible land uses adjacent to natural resource areas which support utilization of the resource and minimize conflicts among uses. Each jurisdiction is responsible for implementing the plat and permit notification requirements for properties within 300 feet of the resource land, as specified in RCW 36.70A as amended. Jurisdictions will consider an increased distance for notification and notification to titles to property within or adjacent to the resource lands.
- LU-5** All jurisdictions shall require mineral extraction and processing operations and agricultural practices to implement best management practices to reduce environmental impacts and mitigate any unavoidable impacts.

B. Rural Areas

The vast majority of rural areas are located in unincorporated King County. These areas were identified and regulated through the 1985 King County Comprehensive Plan and subsequent community plans and regulations. While counties are the jurisdictions specified by the GMA as responsible for designating and regulating rural areas through their comprehensive plans, the protection of King County's rural area is a regional issue and a fundamental objective of the countywide planning policies.

- FW-6** Urban Growth Areas, Rural Areas, and Resource Lands shall be designated and the necessary implementing regulations adopted. This includes Countywide establishment of an Urban Growth Area. Local jurisdictions shall establish these land use designations, based on the Countywide Planning Policies.
- FW-7** All jurisdictions acknowledge that rural areas provide an overall benefit for all residents of King County. Strategies to fund infrastructure and services in rural areas may be needed to support a defined rural level of service. Towns and cities in the rural areas play an important role as local trade and community centers.
- LU-6** Through the Countywide Planning Policy process, King County, with the cooperation of the cities, shall be responsible for designating rural areas consistent with GMA. In designating long term rural areas, King County shall foster better use of limited public funds by allowing service providers to establish distinctly rural facility and service standards.
- LU-7** Designated rural areas are considered to be permanent and shall not be redesignated to an Urban Growth Area. Future growth should be accommodated by efficient use of existing urban land within the Urban Growth Area. Annexation of rural areas to cities shall be prohibited. When annexation of rural areas is necessary to link two urban areas, that intervening rural area shall be designated as permanent urban separator at low rural densities.
- LU-8** Designated rural areas shall have low densities which can be sustained by minimal infrastructure improvements, such as septic systems and rural roads, without degrading the environment or creating the necessity for urban level of services.
- LU-9** The GMPC shall establish a subcommittee to develop an outcomes-based policy recommendation on the definition of rural character and incentives for protection of rural areas. The subcommittee shall have proportional representation from King County, Seattle and suburban cities and shall make its report to the GMPC by October 1, 1992. The definition shall consider rural densities, clustering and other tools to protect rural character. Incentives to be considered include:
- a. Assess land in rural areas on its current use;
 - b. Facilitate small land owners qualifying land for special categories such as forest, wetlands, riparian zones;
 - c. Develop programs for direct marketing of produce in urban areas;
 - d. Reinforce right to farm and forest practices in rural areas; and/or
 - e. Develop services through existing agencies with rural expertise.
- LU-10** Rural areas designated by King County shall remain rural. Additional rural areas shall be designated by King County through adoption of a land use map authorized by the Growth Management Planning Council. These additional areas meet at least one of the following criteria:

- a. Opportunities exist for small scale farming and forestry which do not qualify for resource land designation;
- b. The rural designation serves as a buffer for designated resource lands or sensitive areas;
- c. Significant environmental constraints make the area generally unsuitable for intensive urban development;
- d. Major physical barriers exist to providing urban services at reasonable cost;
- e. The area is contiguous to other designated rural areas, resource areas or sensitive areas;
- f. The area has outstanding scenic, historic, and/or aesthetic value that can best be protected by rural land uses and densities; and
- g. The area has limited public services, extension of full services is not planned, and infill at higher densities is not feasible or necessary to meet regional goals.

Criteria specified in LU-10(g) permits the redesignation of urban lands in King County to rural. These areas have not received a full range of services, such as sewers, and are developed at densities which are too low to support cost-effective provision of all urban services. The inclusion of these new rural areas will carry out regional policies by focusing new development to urban areas that are planned to have full urban services.

LU-11 Low-density urban areas meeting the criteria of LU-10(g) shall be redesignated rural and zoned for rural residential densities. Legally created existing lots within the rural area are legal building sites as authorized in the King County Code.

LU-12 To maintain rural character, and to minimize the need for additional infrastructure, while maximizing undeveloped land available for traditional rural uses, clustering of new development shall be required on all existing parcels of contiguous ownership of ten or more acres, provided that clustering shall be designed and scaled to be consistent with rural area character.

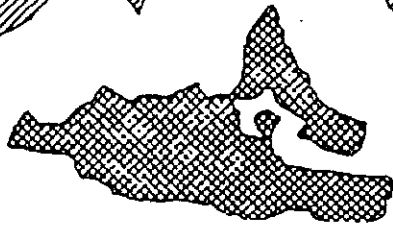
LU-13 King County, cities that are adjacent to or are surrounded by rural designated areas, and other agencies that provide services to rural areas shall form a technical committee to prepare a manual on rural infrastructure design, fire/wildfire protection, and service standards.

C. Urban Areas

The following policies establish an Urban Growth Area (UGA) and methods to phase development within this area in order to bring certainty to long-term planning and development within the county. The Urban Growth Area is a permanent designation. Land outside the Urban Growth Area is designated for permanent rural and resource uses, except for the cities in the rural area. Countywide policies on rural and resource areas are found in Chapter IIA, Resource Lands, and Chapter IIIB, Rural Areas.

The capacity in the Urban Growth Area for growth, based on adopted plans and regulations, exceeds the 20-year minimum requirement of the GMA according to the current population forecasts. In the future, all urban growth is to be accommodated within permanent urban areas by increasing densities. Phasing is to occur within the Urban Growth Area to ensure that services are provided as growth occurs. All cities are to be within the Urban Growth Area. Cities in the rural area are to be UGA islands.

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GROWTH MGMT PLANNING COUNCIL RECOMMENDED URBAN GROWTH AREA

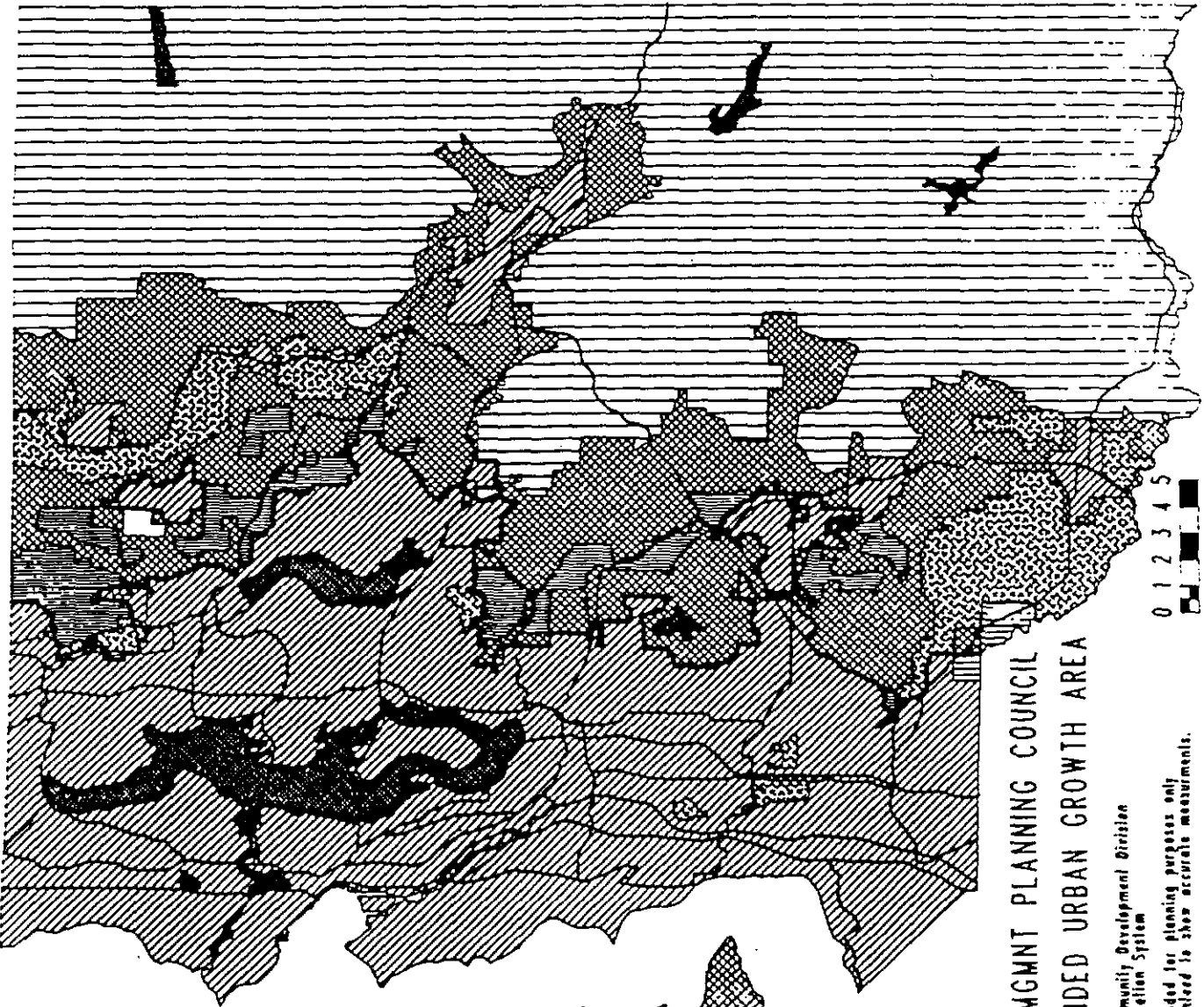
King County
Planning and Community Development Division
Geographic Information System

This map is intended for planning purposes only
and is not guaranteed to show accurate measurements.

