

July 19, 1994  
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Introduced By: Jane Hague  
Chris Vance

Proposed No.: 94-386

ORDINANCE NO. **11446**

AN ORDINANCE adopting amendments to the  
Countywide Planning Policies pursuant to RCW  
36.70A.210; ratifying the amended Countywide Planning  
Policies for unincorporated King County; amending  
Ordinance 10450, adding new sections to K.C.C. 20.10,  
and repealing Ordinance 10450, Section 3 and K.C.C.  
20.10.030.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

**SECTION 1. FINDINGS.** The council makes the following findings.

- A. Beginning in the fall of 1991, King County, the City of Seattle and the Suburban Cities of King County met jointly as the Growth Management Planning Council to develop and recommend Countywide Planning Policies for King County, as mandated by the Growth Management Act, RCW 36.70A.210.
- B. In July of 1992, the King County Council adopted the Countywide Planning Policies recommended to it by the Growth Management Planning Council. The Countywide Planning Policies adopted at that time have generally been referred to as Phase I. At that time, the Policies as adopted contemplated completion of a Phase II of countywide policies, to address issues not dealt with in sufficient detail in Phase I.
- C. The particular issues to be addressed in Phase II included designation of urban centers for purposes of pursuing a regional transit plan, affordable housing, economic development, rural character, the preparation of a detailed fiscal analysis of the Countywide Planning Policies, and completion of a draft and a final Environmental Impact Statement.
- D. Since July 1992, the Growth Management Planning Council, working with task forces to address the specific topics identified for further work in Phase II, has developed recommended amendments to the adopted Countywide Planning Policies.
- E. On May 25, 1994, The Growth Management Planning Council took final action recommending Phase II amendments to the Phase I Countywide Planning Policies. The GMPC recommendations can be found in the document entitled Recommended Amendments to King County 2012 Countywide Planning Policies. Adopted by the King County Growth Management Planning Council May 25, 1994. Urban Growth Area maps provided in Appendix 1 are intended for policy planning purposes. The Urban Growth Area contained in these policies is a dynamic policy line which provides general guidance to the Metropolitan King County Council when it adopts the final Urban Growth Boundary in its 1994 Comprehensive Plan.

- 1 F. The Metropolitan King County government finds that any pertinent growth related  
2 issues not addressed in these Countywide Planning Policies, such as proposed urban  
3 growth areas for newly incorporated cities, shall be handled in a manner pursuant to  
4 State law, until or unless they are proposed by the GMPC or its successor as  
5 amendments to these Countywide Planning Policies.
- 6 G. The Metropolitan King County Council finds that the final report of the Fiscal Impact  
7 Analysis and Economic Development Task Force, May 4, 1994 which was  
8 transmitted to the GMPC on May 4, 1994 meets the requirements of county  
9 Ordinance #10450, and RCW 36.70A.210.
- 10 H. The Metropolitan King County Council finds that the existing environmental  
11 documents adopted by King County on May 5, 1992, the supporting addendum  
12 issued on June 18, 1992, the Draft Supplemental Environmental Impact Statement for  
13 Countywide Planning Policies issued by King County on January 12, 1994, the  
14 Summary of Public Involvement 1993-1994 for the Supplemental Environmental  
15 Impact Statement, and the Final Supplemental Environmental Impact Statement for  
16 the Countywide Planning Policies issued by King County on May 18, 1994, are  
17 adequate under SEPA for the purposes of the county's adoption of amendments to the  
18 Countywide Planning Policies.
- 19 I. The amendments to the King County 2012 Countywide Planning Policies adopted  
20 herein are substantially consistent with the recommendations of the GMPC, but make  
21 technical corrections to further clarify the Countywide Planning Policies.
- 22 J. With these amendments, the King County 2012 Countywide Planning  
23 Policies are further enhanced and refined, and provide clearer direction to all  
24 the jurisdictions in the county concerning the location and extent of Urban  
25 Centers, approaches to affordable housing and economic development, and  
26 the treatment of rural areas. As such they bear a substantial relationship to,  
27 and are necessary for, the public health, safety, and general welfare of King  
28 County and its residents.

29 SECTION 2. Ordinance 10450, Section 3, and K.C.C. 20.10.030 are each repealed and  
30 the following is substituted:

31 The Phase II Amendments to the King County 2012 Countywide Planning Policies  
32 attached to this ordinance are hereby approved and adopted.

33 SECTION 3. Ordinance 10450, Section 4, and K.C.C. 20.10.040 hereby each amended  
34 to read as follows:

35 A. Countywide Planning Policies adopted by Ordinance 10450 for the purposes specified  
36 are hereby ratified on behalf of the population of unincorporated King County.

37 B. The amendments to Countywide Planning Policies adopted by Ordinance 10840 are  
38 hereby ratified on behalf of the population of unincorporated King County.

39 C. The amendments to the Countywide Planning Policies adopted by Ordinance 11061  
40 are hereby ratified on behalf of the population of unincorporated King County.

1 D. The Phase II Amendments to the King County 2012 Countywide Planning Policies  
2 adopted by this ordinance are hereby ratified on behalf of the population of unincorporated  
3 King County.

4 SECTION 4. Ordinance 10450, Section 5, and K.C.C. 20.10.050 are each amended to  
5 read as follows:

6 A. The Countywide Planning Policies adopted by Ordinance 10450 shall become  
7 effective when ratified by ordinance or resolution by at least thirty percent of the city and  
8 county governments representing seventy percent of the population of King County  
9 according to the interlocal agreement. A city shall be deemed to have ratified the  
10 Countywide Planning Policies unless, within ninety days of adoption by King County, the  
11 city by legislative action disapproves the Countywide Planning Policies.

12 B. The Countywide Planning Policies adopted by Ordinance 10840 shall become  
13 effective when ratified by ordinance or resolution by at least thirty percent of the city and  
14 county governments representing seventy percent of the population of King County  
15 according to the interlocal agreement. A city shall be deemed to have ratified the  
16 Countywide Planning Policies unless, within ninety days of adoption by King County, the  
17 city by legislative action disapproves the Countywide Planning Policies.

18 C. The Countywide Planning Policies adopted by Ordinance 11061 shall become  
19 effective when ratified by ordinance or resolution by at least thirty percent of the city and  
20 county governments representing seventy percent of the population of King County  
21 according to the interlocal agreement. A city shall be deemed to have ratified the  
22 Countywide Planning Policies unless, within ninety days of adoption King County, the city  
23 by legislative action disapproves the Countywide Planning Policies.