Boundaries may be incomplete and are the best
available at the current time.



MILES



GMPC Recommendation UGA line

- Major Highways
- Urban Growth Area
- King County Designated Rural
- New Rural
- Technical Review Area
- Urban Separator
- Resource - Agriculture
- Resource - Forest Production
- Indian Reservation
- Open Space

FW-8 The land use pattern for King County shall protect the natural environment by reducing the consumption of land and concentrating development. An Urban Growth Area, Rural Areas, and Resource Lands shall be designated and the necessary implementing regulations adopted. This includes countywide establishment of a boundary for the Urban Growth Area. Local jurisdictions shall make land use decisions based on the Countywide Planning Policies.

FW-9 The Urban Growth Area shall provide enough land to accommodate future urban development. Policies to phase the provision of urban services and to ensure efficient use of the growth capacity within the Urban Growth Area shall be instituted.

1. Urban Growth Area

The GMA requires King County to designate an Urban Growth Area (UGA) in consultation with cities. The Countywide Planning Policies must establish an Urban Growth Area that contains enough urban land to accommodate at least 20 years of new population and employment growth. The GMA states: "based upon the population forecast made for the county by the Office of Financial Management, the Urban Growth Areas in the county shall include areas and densities sufficient to permit urban growth that is projected to occur in the county for the succeeding twenty-year period. Each Urban Growth Area shall permit urban densities and shall include greenbelt and open space areas." A UGA map is attached.

LU-14 The lands within the Urban Growth Area (UGA) shall be characterized by urban development. The UGA shall accommodate at least the 20-year projection of population and employment growth with a full range of urban services. The Countywide Planning Policies shall establish the Urban Growth Area based on the following criteria:

- a. Include all lands within existing cities, including cities in the rural area and their designated expansion areas;
- b. The GMPC recognizes that the Bear Creek Master Plan Developments (MPDs) are subject to an ongoing review process under the adopted Bear Creek Community Plan and recognizes these properties as urban under these Countywide Planning Policies. If the applications necessary to implement the MPDs are denied by King County or not pursued by the applicant(s), then the property subject to the MPD shall be redesignated rural pursuant to the Bear Creek Community Plan. Nothing in these Planning Policies shall limit the continued review and implementation through existing applications, capital improvements appropriations or other approvals of these two MPDs as new communities under the Growth Management Act.
- c. Not include rural land or unincorporated agricultural, or forestry lands designated through the Countywide Planning Policies plan process;
- d. Include only areas already characterized by urban development which can be efficiently and cost effectively served by roads, water, sanitary sewer and storm drainage, schools and other urban services within the next 20 years;
- e. Do not extend beyond natural boundaries, such as watersheds, which impede provision of urban services;
- f. Respect topographical features which form a natural edge such as rivers and ridge lines; and
- g. Include only areas which are sufficiently free of environmental constraints to be able to support urban growth without major environmental impacts unless such areas are designated as an urban separator by interlocal agreement between jurisdictions.

LU-15 Urban separators are low density areas or areas of little development and must be within the Urban Growth Area. Urban separators shall be defined as permanent low density lands

which protect resource lands and environmentally sensitive areas and create open space corridors within and between urban areas which provide environmental, visual, recreational and wildlife benefits. These lands shall not be redesignated in the future to other urban uses or higher densities.

2. Phasing Development within the Urban Growth Area

Development in the urban area will be phased to promote efficient use of the land, add certainty to infrastructure planning, and to ensure that urban services can be provided to urban development. The minimum densities required by LU-51 help ensure the efficient use of the land. Phasing will further ensure coordination of infrastructure and development. Urban areas in jurisdictions which do not have urban services and are not scheduled to receive urban services within 10 years shall be subject to phasing requirements.

- LU-16 Within the Urban Growth Area, growth should be directed as follows: a) first, to centers and urbanized areas with existing infrastructure capacity; b) second, to areas which are already urbanized such that infrastructure improvements can be easily extended; and c) last, to areas requiring major infrastructure improvements.
- LU-17 All jurisdictions shall develop growth phasing plans by identifying areas for growth for the next ten and the next twenty years where necessary urban services can be provided. These growth phasing plans shall be based on locally adopted definitions, service levels, and financing commitments, consistent with State GMA requirements. The ten and twenty year growth phasing plans for cities shall not extend beyond their Potential Annexation Areas. Interlocal agreements shall be developed that specify the applicable minimum zoning, development standards, impact mitigation and future annexation for the Potential Annexation Areas.
- LU-18 Where urban services cannot be provided within the next 10 years, jurisdictions should develop policies and regulations to:
- a. Phase and limit development such that planning, siting, densities and infrastructure decisions will support future urban development when urban services become available; and
 - b. Establish a process for converting land to urban densities and uses once services are available.

3. Joint Planning and Urban Growth Areas around Cities

The GMA requires each county to designate Urban Growth Areas, in consultation with cities. Within the countywide Urban Growth Area, each city will identify land needed for its growth for the next twenty years. Although the GMA does not explicitly equate Urban Growth Areas with municipal annexation areas, the Urban Growth Areas around cities may be considered potential expansion areas for cities.

- FW-10 Cities are the appropriate provider of local urban services to urban areas either directly or by contract. Counties are the appropriate provider of most countywide services. Urban services shall not be extended through the use of special purpose districts without the approval of the city in whose potential annexation area the extension is proposed. Within the urban area, as time and conditions warrant, cities should assume local urban services provided by special purpose districts.

- LU-19 In collaboration with adjacent counties and cities and King County, and in consultation with residential groups in affected areas, each city shall designate a potential annexation area. Each potential annexation area shall be specific to each city. Potential annexation areas shall not overlap. Within the potential annexation area the city shall adopt criteria for annexation, including conformance with Countywide Planning Policies, and a schedule for providing urban services and facilities within the potential annexation area. This process shall ensure that unincorporated urban islands of King County are not created between cities and strive to eliminate existing islands between cities.
- LU-20 A city may annex territory only within its designated potential annexation area. All cities shall phase annexations to coincide with the ability for the city to coordinate the provision of a full range of urban services to areas to be annexed.
- LU-21 Land within a city's potential annexation area shall be developed according to that city's and King County's growth phasing plans. Undeveloped lands adjacent to that city should be annexed at the time development is proposed to receive a full range of urban services. Subsequent to establishing a potential annexation area, infill lands within the potential annexation area which are not adjacent or which are not practical to annex shall be developed pursuant to interlocal agreements between the County and the affected city. The interlocal agreement shall establish the type of development allowed in the potential annexation area and standards for that development so that the area is developed in a manner consistent with its future annexation potential. The interlocal agreement shall specify at a minimum the applicable zoning, development standards, impact mitigation, and future annexation within the potential annexation area.
- LU-22 Several unincorporated areas are currently considering local governance options. Unincorporated urban areas that are already urbanized and are within a city's potential annexation area are encouraged to annex to that city in order to receive urban services. Where annexation is inappropriate, incorporation may be considered.

Development within the potential annexation area of one jurisdiction may have impacts on adjacent jurisdictions.

- LU-23 A jurisdiction may designate a potential impact area beyond its potential annexation area in collaboration with adjacent jurisdictions. As part of the designation process the jurisdiction shall establish criteria for the review of development proposals under consideration by other jurisdictions in the impact area.

The GMA has a provision granting counties the discretion to disband the Boundary Review Boards after comprehensive plans and development regulations are adopted. The following policy provides direction for considering whether to disband the Boundary Review Board for King County.

- LU-24 Upon the adoption and ratification of the Countywide Policies, the King County Council shall convene a meeting with municipal elected officials to determine a process for disbanding the Washington State Boundary Review Board for King County and establishing criteria to oversee municipal and special district annexations, mergers, and incorporations in King County. Until the Washington State Boundary Review Board for King County is disbanded, it should be governed in its decisions by the interim urban growth area boundary and the adopted and ratified countywide planning policies. The criteria shall include, but not be limited to:
- a. Conformance with Countywide Planning Policies;
 - b. The ability of the annexing jurisdiction to demonstrate a capability to provide urban services at standards equal to or better than the current service providers; and

- c. Annexations in a manner which discourages unincorporated islands of development.

The GMA requires that city and county comprehensive plans be coordinated and consistent with one another. Consistency is required "where there are common borders or related regional issues" (RCW 36.70A.100). Joint planning is fundamental to all the framework policies.

- LU-25 All jurisdictions shall cooperate in developing comprehensive plans which are consistent with those of adjacent jurisdictions and with the countywide planning policies.

4. Cities in the Rural Area

The cities and unincorporated towns in the rural areas are a significant part of King County's diversity and heritage. Cities in this category include: Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Snoqualmie and Skykomish. They have an important role as local trade and community centers. These cities and towns are the appropriate providers of local rural services for the community. They also contribute to the variety of development patterns and housing choices within the county. As municipalities, the cities are to provide urban services and be located within designated Urban Growth Areas. The urban services, residential densities and mix of land uses may differ from those of the large, generally western Urban Growth Area.

- LU-26 In recognition that cities in the rural area are generally not contiguous to the countywide Urban Growth Area, and to protect and enhance the options cities in rural areas provide, these cities shall be located within an Urban Growth Areas. These Urban Growth Areas generally will be islands separate from the larger Urban Growth Area located in the western portion of the county. Each city in the rural area, King County and the GMPC shall work cooperatively to establish an Urban Growth Area for that city. Urban Growth Areas must be approved by the GMPC by January 1, 1993. The Urban Growth Area for cities in rural areas shall:

- a. Include all lands within existing cities in the rural area;
- b. Be sufficiently free of environmental constraints to be able to support rural city growth without major environmental impacts;
- c. Be contiguous to city limits; and
- d. Have boundaries based on natural boundaries, such as watersheds, topographical features, and the edge of areas already characterized by urban development.