24 D. The King County 2012 Countywide Planning Policies adopted by this ordinance shall  
25 become effective when ratified by ordinance or resolution by at least thirty percent of the  
26 city and county governments, representing seventy percent of the population of King  
27 County according to the interlocal agreement. A city shall be deemed to have ratified the  
28 King County 2012 Countywide Planning Policies unless, within ninety days of adoption by  
29 King County, the city by legislative action disapproves the King County 2012 Countywide  
30 planning Policies.

1        SECTION 5. Ordinance 10450, Section 6, and K.C.C. 20.10.060 are each amended to  
2 read as follows:

3            20.10.060     Implementation. (( ~~The county executive shall commence~~  
4 ~~preparation of the Phase II SEIS and fiscal analysis, and the county comprehensive plan~~  
5 ~~amendments and regulations to implement the countywide policies, subject to completion~~  
6 ~~of the ratification process set out in Section 20.10.050. The Countywide Planning Policies~~  
7 ~~will affect the county's land use decisions when the county comprehensive plan or land use~~  
8 ~~regulations implementing the policies are adopted.)) Land capacity availability and  
9 redevelopment assumptions that underlie the recommended Urban Growth Area will be  
10 closely monitored by the Metropolitan King County government subsequent to adoption of  
11 the final Urban Growth Area through annual benchmarking and monitoring reports. An  
12 affordable housing committee, a land capacity task force and a growth monitoring advisory  
13 committee have been called for by the Countywide Planning Policies and the county~~

1 council intends to promptly convene such groups, the purpose of which is to review data  
 2 on land capacity and housing affordability to ensure that the Growth Management Act  
 3 requirements regarding Urban Growth Areas are being met. To further enhance those  
 4 efforts a technical committee to facilitate environmental protection shall be established by  
 5 January 1995 to serve as a depository of regulations and policies adopted by jurisdictions in  
 6 King County.

7 INTRODUCED AND READ for the first time this 20<sup>th</sup> day of

8 June, 1994.

9 PASSED by a vote of 11 to 0 this 15<sup>th</sup> day of August, 1994.

10 KING COUNTY COUNCIL  
 11 KING COUNTY, WASHINGTON

12 Kent Pullen  
 13 Chair

14 ATTEST:

15 Jane Masno  
 16 Deputy Clerk of the Council

17 APPROVED this 23<sup>rd</sup> day of August, 1994.

18 Greg Lohr  
 19 King County Executive

20 Attachments:

- 21
- 22 A. Recommended Amendments to King County 2012 Countywide Planning Policies  
 23 Adopted by the King County Growth Management Planning Council May 25, 1994  
 24 (Revisions by MKCC Staff 7.19.94)
- 25 B. Draft Supplemental Environmental Impact Statement for the Countywide Planning  
 26 Policies
- 27 C. Summary of Public Involvement 1993-1994 for the Supplemental Environmental  
 28 Impact Statement
- 29 D. Final Supplemental Environmental Impact Statement for the Countywide Planning  
 30 Policies Proposed Amendments
- 31 E. Fiscal Analysis and Economic Development Task Force Final Report, May 4, 1994  
 32

**Recommended Amendments to King County 2012****Countywide Planning Policies****Adopted by the King County Growth Management Planning Council****May 25, 1994**Revisions by MKCC staff 7.19.94**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 34 cities within it are addressing growth management problems together and in their local jurisdictions. Planning at both levels is called for by

1 the Growth Management Act.

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

7 A formal body, the Growth Management Planning Council, with elected officials  
8 from Seattle, the suburban cities, and King County, ~~((has))~~ considered ~~((these))~~ draft  
9 policies in May 1992, and based on public input, ~~((will make))~~ made a recommendation to  
10 the King County Council for adoption. King County Council adopted the initial  
11 Countywide Planning Policies in July 1992 by Ordinance #10450. The Ordinance adopted  
12 the Phase I Policies and initiated a Phase II work program which called for environmental  
13 and fiscal analysis and additional work on economic development, rural character,  
14 transportation and affordable housing. The Phase I Countywide Planning Policies were  
15 ratified by Seattle and the suburban cities in October 1992. ((Adoption must take place by  
16 July 1, 1992. King County will then submit the adopted policies to the cities for  
17 ratification:))

18 The Growth Management Planning Council initiated the Phase II Work Program in  
19 October 1992 and formed three Task Forces comprised of elected officials and citizens to  
20 develop policy recommendations and a Transportation Caucus to develop transportation  
21 strategies. These included the Affordable Housing Task Force, Rural Character Task  
22 Force and Fis/Ed (Fiscal Impact Analysis and Economic Development) Task Force. The  
23 Fis/Ed Task Force was responsible for conducting the fiscal analysis required for the  
24 Countywide Planning Policies as well as developing policy recommendations on economic  
25 development. At the completion of the Phase II work, on May 25, ((2))1994 the GMPC  
26 made policy recommendations to the Metropolitan King County Council. King County  
27 will adopt ((the)) policies and then submit them for ratification to the cities.

28 The Countywide Planning Policies, as amended through the Phase II work, ((will))  
29 serve as the framework for each jurisdiction's own comprehensive plan, which must be  
30 consistent with Countywide Planning Policies ((in place)) by December 31, 1995 ((July 1,  
31 199((3))5)))). These individual comprehensive plans throughout the county, then, will be  
32 consistent with the overall vision for the future of King County.

33 **C. The Growth Management Act**

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

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

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

#### 21           **D. Vision for King County 2012**

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

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

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

31           Development has emphasized the use and reuse of the existing urbanized areas.  
 32 Much of the new growth after 1992 first occurred in the areas where there was existing  
 33 capacity. Growth then occurred where existing infrastructure could be easily extended or

1 enhanced. Lastly, areas which required significant new investment in infrastructure  
2 accommodated growth. Today, there still is ample room for new development within the  
3 urban area.

4 Much of the growth in employment, and a significant share of new housing, has  
5 occurred in Urban Centers. These Centers now provide a mixture of employment,  
6 residential, commercial, cultural and recreational opportunities. The centers are linked  
7 by the high-capacity transit system, and transit stations within the centers are located  
8 within walking distance to all parts of the center. Each center has its own unique  
9 character, and they are all noted for their livability, pedestrian orientation and superior  
10 design.

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

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

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

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

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

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

32 The economy is vibrant and sustainable, and emphasizes diversity in the range of  
33 goods produced and services provided. Businesses continue to locate in our county

1 because of the high quality of life, the emphasis on providing a superior education, and  
2 the predictability brought about by the management of growth and the effectiveness of the  
3 public/private partnership in these areas as well as the mutually beneficial partnership in  
4 economic development.

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

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

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

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

#### 20 E. The Framework Policies

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

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

1 must become a commitment that the region can rely upon. The following framework  
2 policies outline the countywide planning process.

3 When a countywide policy states that a jurisdiction "shall" or "will" do something,  
4 such a policy requires the jurisdiction's comprehensive plan to contain a policy that is  
5 written to accomplish the purpose of the countywide policy. When a countywide policy  
6 states that a jurisdiction "should" do something, such a policy requires the jurisdiction's  
7 comprehensive plan to contain a policy that is written to accomplish the purpose of the  
8 countywide policy unless the jurisdiction identifies reasons why it has not done so. When  
9 a countywide policy states that a jurisdiction "may" do something, such a policy suggests  
10 the jurisdiction's comprehensive plan contain a policy written to accomplish the purpose of  
11 the countywide policy if it is in their interest.

12 FW-1. Countywide growth management is a multi ((five))-step process:

13 STEP 1: The Countywide Planning Policies became ((shall become)) effective  
14 October 1992, upon adoption by the King County Council and ratification by at least  
15 thirty percent of the city and county governments representing seventy percent of the  
16 population in King County. ((September 1992 target date))

17 STEP 2: The Growth Management Planning Council (GMPC) reconvened to  
18 conduct environmental and fiscal impact analysis of the Countywide Planning Policies and  
19 to consider policy amendments developed through implementation of tasks specified in the  
20 Countywide Planning Polices. When adopted by the Metropolitan King County Council  
21 and ratified ((F)), these actions are considered the Phase II policy amendments and  
22 include:

23 a. Confirmation of Urban Centers according to the procedures and criteria  
24 established in policies LU-39 and LU-40;

25 b. Confirmation of Manufacturing/Industrial Centers based on the procedures  
26 and criteria established policies in LU-51 and LU-52;

27 c. Adoption of 20 year targets of projected household and employment  
28 growth countywide and target ranges for each jurisdiction according to the procedures and  
29 criteria in policy LU-67 and LU-68;

30 d. Confirmation of the Urban Growth Area based on criteria established in  
31 policy LU-26.((G)) The Urban Growth Area in the Countywide Planning Policies, is a  
32 planning policy framework to be used by the Metropolitan King County Council when it  
33 adopts the final Urban Growth Area in its 1994 Comprehensive Plan, and

1            e. Adoption of additional policy amendments based on the recommendations  
 2 of the Rural Character Task Force, the Affordable Housing Task Force, the Fiscal Impact  
 3 Analysis and Economic Development Task Force, and public comments on the  
 4 Countywide Planning Policies.

5            ~~((a. The Growth Management Planning Council (GMPC) shall receive by~~  
 6 ~~October and confirm by December 1992 nominations from cities for Urban Centers and~~  
 7 ~~Manufacturing/Industrial Centers as established in the Countywide Planning Policies.~~  
 8 ~~(October-December 1992 target dates)~~

9            ~~b. The GMPC shall adopt 20-year target numbers for projected population~~  
 10 ~~growth and capacity based on Urban Centers decisions, the criteria established in policies~~  
 11 ~~LU 51 and LU 52, and population ranges recommended by an interjurisdictional staff~~  
 12 ~~committee. (December 1992 target date)~~

13            ~~e. The GMPC shall adopt 20-year target numbers for projected employment~~  
 14 ~~growth and capacity based on Urban Centers decisions, the criteria established in policy~~  
 15 ~~LU 53, and employment ranges recommended by an interjurisdictional staff committee.~~  
 16 ~~(December 1992 target date))~~

17            ~~f.((d.)) Housing and jobs to accommodate King County's ((projected~~  
 18 ~~population)) growth targets shall be planned in the context of carrying capacity of the~~  
 19 ~~land. Housing density and affordability shall be considered co-equal objectives.~~

20            ~~((e. The GMPC shall confirm the Urban Growth Areas based on Centers~~  
 21 ~~designations and subarea population and employment targets, insuring sufficient capacity~~  
 22 ~~within the Urban Growth Area to meet projected growth. (December 1992 target date).))~~

23            STEP 3: The Countywide Planning Policies shall be implemented as follows:

24            a. All jurisdictions shall make the decisions required to implement the  
 25 Countywide Planning Policies into their respective comprehensive plans. ~~(July ((1993))~~  
 26 ~~1994 target date)~~

27            b. All jurisdictions shall make the decisions required to implement the  
 28 Countywide Planning Policies and their respective comprehensive plans through  
 29 development regulations. ((December 1994 target date))

30            ~~((STEP 4: a. The GMPC shall reconvene in July 1993 or sooner as needed to~~  
 31 ~~review issues raised through local plan implementation efforts, and to consider new or~~  
 32 ~~revised policies developed through implementation of the GMPC tasks specified in the~~  
 33 ~~Countywide Planning Policies. The GMPC shall recommend revisions as needed to~~

1 ~~resolve identified conflicts between policies and address implementation issues. (July~~  
 2 ~~1994 target date)))~~

3 ~~c.((b-)) The GMPC or its successor shall establish a process for resolving~~  
 4 ~~conflicts between local plans and the Countywide Planning Policies.((as raised by local~~  
 5 ~~jurisdictions, and may recommend amendments to either the Countywide Planning Policies~~  
 6 ~~or local plans. (July 1994 target date)))~~

7 ~~d.((e-)) Phase II Amendments to the Countywide Planning Policies shall be~~  
 8 ~~subject to ratification by at least thirty percent of the city and county governments~~  
 9 ~~representing seventy of the population in King County. All jurisdictions shall amend~~  
 10 ~~comprehensive plans as needed by December 31, 1995 (July 1995)) to be consistent with~~  
 11 ~~adopted and ratified Phase II amendments. ((July 1994 target date)))~~

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

15 STEP 4: Following adoption of comprehensive plans, the GMPC or its successor  
 16 shall review adopted household and employment target ranges and estimated capacity for  
 17 each jurisdiction to ensure sufficient capacity within the Urban Growth Area.

18 a. Each jurisdiction shall report to the GMPC or its successor the household  
 19 and employment targets adopted in its comprehensive plan, and the estimated capacity for  
 20 household and employment growth for the next 20 years. Jurisdictions containing Urban  
 21 and/or Manufacturing/Industrial Centers shall report household and employment target  
 22 ranges both for Centers and areas outside Centers. Each jurisdiction shall also evaluate  
 23 the availability of infrastructure, as adopted in six-year capital improvement plans, to  
 24 ensure that capacity is available to accommodate a six-year estimate of household and  
 25 employment growth.

26 b. The GMPC or its successor shall review growth targets and capacity for  
 27 each jurisdiction to assure that local targets are within the adopted ranges and countywide  
 28 capacity is sufficient to meet 20 year growth targets. If a discrepancy exists between  
 29 growth targets and capacity, either within an individual comprehensive plan or for the  
 30 County as a whole, the GMPC or its successor shall recommend amendments to  
 31 Countywide Planning Policies or local plans to ensure that growth targets can be achieved  
 32 by planned zoning and infrastructure capacity.