- LU-27 Cities in the rural areas shall include the following characteristics:

- a. Shopping, employment, and services for residents, supplies for resources industries, including commercial, industrial, and tourism development at a scale that reinforces the surrounding rural characteristic;
- b. Residential development, including small-lot single-family, multifamily, and mixed-use developments; and
- c. Design standards that work to preserve the rural, small-town character and promote pedestrian mobility.

D. Urban and Manufacturing/Industrial Centers

Urban Centers are envisioned as areas of concentrated employment and housing, with direct service by high capacity transit, and a wide range of other land uses such as retail, recreational, public facilities, parks and open space.

Urban Centers are designed to 1) strengthen existing communities, 2) promote housing opportunities close to employment, 3) support development of an extensive transportation system to reduce dependency on automobiles, 4) consume less land with urban development, and 5) maximize the benefit of public investment in infrastructure and services, 6) reduce costs of and time required for permitting, and 7) evaluate and mitigate environmental impacts.

Manufacturing/Industrial Employment Centers are key components of the regional economy. These areas are characterized by a significant amount of manufacturing or other industrial employment. They differ from other employment areas, such as Business/Office parks (see FW-13 and LU-58-62), in that a land base is an essential element of their operation.

FW-11 Within the Urban Growth Area, a limited number of Urban Centers which meet specific criteria established in the Countywide Planning Policies shall be locally designated. Urban Centers shall be characterized by all of the following:

- a. Clearly defined geographic boundaries
- b. Intensity/density of land uses sufficient to support effective rapid transit;
- c. Pedestrian emphasis within the Center;
- d. Emphasis on superior urban design which reflects the local community;
- e. Limitations on single occupancy vehicle usage during peak hours or commute purposes;
- f. A broad array of land uses and choices within those uses for employees, residents;
- g. Sufficient public open spaces and recreational opportunities; and
- h. Uses which provide both daytime and nighttime activities in the Center.

FW-12 Within the Urban Growth Area, the Countywide Planning Policies shall assure a number of locally-designated Manufacturing/Industrial Centers which meet specific criteria established in the Countywide Planning Policies will be locally designated. The Manufacturing/Industrial Centers will be and are characterized by the following:

- a. Clearly defined geographic boundaries;
- b. Intensity/density of land uses sufficient to support manufacturing and industrial uses; and
- c. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.

FW-13 Urban and Manufacturing/Industrial Centers shall be complemented by the land use pattern outside the centers but within the urban area. This area shall include: urban residential neighborhoods, activity areas, business/office parks, and an urban open space network. Within these areas, future development shall be limited in scale and intensity to support the countywide land use and regional transportation plan.

1. Urban Centers Designation Process

LU-28 The location and number of Urban Centers in King County will be determined through the joint local and countywide adoption process, based on the following steps:

- a. The Countywide Planning Policies include specific criteria for Urban Centers;
- b. By October 1, 1992, local jurisdictions shall determine if they will contain an Urban Center(s). Jurisdictions electing to contain these centers will provide the GMPC with a statement of commitment describing the city's intent and commitment to meet the Centers' criteria defined in these policies and a timetable for the required

Centers Programmatic Environmental Impact Statement or identification of existing environmental documentation to be used; and

- c. By December 1, 1992, the Growth Management Planning Council shall review and confirm the Centers that are elected by local jurisdictions (consistent with Policy FW-1), or make adjustments based on:
- 1) The Center's location in the region and its potential for promoting a countywide system of Urban Centers;
 - 2) The total number of centers in the county that can be realized over the next twenty years, based on twenty years projected growth;
 - 3) The type and level of commitments that each jurisdiction has identified for achieving Center goals; and
 - 4) Review of other jurisdictional plans to ensure that growth focused to Centers is assured.

2. Urban Centers Criteria

- LU-29 Each jurisdiction which has designated an Urban Center shall adopt in its comprehensive plan a definition of the urban center which specifies the exact geographic boundaries of the center. All centers shall be up to 1-1/2 square miles of land. Each center shall be zoned to accommodate:
- a. A minimum of 15,000 jobs within 1/2 mile of a transit center;
 - b. At a minimum, an average of 50 employees per gross acre; and
 - c. At a minimum, an average 15 households per gross acre.
- LU-30 Jurisdictions which contain urban centers, in conjunction with METRO, shall identify transit station areas and right-of-way in their comprehensive plan. Station areas shall be sited so that all portions of the Urban Center are within walking distance (one half mile) of a station.
- LU-31 In order to reserve right-of-way and potential station areas for high-capacity transit or transit hubs in the Urban Centers, jurisdictions shall:
- a. Upon adoption of specific high-capacity transit alignments by METRO, adopt policies to avoid development which would restrict establishment of the high-capacity transit system;
 - b. Preserve right-of-ways controlled by the jurisdiction which are identified for potential transit use; and
 - c. Provide METRO an option to acquire property owned by the jurisdiction.
- LU-32 To encourage transit use, jurisdictions shall establish mechanisms to charge for single-occupancy vehicle parking and/or a limit on the number of off-street parking spaces for each Urban Center, and establish minimum and maximum parking requirements that limit the use of the single-occupant vehicle and develop coordinated plans that incorporate Commuter Trip Reduction guidelines. All plans for Urban Centers shall encourage bicycle travel and pedestrian activity.
- LU-33 Jurisdictions' comprehensive plans for Urban Centers shall demonstrate compliance with the Urban Centers criteria. In order to promote urban growth within centers, the Urban Center plan shall establish strategies which:
- a. Support pedestrian mobility, bicycle use and transit use;
 - b. Achieve a target housing density and mix of use;

- c. Provide a wide range of capital improvement projects, such as street improvements, Schools, parks and open space, public art and community facilities;
- d. Emphasize superior urban design;
- e. Emphasize historic preservation and adaptive reuse of historic places;
- f. Include other local characteristics necessary to achieve a vital urban center; and
- g. Include facilities to meet human service needs.

LU-34 The system of urban centers shall form the land use foundation for a regional high capacity transit system. Urban centers should receive very high priority for the location of high-capacity transit stations and/or transit centers. (See also LU-47)

3. Incentives for Urban Centers

In order to help create Urban Centers, incentives to jurisdictions to establish Urban Centers, and to the community to build in Urban Centers, should be established. The provision of high-capacity transit (HCT) is one such incentive. Others include funding, and streamlined permitting.

LU-35 Countywide financing strategies shall be developed by the GMPC by July 1, 1993 which:

- a. Identify regional funding sources; and
- b. Set priorities and allocate funds for urban facilities and services including social and human services, and subarea planning efforts, in Urban Centers.

LU-36 Each jurisdiction electing to contain an Urban Center under Policy LU-28 shall prepare a Programmatic Environmental Impact Statement (PEIS) for each proposed center. The PEIS shall be prepared in a comprehensive manner and shall address probable significant adverse environmental impacts from and reasonable alternatives to the proposal. These may include, but are not necessarily limited to subjects of area-wide concern such as cumulative impacts, housing, schools, public utilities, and transportation. Subsequent project-specific proposals shall not be required to perform duplicative environmental review of issues which have been adequately reviewed in the PEIS, but shall provide additional environmental review of other issues. These may include, but are not necessarily limited to the direct impacts of the specific proposal, substantial changes in the nature of the proposal or information regarding impacts which indicate probable significant adverse environmental impacts which were not adequately analyzed in the PEIS. Examples of project-specific direct impacts include local traffic impacts, site aesthetics, and other issues not addressed by the PEIS.

LU-37 In support of centers, additional local action should include:

- a. Strategies for land assembly within the center, if applicable;
- b. Infrastructure and service financing strategies and economic development strategies for the centers;
- c. Establishing expected permit processing flow commitments consistent with the PEIS; and
- d. Establishing a streamlined and simplified administrative appeal process with fixed and certain timelines.

LU-38 Jurisdictions should consider additional incentives for development within Urban Centers such as:

- a. Setting goals for maximum permit review time and give priority to permits in Urban Centers;

- b. Policies to reduce or eliminate impact fees;
- c. Simplifying and streamlining of the administrative appeal processes;
- d. Eliminating project-specific requirements for parking and open space by providing those facilities for the Urban Center as a whole; and
- e. Establishing a bonus zoning program for the provision of urban amenities.

4. Manufacturing/Industrial Center Designation Process

LU-39 The location and number of regional Manufacturing/Industrial Centers in King County will be determined through the joint local and countywide adoption process, based on the following steps:

- a. Countywide Planning Policies include specific criteria for Manufacturing/Industrial Centers;
- b. By October 1, 1992, local jurisdictions shall determine if they will contain a Manufacturing/Industrial Center(s). Jurisdictions that elect to contain a Manufacturing/Industrial Center shall specify how the Center will meet the intent of the Countywide Policies, including plans to adopt criteria, incentives, and other commitment to implement Manufacturing/Industrial Centers;
- c. By December 1, 1992, the Growth Management Planning Council shall review and confirm the Manufacturing/Industrial Centers that are elected by local jurisdictions (consistent with Policy FW-1), or make adjustments based on:
 1. The Center's location in the region, especially relative to existing and proposed transportation facilities and its potential for promoting a countywide system of Manufacturing/Industrial Centers;
 2. The total number of centers in the county that are needed in the county over the next twenty-years based on twenty years projected need for manufacturing land to satisfy regional projections of demand for manufacturing land;
 3. The type and level of commitments that each jurisdiction has identified for achieving Manufacturing/Industrial Center goals;
 4. Review of other jurisdictional plans to ensure that growth focused to Manufacturing/Industrial Centers is assured; and
 5. The accessibility of the Center to existing or planned transportation facilities.