33 STEP 5. The GMPC or its successor shall establish a Land Capacity Task

1 Force to accomplish the work program prepared in April 1994 (See Appendix 4).

2 STEP 6. The GMPC or its successor shall recommend to the Metropolitan  
3 King County Council a monitoring and benchmarks program to assess progress in meeting  
4 Countywide Planning Policies.

5 a. The GMPC or its successor shall establish a growth management  
6 monitoring advisory committee which shall recommend information to be reported  
7 annually to serve as indicators and benchmarks for growth management policies. The  
8 annual reporting shall incorporate the economic development policy indicators developed  
9 by the Fiscal Impact Analysis and Economic Development Task Force and other indicators  
10 as adopted by the GMPC or its successor, and shall consider housing indicators specified  
11 in policy AH-5. King County shall report the adopted growth management benchmarks  
12 annually.

13 b. The GMPC or its successor should conduct a comprehensive evaluation to  
14 assess implementation of the Countywide Planning Policies. The evaluation should be  
15 initiated as indicated by results of the monitoring program, but no earlier than five years  
16 after adoption of the Phase II Amendments to the Countywide Planning Policies. The  
17 evaluation shall include opportunities for public involvement.

18 c. If the purposes of these planning policies are not being achieved as  
19 evidenced by results of benchmarks and monitoring reports, the GMPC or its successor  
20 will reconvene at the request of a party to discuss, evaluate and recommend actions to  
21 achieve the purposes of the policies.

22 STEP 7. The Countywide Planning Policies are based on an urban centers  
23 concept, growth phasing strategy, and establishment of an Urban Growth Area. King  
24 County shall actively pursue dedication of open space along the Urban Growth Area  
25 boundary with a goal of creating a contiguous band of open space north and south along  
26 the Urban Growth Area boundary. When future growth requires additional capacity  
27 beyond what exists in the main urban area, jurisdictions should look first to the main  
28 urban area, and then to the rural cities and their expansion areas to accommodate new  
29 growth. This program shall follow the 1994 adoption of the final Urban Growth Area by  
30 the Metropolitan King County Council.

31 a. Rural land, excluding agriculturally zoned land, may be added to the  
32 Urban Growth Area only in exchange for a dedication of permanent open space to the  
33 King County Open Space System. The dedication must consist of a minimum of four

1 acres of open space dedicated for every one acre of land added to the Urban Growth  
2 Area, calculated in gross acres. The open space land shall be dedicated at the time the  
3 application is approved.

4 b. Land added to the Urban Growth Area adopted in the 1994 Countywide  
5 Planning Policies must be physically contiguous to the existing Urban Growth Area, and  
6 must be able to be served by sewers and other urban services.

7  
8 c. The total area increased as a result of this policy shall not exceed 4,000  
9 acres.

10 d. Development on the land added to the Urban Growth Area under this  
11 policy shall be limited to residential development and shall be at a minimum density of 4  
12 units to the acre. Proposals shall meet King County Comprehensive Plan density and  
13 affordable housing goals.

14 e. Open space areas shall remain in rural designations and should generally  
15 be dedicated in such a way that it can connect with open space on adjacent properties.  
16 Open space areas should generally parallel the urban-rural line, according to criteria in k.  
17 below.

18 f. The minimum depth of the open space buffer between the proposed  
19 addition to the Urban Growth Area and the Rural Area shall be at least one-half of the  
20 property width.

21 g. The minimum size of property to be considered will be 20 acres, which  
22 includes both the proposed addition to the Urban Growth Area and the land proposed for  
23 open space dedication. Smaller properties may be combined to meet the 20 acre criterion.

24 h. Initial proposals for open space dedication and urban development must be  
25 received between July 1, 1994 and June 30, 1996. Review by King County shall conclude  
26 by June 30, 1997.

27 i. Where applications are adjacent to city boundaries or potential annexation  
28 areas, King County shall consult with and solicit recommendations from the city.

29 j. The King County Executive will evaluate proposals for quality of open  
30 space and urban development. The highest quality proposals will be recommended by the  
31 Executive to the Metropolitan King County Council for adoption. This adoption will  
32 constitute an amendment to the Urban Growth Area. If the 4,000 acre limit on land added  
33 to the Urban Growth Area is not reached in the first round of proposals, due to either

1 insufficient number of proposals or proposals of insufficient quality, additional rounds of  
 2 applications may be accepted. King County will set the application and review periods for  
 3 any additional rounds.

4 k. Criteria for evaluating proposals shall include:

- 5 1. the quality of wildlife habitat areas;
- 6 2. connections to regional open space systems;
- 7 3. protection of wetlands, stream corridors and water bodies;
- 8 4. unique natural features;
- 9 5. the amount of dedicated open space and connections between  
 10 dedicated open space lands along the urban rural boundary; and
- 11 6. ability to provide efficient urban governmental services to lands to be  
 12 added to the Urban Growth Area.

13 1. Proposals which add more than 200 acres to the Urban Growth Area shall  
 14 include affordable housing consistent with King County policies for urban planned  
 15 developments. As an incentive for additional affordable housing development, the  
 16 required open space dedication shall be 3.5 acres for each acre added to the Urban  
 17 Growth Area for proposals smaller than 200 acres that provide 30 percent affordable  
 18 housing units, or for larger developments that exceed 30 percent affordable housing units.

19  
 20 STEP 8. a. The citizens and jurisdictions of King County are committed to  
 21 maintaining a permanent Rural Area. The GMPC or its successor shall review all Urban  
 22 Growth Areas 10 years after the adoption and ratification of Phase II Amendments to the  
 23 Countywide Planning Policies. The review shall be conducted utilizing monitoring reports  
 24 and benchmark evaluation. As a result of this review the GMPC or its successor may  
 25 recommend to the Metropolitan King County Council amendments to the Urban Growth  
 26 Area. Alternatively, King County may initiate consideration of Urban Growth Area  
 27 amendments. Amendments shall be based on an evaluation of the following factors:

- 28 -- the criteria in policies LU-26 and LU-27
- 29 -- the sufficiency of vacant, developable land and redevelopable land to  
 30 meet project needs;
- 31 -- the actual and projected rate of development and land consumption by  
 32 category of land use including both development on vacant land and redevelopment  
 33 projects;

1                   -- the capacity of appropriate jurisdictions to provide infrastructure and  
 2 service to the Urban Growth Areas;

3                   -- the actual and projected progress of jurisdictions in meeting their  
 4 adopted 20-year goals and targets of number of households and employees per acre;

5                   -- the actual and projected rate of population and employment growth  
 6 compared to adopted 20-year goals and target ranges, and compared to revised projections  
 7 from the Washington State office of financial management;

8                   -- the actual and projected trend of economic development and  
 9 affordable housing indicators, as reported annually through the adopted monitoring and  
 10 benchmarks program.

11                   -- indicators of environmental conditions, such as air quality, water  
 12 quality, wildlife habitat, and others.

13                   b. The Urban Growth Areas of the following cities which are in dispute as of  
 14 May 25, 1994 and illustrated on the attached maps, are now acknowledged as Joint  
 15 Planning Areas (See Appendix 1). By December 31, 1995, King County, the cities,  
 16 citizens and property owners will have completed a planning process to determine land  
 17 uses and the Urban Growth Area for each city. The King County Executive will  
 18 recommend amendments to the Urban Growth Area for each city for adoption by the  
 19 Metropolitan King County Council. The Urban Growth Area for each city will be  
 20 amended in a separate Council ordinance. These amendments are not subject to  
 21 ratification under this policy.

22                   Redmond (map #1) - 15 acres

23                   Issaquah (map #2) - 100 acres

24                   Renton (map #3) - 238 acres

25                   North Bend (map #4) - 480 acres

26                   Black Diamond (map #5 titled: Black Diamond Urban Growth Area/Open  
 27 Space) - maximum 3,000 acres

28                   Snoqualmie (map #6 area labeled Joint Planning Area; the time frame for  
 29 completion of joint planning shall be that identified in the agreement between City of  
 30 Snoqualmie, King County and Snoqualmie Ridge Associates regarding Snoqualmie's future  
 31 annexation of property on the Lake Alice Plateau.)

32                   c. In the 1994 King County Comprehensive Plan, the King County Executive may  
 33 propose for adoption by the Metropolitan King County Council minor technical changes.

1 not to exceed 300 acres, to the Urban Growth Area recommended by the GMPC in the  
 2 Countywide Planning Policies. These minor technical changes are not subject to  
 3 ratification under policy FW-1.

4 STEP 9. Amendments to the Countywide Planning Policies may be developed by  
 5 the GMPC or its successor, or by the Metropolitan King County Council, as provided in  
 6 this policy. Amendments to the Countywide Planning Policies, not including amendments  
 7 to the Urban Growth Area pursuant to Step 7 and 8 b and c above, shall be subject to  
 8 ratification by at least thirty percent of the city and county governments representing  
 9 seventy percent of the population in King County. Adoption and ratification of this  
 10 policy shall constitute an amendment to the May 27, 1992 interlocal agreement among  
 11 King County, the City of Seattle, and the suburban cities and towns in King County for the  
 12 Growth Management Planning Council of King County.

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

20 a. King County shall adopt interim rural zoning consistent with the  
 21 designation of rural for the "new" Rural area adopted through the Countywide Planning  
 22 Policies to ensure rural character is not threatened by additional subdivision activity.

23 b. All jurisdictions in the Urban area will adopt interim minimum density  
 24 ordinances and review and, where appropriate, remove regulatory barriers to accessory  
 25 dwelling units and manufactured homes on individual lots, to ensure that urban land is  
 26 used efficiently.

27 ~~((e. Jurisdictions shall not expand the existing land area zoned for~~  
 28 ~~business/office parks.))~~

29 FW-3. The final adopted household and employment target ranges shall be  
 30 monitored by Metropolitan King County annually with adjustments made by the GMPC or  
 31 its successor organization every six years utilizing the process established by FW-1, Step  
 32 6.

### 33 I. CRITICAL AREAS

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

6            **A. Overall Environmental Protection**

7            FW-((3))4. All jurisdictions shall protect and enhance the natural ecosystems  
8            through comprehensive plans and policies, and develop regulations that reflect natural con-  
9            straints and protect sensitive features. Land use and development shall be regulated in a  
10           manner which respects fish and wildlife habitat in conjunction with natural features and  
11           functions, including air and water quality. Natural resources and the built environment  
12           shall be managed to protect, improve and sustain environmental quality while minimizing  
13           public and private costs.

14           FW-((4))5. Puget Sound, floodplains, rivers, streams and other water resources  
15           shall be managed for multiple beneficial uses including flood and erosion hazard reduc-  
16           tion, fish and wildlife habitat, agriculture, open space, water supply, and hydropower.  
17           Use of water resources for one purpose shall, to the fullest extent possible, preserve and  
18           promote opportunities for other uses.

19           **B. Wetlands Protection**

20           CA-1. All jurisdictions shall use as minimum standards, the 1989 Federal Manual  
21           for Identifying and Delineating Jurisdictional Wetlands and reference the 1989 manual in  
22           their wetlands protection ordinances.

23           CA-2. In the long term, all jurisdictions shall work to establish a single  
24           countywide classification system for wetlands.

25           CA-3. Within each basin, jurisdictions shall formulate their regulations and other  
26           non-regulatory methods to accomplish the following: protection of wetlands; assure  
27           no-net-loss of wetland functions; and an increase of the quantity and quality of the  
28           wetlands. The top class wetlands shall be untouched.

29           CA-4. Implementation of wetland mitigation should be flexible enough to allow  
30           for protection of systems or corridors of connected wetlands. A tradeoff of small, isolated  
31           wetlands in exchange for a larger connected wetland system can achieve greater resource  
32           protection and reduce isolation and fragmentation of wetland habitat.

33           **C. Aquifers**

1           Currently, there are five Ground Water Management Plans (~~underway~~) being  
 2 prepared in King County: Redmond, Issaquah, East King County, South King County, and  
 3 Vashon. Most, but not all, important aquifers are contained within these areas. The state  
 4 Department of Ecology has designated Seattle-King County Department of Public Health  
 5 as the lead agency. Each plan is prepared in conjunction with an advisory committee with  
 6 representatives from suburban cities, water utilities, businesses, private well owners,  
 7 environmental groups, and state agencies. The plans will identify aquifer recharge areas  
 8 and propose strategies for protection of aquifers (~~groundwater~~) through preservation and  
 9 protection of groundwater (~~aquifers~~). Local governments are required to adopt or  
 10 amend regulations, ordinances, and/or programs in order to implement the plans following  
 11 certification by Ecology in accordance with WAC 173-100-120.