5. Manufacturing/Industrial Center Criteria

LU-40 Each jurisdiction which contains a regional Manufacturing/Industrial Center shall adopt in its comprehensive plan a definition of the Center which specifies the exact geographic boundaries of the Center. Each Center shall be zoned to:

- a. Preserve and encourage the aggregation of land parcels sized for manufacturing/industrial uses;
- b. Discourage land uses other than manufacturing and industrial; and
- c. Accommodate a minimum of 10,000 jobs.

LU-41 All jurisdictions support the development of a regional industrial siting policy to link the countywide manufacturing/industrial centers into the regional network of industrial activity.

- LU-42 Jurisdictions shall design access to the regional Manufacturing/Industrial Centers to facilitate the mobility of employees by transit, and the mobility of goods by truck, rail or waterway as appropriate. Regional comprehensive plans shall include strategies to provide capital improvement projects which support access for movement of goods.
- LU-43 Jurisdictions which contain regional Manufacturing/Industrial Centers in conjunction with METRO, shall identify transit station areas and right-of-way in each jurisdiction's comprehensive plan. Transit feeder systems, bicycle routes and pedestrian systems shall be established to link the Center to the transit station area(s).
- LU-44 In order to reserve right-of-way and potential station areas for high-capacity transit or transit hubs in the regional Manufacturing/Industrial Centers, jurisdictions shall:
- a. Upon adoption of specific high-capacity transit alignments by METRO, adopt policies to avoid development which would restrict establishment of the high-capacity transit system;
 - b. Preserve right-of-ways controlled by the jurisdiction which are identified for potential transit use; and
 - c. Provide METRO an option to acquire property owned by the jurisdiction.
- LU-45 To encourage transit use, jurisdictions shall establish mechanisms to charge for single-occupancy vehicle parking or a limit on the number of parking spaces for single-occupancy vehicles within each regional Manufacturing/Industrial Center. All plans for regional Manufacturing/Industrial Centers shall encourage bicycle travel and pedestrian circulation.
- LU-46 Jurisdictions' comprehensive plans for regional Manufacturing/Industrial Centers shall demonstrate compliance with the criteria. In order to promote manufacturing/industrial growth, the Manufacturing/Industrial Center plan for each jurisdiction shall establish strategies:
- a. To provide capital improvement projects which support the movement of goods and manufacturing/industrial operations;
 - b. To provide buffers around the Center to reduce conflicts with adjacent land uses;
 - c. To facilitate land assembly; and
 - d. To attract the type of businesses that will ensure economic growth and stability.
- LU-47 Each Manufacturing Center containing a minimum of 15,000 jobs and having sufficient employment densities to support HCT should be served by HCT. Manufacturing/Industrial Centers which are located on the regional high capacity transit alignment and which meet the transit-friendly criteria in policies LU-42 through LU-46 above shall receive one or more high capacity transit stations and/or transit centers.

6. Incentives for Manufacturing/Industrial Centers

- LU-48 Countywide financing strategies shall be developed by the GMPC by July 1, 1993 which:
- a. Identify regional funding sources; and
 - b. Set priorities and allocate funds for urban facilities and services including social and human services in regional Manufacturing/Industrial Centers, and subarea planning efforts in Manufacturing/Industrial Centers.

LU-49 Jurisdictions shall consider conducting detailed SEPA review for the regional Manufacturing/Industrial Center at the planning stage so that project-specific environmental review is minimized.

LU-50 To reduce or prevent conflicts, jurisdictions shall develop policies to establish and support normal manufacturing/industrial practices such as notices on development permits for properties adjacent to a manufacturing/industrial center.

E. Urban Growth Outside of Centers

A variety of land uses and concentrations of growth occur within the Urban Growth Area and outside of the Urban Centers and Manufacturing/Industrial Centers. Local land use plans will be responsible for the designation, character, and utilization of urban areas outside of centers. However, Countywide Policies are presented below to provide guidance for these areas to ensure that they support the Centers growth concept. These policies do not apply to the rural cities whose land use pattern is described by policies LU 26 and LU 27.

1. Urban Residential Areas

Urban residential areas form the bulk of the Urban Growth Area, and are home to a large portion of the county's population. They will contain a mix of uses and will have different characteristics in different neighborhoods. Generally, the character, form, preservation and development of these areas is a local jurisdictional responsibility. However, the residential areas need to support the Centers concept and provide sufficient opportunity for growth within the UGA. A substantial majority of new residential units will be constructed within urban residential areas.

LU-51 In order to ensure efficient use of the land within the Urban Growth Area, provide for housing opportunities, and to support efficient use of infrastructure, each jurisdiction shall:

- a. Establish in its comprehensive plan a target minimum number of net new dwelling units the jurisdiction will accommodate in the next 20 years and adopt regulations to achieve the target number;
- b. Establish a minimum density (not including critical areas) for new construction in each residential zone; and
- c. Establish in the comprehensive plan a target mix of housing types for new development and adopt regulations to achieve the target mix.

LU-52 The targets and regulations in LU-51 shall be based on the following steps:

- a. By October 1, 1992 the GMPC shall adopt a target number of net new dwelling units to be accommodated countywide;
- b. By October 1, 1992 the interjurisdictional staff committee shall report to the GMPC recommended ranges for net new dwelling units for each unincorporated urban and rural community, and each city based on the following criteria:
 1. The capacity and condition of existing and forecast infrastructure,
 2. Proximity to major employment centers,
 3. Access to existing and projected regional transit,
 4. Capacity of undeveloped land and potential for redevelopment given the character of existing development,
 5. The need for a range of housing types,

- 6. Each jurisdiction's share of affordable housing as required by Affordable Housing policies,
 - 7. Consistency with the countywide numbers;
- c. The targets in each jurisdiction's comprehensive plan shall fall within the ranges, or shall state the reasons for deviating from the range;
 - d. Through the process established under FW-1 Step 4b, if the jurisdiction's comprehensive plan differs from the target, the GMPC may recommend amendments to either the Countywide Planning Policies or local plans; and
 - e. The interjurisdictional staff committee shall recommend a process to monitor the implementation of this policy. The process should include members of the public.

2. Urban Employment Growth

A portion of the urban employment growth will occur in activity areas and neighborhoods in the urban area. This employment growth will support the Urban Centers, while balancing local employment opportunities in the urban area.

LU-53 Targets for employment growth outside Urban Centers shall be established for cities and for unincorporated urban communities through the joint local and countywide adoption process based on the following steps:

- a. By December 1992 the Growth Management Planning Council shall adopt 20 year target numbers for employment growth and employment capacity inside urban centers and outside urban centers. By October 1992 the interjurisdictional staff committee shall develop preliminary recommendations for ranges of employment growth and capacity inside and outside urban areas in each city, in unincorporated urban communities and in rural areas based on the following criteria:
 - 1. Consistency with the countywide numbers;
 - 2. The need to direct growth to urban centers based on consistency with the multiple centers strategy;
 - 3. Access to regional rapid transit and existing highway and arterial capacity;
 - 4. Availabilities of undeveloped land and potential for redevelopment given the character of existing development;
 - 5. The willingness of local jurisdictions to implement policies which encourage transit such as S.O.V. parking charges and/or limits, transit, bicycle and pedestrian supportive design, and the adoption of policies that encourage clustering of commercial and residential areas;
- b. As part of their comprehensive plans, all jurisdictions shall indicate planned employment capacity and targeted increases in employment for 20 years inside and outside urban centers and shall show how their plans reflect the criteria in this policy; and
- c. Through the process established under FW-1 Step 4b, if the jurisdiction's comprehensive plan differs from the target, the GMPC may recommend amendments to either the Countywide Planning Policies or local plans.

3. Infill Development

Urban growth occurs both in "new" neighborhoods and in existing neighborhoods. Existing neighborhoods have a history of development patterns which have created a sense of identity. At the

same time a vital neighborhood adapts to change and develops its own image. New development in these neighborhoods should build on the existing patterns in a manner which respects and enriches the neighborhood. For example in single family neighborhoods selective permitting of accessory units and carriage houses may be more compatible than new apartment buildings.

LU-54 All jurisdictions shall develop neighborhood planning and design processes to encourage infill development and enhance the existing community character and mix of uses.

4. Activity Areas

Activity Areas are locations that contain a moderate concentration of commercial land uses and some adjacent higher density residential areas. Activity Areas are distinguishable from community or neighborhood commercial areas by their larger size and their function as a significant focal point for the local community. Activity Areas contain a broad spectrum of locations with varied functions, geographic sizes, and land uses.

Activity Areas are designated in comprehensive plans. Examples of Activity Areas might include the central business districts of Kirkland, Burien, and Des Moines; East Hill in Kent; and a number of business districts in Seattle, such as Lake City, Wallingford, and West Seattle.

LU-55 Jurisdictions shall designate the boundaries, maximum densities, and uses within all activity areas to provide for local employment, commercial activities and public facilities.

LU-56 All Activity Areas should receive frequent peak hour transit service. Activity Areas may contain a high-capacity transit station or transit hub if the activity area:

- a. Is on an HCT corridor, or can serve as a transit hub;
- b. Has pedestrian, bicycle, and transit-supportive site planning, building design and road design regulations; and
- c. Has parking regulations to encourage transit use.

LU-57 To encourage transit use, jurisdictions shall establish minimum and maximum parking requirements that reduce dependence on the single-occupant vehicle. Jurisdictions should establish mechanisms to charge for single-occupancy vehicle parking and/or a limit on the number of off-street parking spaces for each activity center. All plans for Activity Areas shall encourage bicycle travel and pedestrian activity.