12           CA-5. All jurisdictions shall adopt policies (~~regulations~~) to protect the quality  
 13 and quantity of groundwater where appropriate:

14           a. Jurisdictions that are included in Ground Water Management Plans shall  
 15 support the development, adoption, and implementation of the Plans; and

16           b. The Seattle-King County Department of Public Health and affected  
 17 jurisdictions shall develop countywide policies outlining best management practices within  
 18 aquifer recharge areas to protect public health; and

19           c. King County and groundwater purveyors including cities, special purpose  
 20 districts, and others should jointly:

21           1. Prepare groundwater recharge area maps using common criteria and  
 22 incorporating information generated by Ground Water Management Plans and purveyor  
 23 studies;

24           2. Develop a process by which land use jurisdictions will review, concur  
 25 with, and implement, as appropriate, purveyor Wellhead Protection Programs required by  
 26 the Federal Safe Drinking Water Act;

27           3. Determine which portions of mapped recharge areas and Wellhead  
 28 Protection Areas should be designated as critical; and

29           4. Update critical areas maps as new information about recharge areas  
 30 and Wellhead Protection Areas becomes available.

31           CA-6. Land use actions should take into account the potential impacts on aquifers  
 32 determined to serve as water supplies. The depletion and degradation of aquifers needed  
 33 for potable water supplies should be avoided or mitigated; otherwise a proven, feasible

1 replacement source of water supply should be planned and developed to compensate for  
2 potential lost supplies.

3 **D. Fish and Wildlife Habitat**

4 CA-((6))7. Adjacent jurisdictions shall identify and protect habitat networks that  
5 are aligned at jurisdictional boundaries. Networks shall link large protected or significant  
6 blocks of habitat within and between jurisdictions to achieve a continuous countywide  
7 network. These networks shall be mapped and displayed in comprehensive plans.

8 CA-((7))8. All jurisdictions shall identify critical fish and wildlife habitats and  
9 species and develop regulations that:

- 10 a. Promote their protection and proper management; and  
11 b. Integrate native plant communities and wildlife with other land uses where  
12 possible.

13 CA-((8))9. Natural drainage systems including associated riparian and shoreline  
14 habitat shall be maintained and enhanced to protect water quality, reduce public costs,  
15 protect fish and wildlife habitat, and prevent environmental degradation. Jurisdictions  
16 within shared basins shall coordinate regulations to manage basins and natural drainage  
17 systems which include provisions to:

- 18 a. Protect the natural hydraulic and ecological functions of drainage systems,  
19 maintain and enhance fish and wildlife habitat, and restore and maintain those natural  
20 functions;  
21 b. Control peak runoff rate and quantity of discharges from new development  
22 to approximate pre-development rates; and  
23 c. Preserve and protect resources and beneficial functions and values through  
24 maintenance of stable channels, adequate low flows, and reduction of future storm flows,  
25 erosion, and sedimentation.

26 CA-((9))10. Jurisdictions shall maintain or enhance water quality through control  
27 of runoff and best management practices to maintain natural aquatic communities and  
28 beneficial uses.

29 CA-((10))11. The Washington State Departments of Fisheries and Wildlife and the  
30 Indian Tribes both manage fish and wildlife resources. However, local governments have  
31 authority for land use regulation. Jurisdictions shall coordinate land use planning and  
32 management of fish and wildlife resources with affected state agencies and the federally  
33 recognized Tribes.

1 **E. Frequently Flooded Areas**

2 *The State adopted comprehensive flood legislation in 1991 (Senate Bill 5411) that*  
 3 *makes the GMA requirement for coordination and consistency on flood hazard regulations*  
 4 *much more explicit. According to the new legislation, counties are to develop flood*  
 5 *hazard control management plans with the full participation of jurisdictions within the*  
 6 *planning areas. Once adopted by the county, cities within flood hazard planning areas*  
 7 *must comply with the management plan. The ((draft)) Countywide Flood Hazard*  
 8 *Reduction Plan ((is currently being)) was reviewed by affected jurisdictions ((before*  
 9 *transmittal to the King County Council for consideration and adoption)) and adopted by*  
 10 *the King County Council on November 15, 1993 (Ordinance 11112).*

11 CA-((41))12. The cities and the County should closely plan and coordinate  
 12 implementation of their flood hazard reduction activities within the major river basins (the  
 13 Snoqualmie, Skykomish, Sammamish, Cedar, Green, and White). ((All jurisdictions  
 14 shall adopt and implement the relevant general and land use policies of the Flood Hazard  
 15 Reduction Plan and develop appropriate regulations for implementation and enforcement  
 16 of the Plan. Regulations shall:

17 a. Comprehensive plan policies, regulations, and programs of jurisdictions in  
 18 any of the six major river basins should be consistent with the King County Flood Hazard  
 19 Reduction Plan (FHRP) Policies.

20 b. Each jurisdiction's policies, regulations, and programs should effectively  
 21 prevent new development and other actions from causing significant adverse impacts on  
 22 major river flooding, erosion, and natural resources outside their jurisdiction.

23 a. ~~Reduce flood impacts on existing development by reducing risk and~~  
 24 ~~regulating new development;~~

25 b. ~~Reduce long term public and private costs;~~

26 c. ~~Protect natural flood storage and conveyance functions; and~~

27 d. ~~Develop an enforcement program.))~~

28 **F. Geologic Hazard Areas**

29 CA-((42))13. All jurisdictions shall regulate development on certain lands to  
 30 protect public health, property, important ecological and hydrogeologic functions, and  
 31 environmental quality, and to reduce public costs. The natural features of these lands  
 32 include:

33 a. Slopes with a grade greater than 40%;

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- 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-((+3))14. 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-((+4))15. 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-((+5))16. King County shall establish a technical committee by January 1995 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, t))~~ The committee shall ~~((prepare a report by December 1993 which addresses))~~ evaluate and comment upon new development regulations proposed by jurisdictions pursuant to FW-3, CA-1 through 15, LU-2 through 5. In reviewing the proposed regulations, the technical committee shall consider the consistency and compatibility of regulations and designations, and cumulative and long-term impacts. ~~((and education programs. The report should be designed to assist jurisdictions in developing permanent regulations with optimal consistency among the jurisdictions.))~~

The committee shall also recommend environmental benchmarks.

**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*

1 *resource lands are located in unincorporated King County. These areas were identified*  
 2 *and protected under the 1985 King County Comprehensive Plan and subsequent*  
 3 *community plans and regulations.*

4 FW-((5))6. The land use pattern for the County shall protect the natural  
 5 environment by reducing the consumption of land and concentrating development. Urban  
 6 Growth Areas, Rural Areas, and Resource Lands shall be designated and the necessary  
 7 implementing regulations adopted. This includes Countywide establishment of a policy  
 8 planning boundary for the Urban Growth Area. Local jurisdictions shall establish these  
 9 land use designations, based on the Countywide Planning Policies which are to used as a  
 10 framework for the adoption of the 1994 Metropolitan King County Comprehensive Plan.