5. Business/Office Parks

Business/Office Parks are areas where low-density office development is collected at locations separated from an identified retail commercial core. These parks tend to have low densities and thus tend not to be supportive of transit or pedestrian circulation. These employment opportunities generally do not require extensive land for their operations, and could be accommodated in Urban Centers. Because the further development of these areas may compete with the employment growth that is planned to support Urban Centers, significant future employment will not be encouraged in these areas.

LU-58 Office building development is directed primarily to Urban Centers. Office building development outside Urban Centers should occur within activity areas and promote transit, pedestrian and bicycle uses.

LU-59 Jurisdictions shall not expand existing land area zoned for business/office parks.

- LU-60 All jurisdictions shall establish mechanisms to encourage transit use. Examples of potential mechanisms include a charge for S.O.V. parking and/or a limit on the number of parking spaces for single occupancy vehicles within each existing business/office park. Bicycle and pedestrian supportive design should be encouraged.
- LU-61 To implement policy LU-53, all jurisdictions shall establish maximum Floor Area Ratios and/or maximum employment levels for office use in existing business/office parks. These maximums are intended to channel future employment and office space growth from business/office parks outside of Urban Centers to Urban Centers.
- LU-62 All jurisdictions should develop planning mechanisms to assist in the conversion of business/office parks to mixed use areas. Jurisdictions should encourage inclusion of residential and neighborhood commercial land uses and open space within existing business/office parks.

III. Transportation

A. Transportation Overview

RCW 36.70A.070(6) (Growth Management Act) fundamentally changes the way that comprehensive planning will be done within the State of Washington. The Act places special emphasis on transportation making it unlawful to approve development for which the approving jurisdiction cannot demonstrate the availability of facilities, strategies and services which are needed to accommodate the growth in traffic at the adopted level-of-service within six years. Future development activity will be constrained by a jurisdiction's ability to finance and provide transportation improvements or strategies. This fact has some very significant implications for all jurisdictions which are dependent upon the region's transportation systems because:

- 1. Projected traffic growth on the freeway and arterial system within the region greatly exceeds the foreseeable collective ability to finance and construct the improvements needed to retain historical levels-of-service.*
- 2. Maintaining the current level of personal mobility by single occupant vehicles will be a costly public investment that will negatively impact the regional quality of life, create severe impacts to sensitive areas, degrade environmental quality, and increase energy use and the consumption of land.*
- 3. Development within any one jurisdiction can be severely impacted by decisions and actions beyond that jurisdiction's control:*
 - o WSDOT may be unable to program improvements concurrent with a jurisdiction's approval of a development permit.*
 - o Metro may not be able to respond to transit levels-of-service adopted by local jurisdictions.*
 - o A jurisdiction may adopt level-of-service standards for arterials within its jurisdiction and decline to accept improvements necessary to mitigate transportation impacts from a proposed development in an adjoining jurisdiction.*
 - o Cumulative growth throughout the region will cause traffic growth on the existing network and may thereby exhaust the capacity for local jurisdictions to approve development.*

In light of these financial constraints and potential dangers, it will be necessary to undertake a dramatically different approach for both transportation planning and land use planning, than has been done in the past. This is necessary if the region is to avoid haphazard denials of development permits following the July 1994 deadline for implementing ordinances. In order to limit sprawl, create the desired urban form, and provide some measure of predictability for landowners and developers, the region's scarce resources for transportation capacity improvements must be used prudently to focus on areas where zoning and densities support a multi-modal transportation system. System capacity investments should be targeted first to those areas where the existing land use and transportation system provides some hope of achieving the desired multi-modal level-of-service within six years.

B. Transportation Policies

- FW-14** The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options. This system shall be cooperatively planned, financed, and constructed. Mobility options shall include a High Capacity Transit system which links the urban centers and is supported by an extensive High Occupancy Vehicle system, local community transit system for circulation within the centers and to the non-center urban areas, and non-motorized travel options.
- FW-15** All jurisdictions in the county, in cooperation with Metro, the Metropolitan Planning Organization, and the State, shall develop a balanced transportation system and coordinated financing strategies and land use plan which implement regional mobility and reinforce the countywide vision. Vision 2020 Regional Growth Strategies shall be recognized as the framework for creating a regional system of Centers linked by High Capacity Transit and an interconnected system of freeway High Occupancy Vehicle (HOV) lanes, and supported by a transit system.
- FW-16** In recognition of the fact that King County is the regional freight distribution hub and a major international trade gateway, and that freight transportation is one of the state's most important basic sector economic activities, goods mobility by all modes shall be included as a component of comprehensive plans.
- T-1** The countywide transportation system shall promote the mobility of people and goods and shall be a multi-modal system based on regional priorities consistent with adopted land use plans. The transportation system shall include the following:
- a.** An aggressive transit system, including High Capacity Transit;
 - b.** High Occupancy Vehicle facilities;
 - c.** Freight railroad networks;
 - d.** Marine transportation facilities and navigable waterways;
 - e.** Airports;
 - f.** Transportation Demand Management actions;
 - g.** Non-motorized facilities; and
 - h.** Freeways, highways, and arterials.
- T-2** King County, its cities, adjacent counties, Metro, and the Washington State Department of Transportation (WSDOT) shall support the continuous, comprehensive and cooperative transportation planning process conducted by the Puget Sound Regional Council (PSRC) pursuant to its Metropolitan Planning Organization (MPO) designation. The primary forum for the development of regional transportation systems plans and strategies shall be the PSRC, as the MPO.
- T-3** The annual update and approval of the six-year Transportation Improvement Program (TIP) by the PSRC should be the primary tool for prioritizing regional transportation improvements and programming regional transportation revenues.
- T-4** The GMPC or its successor shall have the ongoing responsibility for the following:
- a.** Developing and maintaining coordinated level-of-service standards and a concurrency system for countywide transit routes and arterial streets, including state facilities;

- b. Developing regionally consistent policies for implementing countywide *Transportation Demand Management* actions and the *Commute Trip Reduction Act* including, but not limited to, parking policies, with an examination of price as a determinant of demand; and
- c. Developing and recommending transportation financing strategies, including recommendations for prioritizing capacity improvements eligible to receive federal funds available to the region under the *Inter-modal Surface Transportation Efficiency Act (ISTEA)*.

1. High Capacity Transit/Regional Transit Project (HCT/RTP)

- T-5 Each Urban Center will be providing for a minimum of 15,000 jobs and should be served by High Capacity Transit (HCT). Each Manufacturing Center containing a minimum of 15,000 jobs and having sufficient employment densities to support HCT should be served by HCT. All jurisdictions that would be served by HCT shall plan for needed HCT rights-of-way, stations and station supportive transportation facilities and land uses in their comprehensive plans. The land use and transportation elements of comprehensive plans shall incorporate a component to reflect future improvement needs for High Capacity Transit. Interim regional transit service should be provided to centers until the center is served by HCT. If voters do not approve HCT local option taxes, jurisdictions shall address this implication in the reassessment phase.
- T-6 WSDOT should assign a high priority to completion of the core HOV lanes in the central Puget Sound region. King County, its cities, and Metro Council representatives on the Transportation Policy and Executive Boards of the Puget Sound Regional Council (PSRC) shall make completion of this system a high priority in programming the federal funds available to the region.

2. Non-motorized Transportation

- T-7 The transportation element of Comprehensive Plans shall include pedestrian and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis. The bicycle and pedestrian element shall be a part of the funding component of the capital improvement program.

3. Freeways/Highways/Arterials

- T-8 In order to maintain regional mobility, a balanced multi-modal transportation system shall be planned that includes freeway, highway and arterial improvements by making existing roads more efficient. These improvements should help alleviate existing traffic congestion problems, enhance HOV and transit operations, and provide access to new desired growth areas, as identified in adopted land use plans. General capacity improvements promoting only Single Occupant Vehicle traffic shall be a lower priority. Transportation plans should consider the following mobility options/needs:
 - a. Arterial HOV treatments,
 - b. Driveway access management for principal arterials within the Urban Growth Area; and
 - c. Improvements needed for access to manufacturing and industrial centers, marine and air terminals.

FW-17 Infrastructure planning and financing shall be coordinated among jurisdictions to direct and prioritize countywide facility improvements to implement the countywide vision and land use plans.

FW-18 Where appropriate, King County and its cities shall adopt a clear definition of level-of-service and concurrency requirements and establish a consistent process for implementing concurrency, including accountability for impacts for adjacent jurisdictions.

FW-19 Each jurisdiction shall identify the facilities needed to ensure that services are provided consistent with the community's adopted service levels. Timelines for the construction of the needed facilities shall be identified.

4. Transportation Level-of-Service (LOS)

T-9 Level-of-service standards shall be used as a "tool" to evaluate concurrency for long-range transportation planning, development review and programming of transportation investments.

T-10 Each local jurisdiction shall establish mode-split goals for non-SOV travel to all significant employment centers to reflect that center's contribution to the solution of the region's transportation problem. Mode-split goals will vary according to development densities, access to transit service and other alternative travel modes and levels of congestion. Comprehensive plans shall demonstrate what transportation system improvements, demand management and land use strategies will be implemented to achieve these mode-split goals. These local goals shall be coordinated to achieve county and regional goals.

T-11 Elements to be considered in the level-of-service standard are mobility options that encourage the use of transit, other high occupancy vehicles, demand management actions, access to transit, and non-motorized modes of travel. These standards shall be consistent with the requirements of the Commute Trip Reduction Act.

T-12 Mode split goals and measures of mobility for transit, ridesharing and non-motorized travel shall be established by local jurisdictions and METRO.

T-13 Level-of-service standards shall vary by differing levels of development patterns and growth management objectives. Lower arterial standards, tolerating more congestion, shall be established for urban centers. Transit LOS standards may focus on higher service levels in and between centers and decrease as population and employment densities decrease.