11 LU-1. Agricultural and forest lands are protected primarily for their long-term  
 12 productive resource value. However, these lands also provide secondary benefits such as  
 13 open space, scenic views and wildlife habitat. All jurisdictions should encourage  
 14 utilization of natural resources through methods that minimize the impacts on these  
 15 secondary benefits. Resource lands also contain an abundance of critical areas that shall  
 16 be protected in accordance with adopted State and local regulations.

17 LU-2. All jurisdictions shall protect existing resource lands within their  
 18 boundaries that have long-term commercial significance for resource production. Any  
 19 designated agricultural and forestry lands shall not be considered for urban development.  
 20 Jurisdictions are required to enact a program authorizing the transfer or purchase of  
 21 development rights for designated forest or agricultural areas within Urban Growth Areas.  
 22 At the request of any city, King County will work to reinstate the King County Purchase  
 23 of Development Rights Program and/or establish an interjurisdictional transfer of  
 24 development rights program to protect these resource lands in accordance with the GMA.

25 LU-3. Existing mineral extractive and processing operations or designated sites  
 26 may be annexed or incorporated to a city only if there are policies and regulations in place  
 27 to protect the long term viability for continued operation and ensure adequate reclamation  
 28 and enhancement of the site once operation ceases.

29 LU-4. All jurisdictions shall encourage compatible land uses adjacent to natural  
 30 resource areas which support utilization of the resource and minimize conflicts among  
 31 uses. Each jurisdiction is responsible for implementing the plat and permit notification  
 32 requirements for properties within 300 feet of the resource land, as specified in RCW  
 33 36.70A as amended. Jurisdictions will consider an increased distance for notification and

1 notification to titles to property within or adjacent to the resource lands.

2 LU-5. All jurisdictions shall require mineral extraction and processing operations  
3 and agricultural practices to implement best management practices to reduce  
4 environmental impacts and mitigate any unavoidable impacts.

5 **B. Rural Areas**

6 *The vast majority of rural areas are located in unincorporated King County. These*  
7 *areas were identified and regulated through the 1985 King County Comprehensive Plan*  
8 *and subsequent community plans and regulations. While counties are the jurisdictions*  
9 *specified by the GMA as responsible for designating and regulating rural areas through*  
10 *their comprehensive plans, the protection of King County's rural area is a regional issue*  
11 *and a fundamental objective of the Countywide Planning Policies.*

12 FW-((6))7. Urban Growth Areas, Rural Areas, and Resource Lands shall be  
13 designated and the necessary implementing regulations adopted. This includes  
14 Countywide establishment of an Urban Growth Area. Local jurisdictions shall establish  
15 these land use designations, based on the Countywide Planning Policies.

16 FW-((7))8. All jurisdictions acknowledge that rural areas provide an overall  
17 benefit for all residents of King County. Strategies to fund infrastructure and services in  
18 rural areas may be needed to support a defined rural level of service. Towns and cities in  
19 the rural areas play an important role as ((local)) trade and community centers.

20 FW-9. A fundamental component of the countywide planning strategy is the  
21 maintenance of the traditional character of the Rural Area with its mix of forests, farms,  
22 high-quality natural environment, rural cities, unincorporated rural centers, and variety of  
23 low-density residential uses. The basic elements of this rural character are:

24 a. NATURAL FEATURES .... such as water bodies and significant  
25 wetlands, scenic resources and habitat areas should be afforded long-term protection,  
26 minimizing long-term environmental degradation, and enhancing environmental quality  
27 where previous degradation has occurred.

28 b. RESOURCE-BASED INDUSTRIES .... Commercial and non-commercial  
29 farming, forestry, primary forest products manufacturing, mining and fisheries activities  
30 shall be encouraged to continue and to expand as possible;

31 c. RURAL TOWNS .... Valued attributes of small towns such as: public  
32 safety; historical continuity; small, independent business; and local availability of goods  
33 and services shall be encouraged to continue.

1           d. RURAL INFRASTRUCTURE AND SERVICES .... Rural residents  
2 outside cities should anticipate lower levels of public services and infrastructure than those  
3 available in urban areas, maximizing self-sufficiency and independence.

4           e. OPEN SPACE SYSTEM .... Significant components of King County's  
5 Open Space System are found in Rural Areas. Trail corridors, habitat networks,  
6 recreational areas and scenic resources should be linked wherever possible to complete the  
7 system. Active recreational facilities shall be rural in character. Where a traditional  
8 landscape of fields cleared for agricultural purposes exists, new development should be  
9 clustered at the edges of fields to minimize the consumption of agricultural land and  
10 possible conflicts with current or future farming activity.

11           f. RURAL HOUSING .... The Rural Areas shall offer important alternative  
12 and qualitative housing choices but shall not be considered a quantitatively significant part  
13 of the county's residential growth capacity;

14           g. RURAL ECONOMY.... The Rural Areas make a unique contribution to  
15 King County's economy. In addition to farming, fisheries and forestry, cottage industries  
16 shall be recognized as making a significant economic contribution in Rural Areas, and  
17 should be encouraged.

18           h. CITIES....Rural cities shall encourage, where appropriate, business  
19 opportunities which support the full range of rural activities occurring in their adjacent  
20 Rural Areas, including support services for agriculture and forestry. Cities should also  
21 provide a place for shopping, education, social services and other community functions at  
22 a scale consistent with the maintenance of rural character as well as the cities' household  
23 and employment target ranges.

24           FW-10. To achieve and maintain rural character, King County, and the cities,  
25 as appropriate, shall use a range of tools including, at a minimum: land use designations,  
26 development regulations, level of service standards (particularly for infrastructure), and  
27 incentives.

28           LU-6. Through the Countywide Planning Policy process, King County, with  
29 the cooperation of the cities, shall be responsible for designating rural areas consistent  
30 with GMA. In designating long term rural areas, King County shall foster better use of  
31 limited public funds by allowing service providers to establish distinctly rural facility and  
32 service standards.

33           LU-7. Designated rural areas are considered to be permanent and shall not be

1 redesignated to an Urban Growth Area until reviewed pursuant to the Growth  
2 Management Act (RCW 36.70A.130 (3)) and policy FW-1. Future growth should be  
3 accommodated to the maximum extent feasible by efficient use of existing urban land  
4 within the Urban Growth Area. Annexation of rural areas to cities shall be prohibited.  
5 When annexation of rural areas is necessary to link two urban areas, that intervening rural  
6 area shall be designated as permanent urban separator at low rural densities.