T-14 Metro should develop transit level-of-service standards which provide the county and cities with realistic service expectations to support adopted land uses and desired growth management objectives. These standards should consider that route spacing and frequency standards are necessary for differing service conditions including:

- a. Service between designated centers served by High Capacity Transit;
- b. Service between designated centers not served by High Capacity Transit; and
- c. Service to areas outside centers.

5. Reassessment

T-15 Local governments shall work together to reassess regional land use and transportation elements if transportation adequacy and concurrency cannot be met. Should funding fall

short for transportation improvements or strategies needed to accommodate growth, the following actions should be considered:

- a. Adjust land use and level-of-service standards to better achieve mobility and the regional vision;
- b. Make full use of all feasible local option transportation revenues authorized but not yet implemented; and
- c. Work with WSDOT, Metro, and the private sector to seek additional state transportation revenues and local options to make system improvements necessary to accommodate projected employment and population growth.

6. Financing

- T-16 Transportation elements of Comprehensive Plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacements and to meet public safety objectives in a cost-effective manner.
- T-17 Developer impact fees shall be structured to ensure that new development contributes its fair share of the resources needed to mitigate the impact on the transportation system. Adjoining jurisdictions shall execute interlocal agreements for impact fees which recognize that traffic generated in one jurisdiction contributes to the need to make transportation improvements across jurisdictional boundaries. Impact fees shall not be assessed to cure that portion of the improvement attributable to correcting existing deficiencies.
- T-18 Existing local option transportation funding shall be applied within King County as follows:
- a. Employee tax base -- reserved for city street utility development;
 - b. Commercial parking tax -- defer action, pending development of a regional TDM strategy;
 - c. HOV acceleration financing -- defer until after High Capacity Transit vote; and
 - d. Local option gas tax -- consider as potential source to address transportation "concurrency" needs of county and cities only after vote on High Capacity Transit.
- T-19 Regional revenues (such as Inter-modal Surface Transportation Efficiency Act funds) which provide discretion should be used to address regional mobility projects and strategies, including such strategies as creating centers or enhancing transit/HOV-SOV mode split.

7. State Transportation Role

- T-20 Consistent with the countywide vision, local governments shall coordinate with the State on land use and transportation systems and strategies which affect state facilities and programs.
- T-21 State capital improvement decisions and policy actions shall be consistent with regional and countywide goals and plans. The State shall ensure its transportation capital improvement decisions and programs support the adopted land use plans and transportation actions.
- T-22 The State and local governments shall use the same capital programming and budgeting time frame that all local governments and the county use, a minimum of six years, for making capital decisions and for concurrency management.

8. Siting Regional and Countywide Transportation Facilities

T-23 King County, the cities, the Puget Sound Regional Council, the State, Metro, and other transportation providers shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation facilities.

IV. Community Character and Open Space

A measure of the success of planning for growth is the extent to which we restore, maintain and create good places to live, work and play. We must encourage growth which improves our neighborhoods and landscapes, and builds a strong sense of place. The following policies on cultural resources, civic architecture and landmarks, multi-use roadways, infill development, and incentives for urban and rural design, aim to promote good community character.

FW-20 All jurisdictions shall support the county's existing diversity of places to live, work and recreate and the ethnic diversity of our communities. The countywide development pattern shall include sufficient supply of quality places for housing, employment, education, recreation, and open space and the provision of community and social services.

FW-21 Each urban area shall be characterized by superior urban design as locally defined.

FW-22 Significant historic, archaeological, cultural, architectural and environmental features shall be respected and preserved.

A. Historic Resources

Historic resources create a sense of local identity and history, enhance the quality of life, support community vitality, and otherwise enrich our lives. Historic resources are non-renewable: they embody the unique heritage and evolution of particular places. Thoughtful management of these resources contributes to economic development and moderates some of the harmful effects of rapid growth. Planning for historic resources includes protecting archaeological sites and historic buildings and landscapes, encouraging expression of diverse ethnic and folk traditions, and supporting activities for children and youth.

CC-1 All jurisdictions should work individually and cooperatively to identify, evaluate, and protect historic resources including continued and consistent protection for historic resources and public art works.

CC-2 All jurisdictions shall encourage land use patterns and implement regulations that protect and enhance historic resources, and sustain historic community character.

B. Urban Design

Governments should be leaders in providing structures, public spaces, parks and streets which support the quality of our region. Civic design should express the region's values and vision, and should provide landmarks which contribute to our sense of place. Additionally, individual jurisdictions can nurture their individual character by developing a clear set of goals and policies which outline the public interest in the design of private development in the urban and rural communities.

CC-3 All jurisdictions shall promote a high quality of design and site planning in publicly-funded construction (such as civic buildings, parks, bridges, transit stops), and in private development.

C. Human and Community Services

Human and community services are: social and health services; emergency shelters; meeting places; performing arts and cultural activities; schools; libraries; parks and recreation; and fire and police protection.

- CC-4 Human and community service planning activities shall support Countywide Planning Policies and the countywide land development pattern.
- CC-5 All jurisdictions shall identify essential community and human services and include them in land use, capital improvement, and transportation plans.

D. Open Space

Open space lands are essential to the community character of King County. They provide visual variety and relief from developed areas, protect environmental quality, and provide wildlife habitat and foster opportunities for outdoor recreation. Open space corridors physically and functionally link open space lands.

The challenge for jurisdictions is to establish programs that contribute to the protection, accessibility and stewardship of open space lands and corridors. The GMA requires jurisdictions to form linkages between and within population centers with lands useful for recreation, trails, wildlife habitat and connection of critical areas. These open space lands and corridors or greenways should be selected and preserved to form an interconnected system regionally and within jurisdictions locally and should be stewarded to ensure continuing environmental and ecological significance. Where appropriate, the regional system and its local components should provide for multiple benefits and functions, which will require careful planning and management to ensure compatibility and long-term viability of the benefits and functions.

Open space lands and corridors have significance at both the local and regional scale. Identification and protection of local open spaces will be considered within the comprehensive plans of each jurisdiction. On an individual basis, jurisdictions should strive to identify, establish and protect open space lands of local significance that also compliment, adjoin or enhance the regional system. The regional open space system includes open space lands and corridors that have importance beyond jurisdictional boundaries and will require multi-jurisdictional coordination to identify, protect and steward.

FW-23 All jurisdictions shall cooperatively identify, establish, protect and steward urban and rural open space corridors of regional significance.

- CC-6 A regional open space system shall be established to include lands which:
- a. Provide physical and/or visual buffers such as open spaces which help to separate incompatible uses, distinguish the urban and rural areas, define urban growth boundaries, or establish the character of a neighborhood, community, city or region;
 - b. Provide active and passive outdoor recreational opportunities which are compatible with the environmental and ecological values of the site; and/or
 - c. Contain natural areas, habitat lands, natural drainage features, and/or other environmental, cultural, and scenic resources.

CC-7 All jurisdictions shall work cooperatively to identify and protect open space corridors of regional significance. This process shall include:

- a. Identification of regional open space lands and corridors which form a functionally and physically connected system with environmental, ecological, recreational and aesthetic significance and which is readily accessible to our urban populations;
 - b. Identification of implementation strategies and regulatory and non-regulatory techniques to protect the lands and corridors, including collaboration and coordination with land trusts and other land preservation organizations; and
 - c. Development of management plans and strategies to sustain the corridors' open space benefits and functions of the preserved lands and corridors.
- CC-8 Water bodies and rivers of the Puget Sound region form an important element of the open space system. Jurisdictions shall work to protect visual access to water bodies and rivers, and provide for physical access where appropriate.
- CC-9 Countywide funding shall be available for the acquisition, maintenance and stewardship of parks and open space, a) advancing the development of the regional open space system which has been cooperatively identified by the jurisdictions, and b) ensuring the ready access of our citizens residing in Urban Centers to the regional open space system.
- CC-10 The conceptual map of open space systems contained in the 1988 King County Open Space Plan shall be used as the planning basis for regional open space lands and corridors. All jurisdictions will work cooperatively to revise and supplement this map to direct the protection of these valuable resources throughout the county.
- CC-11 All jurisdictions shall work cooperatively to ensure parks and open spaces are provided as development and redevelopment occur.
- CC-12 All jurisdictions shall use the full range of regulatory and land preservation tools available to create, maintain and steward the regional open space system which has been cooperatively identified.
- CC-13 All jurisdictions shall develop coordinated level of service standards for the provision of parks and open spaces.

V. Affordable Housing

Adequate housing, for all economic segments of the population, is a basic need of King County's residents and an issue of countywide concern. Affordable housing needs must be addressed by local governments working in cooperation with the private sector and nonprofit housing agencies.

The GMA requires countywide policies to address parameters for the distribution of affordable housing, including housing for all income groups. This complex issues requires adequate information regarding current housing resources and housing needs, which is being developed for comprehensive plan housing elements, as well as in-depth discussion of values and priorities for housing development.

FW-24 All jurisdictions shall cooperatively establish a process to ensure an equitable and rational distribution of low-income and affordable housing throughout the county in accordance with land use policies, transportation, and employment locations. All jurisdictions shall provide a diversity of housing types to meet a variety of needs and incomes.

AH-1 All jurisdictions shall share the responsibility for achieving a rational and equitable distribution of affordable housing to meet the housing needs of low and moderate income residents in King County. The distribution of housing affordable to low and moderate-income households shall reflect the need for proximity to lower wage employment and access to transportation and human services; recognize each jurisdiction's past and current efforts to provide housing affordable to low and moderate-income households; avoid over-concentration of assisted housing; and increase housing opportunities and choices for low and moderate income households in communities throughout King County. Each jurisdiction shall give equal consideration to local and countywide housing needs.

The GMPC shall define and quantify affordable housing needs for low and moderate-income households and countywide objectives for distribution of affordable housing for low and moderate-income households. The process shall include involvement by housing industry representatives, housing interest groups, and community organizations. The Affordable Housing Technical Forum, which has representatives from the County and each city, shall prepare recommendations for the GMPC by August 1, 1992.

By October 1, 1992 each jurisdiction shall specify the range and amount of housing affordable to low and moderate-income households to be accommodated in its comprehensive plan, based on countywide objectives for distribution. By December 1, 1992 the GMPC will review, and the county and cities will ratify, the countywide objectives for distribution and each jurisdiction's proposed range and amount of affordable housing units.

The process shall address:

- a. Development and preservation of subsidized housing and low-cost market rate housing;
- b. The definition of low-income and moderate-income housing;
- c. Guidelines to meet affordable housing needs in individual jurisdictions as well as need throughout King County, including recognition for jurisdictions that already meet the guidelines;

- d. Strategies, including land use incentives, streamlined permitting processes, and funding commitments, to be adopted by all jurisdictions to provide affordable housing; and
- e. Guidelines to ensure that affordable housing is provided in conjunction with regional transportation planning, including funding for acquisition and rehabilitation to preserve existing affordable housing; funding and incentives for development of new housing in infill and redevelopment projects; and, subject to a legal determination, inclusionary requirements to ensure that a proportion of new residential development is affordable to low and moderate income households.

Providing sufficient land for housing development is an essential step in promoting affordable housing. Affordable housing can be encouraged by zoning additional land for higher residential densities, which helps provide needed capacity for growth, reduces land development cost per units, and allows for lower cost construction types such as attached dwellings. Higher density housing includes a range of housing types: small-lot single family, attached single family, mobile home parks, apartments and condominiums. In addition, zoning changes that permit additional housing in established areas, such as accessory units, carriage houses, and residences built above commercial uses, increase affordable housing opportunities.

- AH-2 Each jurisdiction shall show in its comprehensive plan how it will use policies, incentives, regulations and programs to provide its share of housing affordable to low and moderate-income households as determined by the process outlined in AH-1.
- AH-3 Each jurisdiction shall evaluate its existing resources of subsidized and low-cost non-subsidized housing and identify housing that may be lost due to redevelopment, deteriorating housing conditions, or public policies or actions. Each jurisdiction shall develop strategies to preserve existing low-income housing where feasible and provide relocation assistance to low income residents who may be displaced.
- AH-4 All jurisdictions shall monitor residential development within their jurisdiction and determine annually the total number of new units constructed, housing types, developed densities and remaining capacity for residential growth. King County shall report annually on housing development, the rate of housing cost and price increases and available residential capacity countywide.
- AH-5 Within the urban growth area, each jurisdiction shall maximize its ability to accommodate sufficient, affordable housing by removing regulatory barriers, reviewing codes for redundancies and inconsistencies and providing opportunities for a full range of housing types such as accessory dwelling units, manufactured homes on individual lots, apartments, townhouses and attached single family housing.

VI. Contiguous and Orderly Development and Provision of Urban Services to Such Development

Chapter II, "Land Use Pattern," contains policies for phasing development within the Urban Growth Area. An integral component of the phasing process is ensuring that development is accompanied by a full range of urban services. Equally important is ensuring that infrastructure improvements are not provided in advance of development which could undermine the countywide development pattern. This chapter provides policies which support phasing within the Urban Growth Area and ensure the integrity of the countywide land development pattern.

FW-25 Planning for and financing of services shall be coordinated among jurisdictions to direct and prioritize countywide facility improvements to implement the countywide policies.

FW-26 Jurisdictions shall identify the services needed to achieve adopted service levels. Timelines for constructing needed services shall be identified.

FW-27 Protection of public health and safety and the environment shall be given high priority in decision-making about infrastructure improvements. County residents in both urban and rural areas shall have reasonable access to a high-quality drinking water source meeting all federal and state drinking water requirements. Management and operation of existing on-site septic systems shall not result in adverse impacts to public health or the environment.

A. General Policies

To ensure that land use is accompanied with the maximum possible use of existing facilities and cost-effective service provisions and extensions, and to encourage development of strong, interrelated communities, policies are needed which integrate a full range of urban services with land-use planning and environmental protection. Urban service definitions should be guided by "public services," "public facilities," and "urban governmental services" as defined in RCW 36.70A (GMA).

Community and human services policies are included under Chapter IV, "Community Character and Open Space," and transportation policies are included under Chapter III, "Transportation." Several countywide planning efforts provide direction for achieving the integration of services, aquifer and natural resource protection, and land use planning. These include the Coordinated Water System Plans, Seattle Regional Comprehensive Water Supply Plan, Groundwater Management Plans, Basin Plans, Chelan Agreement Regional Water Resources Planning Process, Flood Hazard Reduction Plan, Wastewater 2020 Plus, Human Services Strategies Report, and the King County Sewerage General Plan. Furthermore, there are state mandates which affect the provision of services. For example, water resource allocation must accommodate all reasonable out-of-stream needs and maintain sufficient flows for in-stream uses. The following policies transcend Urban and Rural land use designations and apply countywide.

1. Urban Services Required as Growth Occurs

CO-1 Jurisdictions shall identify the full range of urban services and how they plan to provide them.

2. Conservation, Efficiency, Cost Effectiveness and New Technologies

CO-2 Jurisdictions and other urban service providers shall provide services and manage natural resources efficiently, through regional coordination, conjunctive use of resources, and sharing of facilities. Interjurisdictional planning efforts shall evaluate approaches to share and conserve resources.

CO-3 Service provision shall be coordinated to ensure the protection and preservation of resources in both rural areas and in areas that are developing, while addressing service needs within areas currently identified for growth.

CO-4 All jurisdictions acknowledge the need to develop a regional surface water management system which crosses jurisdictions boundaries and identifies and prioritizes program elements and capital improvements necessary to accommodate growth and protect the natural and build environment. The GMPC shall develop and recommend a financing and implementation strategy to meet this need.

CO-5 Water supply shall be regionally coordinated to provide a reliable economic source of water and to provide mutual aid to and between all agencies and purveyors. The region should work toward a mechanism to address the long-term regional water demand needs of all agencies and water purveyors.

CO-6 Aggressive conservation efforts shall be implemented to address the need for adequate supply for electrical energy and water resources, protect natural resources, and achieve improved air quality. Efforts shall include, but not be limited to, public education, water reuse and reclamation, landscaping which uses native and drought-resistant plants and other strategies to reduce water consumption, small lot size, low-flow showerheads, conservation credits, and energy efficiency incentives in new and existing buildings.

CO-7 Water reuse and reclamation shall be encouraged, especially for large commercial and residential developments, and for high water users such as parks, schools, golf courses, and locks.

CO-8 When planning for the future demand on wastewater treatment and conveyance, alternatives to the expansion of the Metro centralized system such as decentralized treatment and other treatment technologies, and wastewater reclamation and reuse shall be identified and incorporated into plans as viable options.

CO-9 The presence of tightline sewers or availability of sewer pipeline capacity and water supply above what is required to meet local needs shall not be used to justify development counter to the countywide policies, and any such land use development proposal shall be denied by the permitting agency.

B. Urban Areas Identified for Growth for the Next Ten Years

The designation of the Urban Growth Area establishes the service area for the county. The detailed arrangement and timing of services and the installation of infrastructure improvements is

left to be determined through shorter-term capital improvement plans. To support the densities and land uses of urban areas identified for immediate development, urban water and sewer systems are essential to support growth anticipated in the Urban Area over the next ten years. Urban water systems are defined as a network of pipes which are designed to meet all user needs and provide fire protection. Urban sewer systems are defined as a system of pipes providing conveyance to a sewage treatment facility.

1. Urban Water and Sewer Systems Required

CO-10 In the Urban Area identified for growth within the next ten years, urban water and sewer systems are preferred for new construction on existing lots and shall be required for new subdivisions. However, existing septic systems, private wells, and/or small water systems may continue to serve the developments so long as densities and physical conditions are appropriate, the systems are allowed by the relevant jurisdictions, and management keeps the systems operating properly and safely.

C. Urban Areas Designated for Growth Beyond 2002

In urban areas designated for growth beyond 2002, there will be a mix of existing services which may or may not be at urban service levels. The appropriate infrastructure improvements for sewer and water systems will vary according to existing site conditions. New developments should occur contiguous to existing, fully-developed areas so that extension of services occurs in an orderly and cost-effective manner.

1. Phased and Cost Effective Extension of Urban Water and Sewer Systems

CO-11 To the extent practicable, all new plats shall be contiguous to the areas identified for growth for the next ten years. The phased expansion should respect basin boundaries or other natural landscape features.

CO-12 Preferred sewer and water systems in areas designated for growth beyond 2002 are community drainfields and water systems which are professionally managed. These systems shall be designed, sited, and built to facilitate eventual conversion to urban sewer and water systems. Jurisdictions shall require all known and projected costs of infrastructure improvement to urban service levels be funded at the permitting stage.

CO-13 Urban sewer system extensions in unincorporated King County shall be permitted consistent with the provisions of the King County Sewerage General Plan, countywide policies, and the policies of the jurisdiction in whose potential annexation area the extension is proposed.

D. Rural Areas and Resource Lands

Residents in rural areas and resource lands need to have many of the same types of services as urban areas. However, the service standards in rural areas and resource lands are not at Urban levels. Rural water systems are defined as individual or community wells or piped water systems designed to meet all user needs but, in most cases, not providing for fire protection.

1. Limited Extension of Urban Water and Sewer Systems

- CO-14 Sewer expansion shall not occur in rural areas and resource lands except where needed to address specific health and safety problems threatening structures permitted before July 1, 1992 or the needs of public facilities such as schools. Sewers may be extended only if they are tightlined and only after a finding is made that no alternative technologies are feasible. Mechanisms to reduce cost and limit the number of individual hookups shall be explored and actions recommended to the GMPC.**
- CO-15 Urban water system extensions shall not be permitted in rural areas and resource lands except to solve immediate health or safety problems threatening existing residents. If urban water systems are extended, the maximum number of hookups that is consistent with the countywide land development pattern shall be specified at the time of the extension.**
- CO-16 All rural water systems outside existing service areas (planning areas) shall be professionally managed by the applicable water purveyor according to the satellite management procedures of the Coordinated Water System Plans, and designed to rural standards.**

VII. Siting Public Capital Facilities of a Countywide or Statewide Nature

Public capital facilities of a countywide or statewide nature generally have characteristics that make these facilities extremely difficult to site. Such characteristics include the number of jurisdictions affected or served by the facility, the size of the facility, and the facility's potential adverse impacts, such as noise, odor, traffic, and pollution generation. The facilities can be either desirable or undesirable to jurisdictions. Some of the facilities are privately owned and regulated by public entities. Facilities also can be owned by the state and used by residents from throughout the state, such as universities and their branch campuses.

The county and the cities need to develop a process for siting public capital facilities with these types of characteristics, including but not limited to, utility and transportation corridors, airports, wastewater treatment plants, solid waste landfills, higher educational facilities, correctional and in-patient treatment facilities and energy-generating facilities.

FW-2B Public capital facilities of a countywide or statewide nature shall be sited to support the countywide land use pattern, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Amenities or incentives shall be provided to neighborhoods/jurisdictions in which facilities are sited. Facilities must be prioritized, coordinated, planned, and sited through an interjurisdictional process established by the GMPC.

S-1 The Growth Management Planning Council shall establish a process by which all jurisdictions shall cooperatively site public capital facilities of a countywide or statewide nature. The process shall include:

- a. A definition of these facilities;
- b. An inventory of existing and future facilities;
- c. Economic and other incentives to jurisdictions receiving facilities;
- d. A public involvement strategy;
- e. Assurance that the environment and public health and safety are protected; and
- f. A consideration of alternatives to the facility, including decentralization, demand management, and other strategies.

VIII. Economic Development and Finance

Jurisdictions should cooperatively create an environment which sustains the economic vitality of the region and which contributes to manageable economic growth. Jurisdictions shall recognize that King County is part of a larger regional economy, which is strongly linked by trade to the national and international economies. Infrastructure investments should be focused into urban centers and manufacturing/industrial employment centers which are supported by transit. Countywide policies shall be integrated with economic development.

FW-29 All jurisdictions shall contribute to the economic sustainability of the county in a manner which supports the countywide land use pattern. This is to be accomplished by providing cost-efficient quality infrastructure and public services at an adopted level of service specific to the local situation; providing affordable housing, promoting excellence in education, and protecting the environment.

FW-30 All jurisdictions shall act to increase work training and job opportunities for all residents and communities.

FW-31 All jurisdictions shall support the development of a regional economic development strategy consistent with the countywide land use pattern.

A. Economic Development Policies

ED-1 By December 1, 1992, the GMPC shall adopt Economic Development policies which:

- a. Establish the county's role in the regional economy;
- b. Maintain a strong economic base within King County;
- c. Encourage diversification of the economy;
- d. Maintain an adequate supply of land to support future economic development;
- e. Identify geographic areas to target public resources promoting economic development;
- f. Foster job training opportunities to maintain a highly educated work force;
- g. Protect the natural environment as a key economic value in this region;
- h. Consider the special needs of economically disadvantaged citizens and neighborhoods; and
- i. Include the assistance of private sector.

ED-2 By July 1, 1993 regional planning shall produce a regional industrial siting policy based on a regional assessment of the need for industrial zoned land and the availability of transportation and other infrastructure to serve it.

ED-3 Jurisdictions' comprehensive plans shall include economic development policies. These policies shall address the local economic concerns of each jurisdiction within the context of a regional economic development strategy.

- ED-4 Each jurisdiction's comprehensive plan shall include an economic development element which will include an estimate of the type and number of jobs to be accommodated in the jurisdiction during the next 20 years.
- ED-5 The county shall work with Snohomish and Pierce Counties to develop a joint 20-year regional economic development strategy.

B. Finance

A fiscal analysis is required by the GMA. This section of policies is intended to bring together references to financial matters found in earlier chapters (see Chapter II, "Rural Areas" and "Urban and Manufacturing/Industrial Centers," Sections B and D) and to provide direction for the fiscal analysis of the anticipated results of implementing the countywide planning policies.

- FW-32 To implement the Countywide Planning Policies, jurisdictions shall cooperatively identify regional funding sources and establish regional financing strategies by July 1, 1993. Such strategies shall consider the infrastructure and service needs of Urban Centers, Manufacturing/Industrial Centers, Activity Areas, Business/Office Parks, other activity concentrations, and rural areas. Such strategies shall also provide incentives to support the Countywide Planning Policies and should:**
- a. **Make existing and newly identified funding sources respond in the most flexible way to meet countywide needs;**
 - b. **Ensure that a balance of services is available countywide to meet, among others, human service, public safety, open space and recreation, education, and transportation needs; and**
 - c. **Evaluate current revenue and service demands and the potential for more effective coordination of service delivery.**

Appendix I

TRANSPORTATION: Requirements of the Growth Management Act

Countywide Policies (ReESHB 1025, Section 2)

Countywide planning policies must be adopted by July 1, 1992 to provide a framework from which consistent county and city comprehensive plans will be developed. Policies for transportation must address:

1. *Policies for promotion of contiguous and orderly development and provision of urban services to such development [32.2 (3) (b)];*
2. *Policies for siting public capital facilities of a countywide or state-wide nature[32.2 (3) (c)];*
3. *Policies for countywide transportation facilities and strategies [32.2 (3) (d)];*
4. *Policies for joint county and city planning within growth areas [32.2 (3) (f)];*
5. *An analysis of the fiscal impact.[32.2 (3) (h)].*

Comprehensive Plans (RCW 36.70A.070)

The transportation element of comprehensive plans adopted by the county or cities will be measured against the policies and standards approved and ratified as part of the countywide framework plan. By July 1, 1993 the county and cities are required to adopt a comprehensive plan with a mandatory transportation element that includes the following sub-elements:

1. *Land use assumptions used in estimating travel demand;*
2. *Facility and service needs for attaining and sustaining level-of-service standards for arterials and transit routes;*
3. *Six-year financing plan based upon the needs of the comprehensive plan; reassess land use element if level-of-service standards cannot be met with funding resources; this plan will be updated and adopted annually;*
4. *Intergovernmental coordination with adjacent jurisdictions;*
5. *Transportation Demand Management strategies.*

Within one year of adopting a comprehensive plan, the county and cities are required to meet:

1. *Adequacy Requirements: Adopt an ordinance which prohibits development approval if the development causes the level-of-service to decline below the standard adopted in the transportation element.*
2. *Concurrency Requirements: Deny development unless improvements or strategies to accommodate the impacts of development can be in place at the time of development or a financial commitment is in place to complete the improvements or strategies within six years.*

Other Laws and Regulations

Federal law requires an on-going cooperative, continuous and comprehensive transportation planning process as a condition of federal transportation grants. To comply with this requirement,

the designated Metropolitan Planning Organization (MPO) is responsible for long-range transportation planning and short-range transportation improvement programming (TIP).

The MPO planning and programming responsibilities are strengthened and enhanced under the recent re-authorization of the Federal Surface Transportation Act. The Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA) eliminates several categorical funding programs and creates a new flexible Surface Transportation Program (STP) and a new Congestion Mitigation Program. Funds available to the region under these two highway programs may be used for multi-modal solutions; and the MPO has project selection authority for these programs, as well as the federal transit program funds for the region. In addition, Washington State Department of Transportation's (WSDOT) project selections under the Interstate Maintenance, Bridge, and National Highway System (NHS) programs must be made in cooperation with the MPO and in conformance with the regional Transportation Improvement Program (TIP).

The Federal Clean Air Act Amendment (CAAA) of 1990 requires substantial reduction of emissions from the transportation sector. The Puget Sound Regional Council's transportation plans and projects must conform to Transportation Control Measures contained in the State Implementation Plan (SIP) prepared by the Puget Sound Air Pollution Control Agency. The current strategy for meeting CAAA vehicle emissions requirements include:

- o expanded inspection and maintenance program, and*
- o a regional implementation of the Commute Trip Reduction Law cited below.*

The State Commute Trip Reduction Law of 1991 requires reductions in vehicle miles traveled. Employers of 100 or more employees are directed to reduce work travel demand by 35 percent by 1999. Ordinances adopted by the county and cities must be coordinated with transit agencies, regional planning organizations and major employers; and they must be consistent with commute trip reduction plans of neighboring jurisdictions.

State law provides for the development of a High Capacity Transit (HCT) system within the Puget Sound Area. The law requires that transit agencies (Metro, Pierce Transit, Snotran, Community Transit and Everett Transit) jointly plan the implementation of such a system. For that purpose, the Joint Regional Policy Committee was formed and charged with the responsibility of recommending a system plan and financial program that would implement the HCT system. This plan is being developed in support of the Vision 2020 Regional Growth Strategies; this vision calls for creation of a regional system of central places linked by High Capacity Transit facilities, and an interconnected system of freeway High Occupancy Vehicle (HOV) lanes.

The 1990 State Legislature passed various legislation granting local governments authority to establish a number of taxing programs for funding transportation projects and programs. An interim and informal group called the Local Options Strategy Development Steering Committee was formed to recommend how these funding authorities should be exercised. This initial work was completed in September of 1991 with a comprehensive recommendation as to how each funding source should be assigned. As local jurisdictions take actions on these recommendations, it would be useful to re-convene this Steering Committee or a similar group for coordinating transportation funding decisions.