7 LU-8. Retention of resource-based uses and conservation of natural resource lands  
8 are important to maintaining the traditional character, environmental functions and values of  
9 the Rural Area. King County shall identify appropriate districts within the Rural Area where  
10 farming and forestry are to be encouraged and expanded. These districts shall be designated  
11 by December 31, 1995. Areas to be considered should include:

12 a. Large blocks of land, either identified by King County or proposed by  
13 the property owners, with resource land characteristics or agriculture or forestry production  
14 potential;

15 b. Land enrolled in the current use assessment program as farm and agri-  
16 cultural land or timber land under RCW 84.34 or enrolled for tax purposes as timber land  
17 under RCW 84.33;

18 c. Land in proximity to designated Agriculture and Forest Production Dis-  
19 tricts, offering mutual buffering benefits and low potential for conflicts with adjacent uses;  
20 and

21 d. Land with valuable environmental features such as wildlife habitat,  
22 ground water recharge, salmonid streams, or high-value wetlands.

23 LU-9. Permitted land uses within designated Rural Area farming and forestry districts  
24 should be limited to residences at very low densities and farming or forestry-related uses.  
25 Institutional uses or public facilities should not be permitted except for the siting of utility  
26 lines where no feasible alternative exists and the siting of K-12 public schools and K-12  
27 public school facilities in conjunction with K-12 Public Schools. Development of adjacent  
28 lands should be conditioned to minimize land use conflicts and conversion pressures upon  
29 these districts.

30 LU-10. The Rural Area shall have low densities which can be sustained by minimal  
31 infrastructure improvements, such as septic systems and rural roads. King County, cities  
32 adjacent to Rural Areas, and other agencies providing services to Rural Areas, shall adopt  
33 standards for facilities and services in Rural Areas that protect basic public health and safety.

1 and enhance the environment, but urban facilities and services should not be provided to  
2 Rural Areas. Utilities, roads, and other infrastructure improvements may only be extended  
3 through rural areas to serve existing urban areas.

4 ((RU-3))LU-11. Comprehensive plans covering nearby Urban Areas shall consider the  
5 potential impacts of urban development upon the adjacent Rural Area. Development in Urban  
6 Areas shall not significantly increase peak flows or pollution in Rural Area streams. Urban-  
7 generated traffic should not cause rural roads to be upgraded to urban standards. Where a  
8 rural arterial must be upgraded to accommodate urban-generated traffic, it should include fea-  
9 tures such as screening and limited access within the Rural Area to lessen the road's impact  
10 on surrounding rural lands, including pressure to convert them to higher-intensity uses.  
11 Funding for such improvements should be primarily the responsibility of the benefiting  
12 jurisdiction.

13 LU-12. Planning for Rural Areas should comply with the following density guidelines:

14 a. one home per 20 acres to protect forest lands when designated in accor-  
15 dance with Policy LU-8.

16 b. one home per 10 acres to protect lands for small-scale farming when  
17 designated in accordance with Policy LU-8;

18 c. one home per 10 acres is also appropriate if the predominant lot size is 10  
19 acres or larger and the lands are within one-quarter of a mile of a designated Forest  
20 Production District or lower-density Agricultural Production District with livestock-based  
21 agriculture or a legally-approved long-term mineral resource extraction site or, the lands  
22 contain significant environmentally constrained areas as defined by county ordinance or  
23 federal or state law;

24 d. one home per 5 acres where the land is physically suitable and can be  
25 supported by rural services, and

26 e. development on existing sub-standard lots in the Rural Area shall be  
27 permitted when applicable development standards, such as Board of Health regulations for  
28 on-site sewage disposal, can be met.

29 LU-13. To maintain rural character, and to minimize the need for additional  
30 infrastructure, very large lots (five acres or more) are the preferred residential  
31 development pattern. To further the goals of rural protection, clustering of development  
32 that will sustain rural land uses, require only rural levels of service and be designed,  
33 scaled and sited to be consistent with Rural Area character may be required

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a. where it would not result in a greater number of dwelling units than would be constructed under a conventional lotting pattern unless either:

- 1. a substantial dedication of land to King County's Open Space System is provided and the impacts of the additional dwelling units are mitigated;
- 2. permanent protection, substantially greater than that attainable through existing regulations, is secured for a significant natural resource, or
- 3. substantial farming or forestry lands would be permanently protected from conversion to non-resource based uses.

b. where clustering of development would:

- 1. provide greater protection for natural resources or environmentally sensitive features;
- 2. reduce the consumption of agricultural or forestry lands for residential purposes; or
- 3. minimize potential conflicts between residential and resource-based activities.

LU-14. King County may allow transfer of density from Rural Area properties to other Rural or Urban Area properties in order to (1) secure a substantial dedication of significant land to the King County Open Space System; (2) provide permanent protection which is greater than that available through existing regulation to a significant natural resource; or (3) encourage retention of resource-based uses in the Rural Area. The county shall develop a mechanism to accomplish these objectives and provide that:

- a. lands dedicated are first determined to be suitable for inclusion within the King County Open Space System;
  - b. the protected natural resource is first determined to be of significance to King County citizens and the protection afforded is materially superior to that provided by existing regulations;
  - c. the resulting development is located in proximity to the lands to be dedicated to public ownership or where it can otherwise be shown that the residents of this development will share in an overriding public benefit to be derived from the preservation of the dedicated lands or the protection of the natural resource;
  - d. the resulting development within the Rural Area maintains rural character;
- and
- e. there shall be no net increase in density within the Rural Area as a result

1 of this density transfer.

2 LU-15. Rural Areas should retain a high proportion of undisturbed soils to maintain  
3 ground water recharge, high water quality and river and stream base flows essential to  
4 navigation, recreation and the survival of wildlife and fish. The long-term integrity of Rural  
5 Area ecosystems should be a guiding principle in establishing the location and intensity of  
6 land uses and public facilities in Rural Areas, the operating standards for resource-based  
7 activities, and rural facility standards.

8 LU-16. Rural development standards should be designed to protect the natural envi-  
9 ronment. The tools to achieve this include: seasonal and maximum clearing limits;  
10 impervious surface limits; surface water management standards that emphasize preservation  
11 of natural drainage systems and water quality, ground water recharge and best management  
12 practices for resource-based activities.

13 LU-17. Rural Areas shall be recognized as significant for the recharge and storage  
14 of groundwater and as areas necessary for the maintenance of base flows in rivers and natural  
15 levels of lakes and wetlands. Measures to protect these areas shall include:

16 a. A rural section within the King County Surface Water Design Manual  
17 requiring runoff be infiltrated except where potential groundwater contamination cannot be  
18 prevented by pollution source controls and stormwater pretreatment, and

19 b. infiltration as the preferred method of volume control, with other methods  
20 allowable only after infiltration has been ruled out for technical reasons.

21 LU-18. King County's Comprehensive Plan shall include policies to preserve  
22 opportunities for mining and to assure extractive industries maintain environmental quality  
23 and minimize impacts to adjacent land uses. The goal shall be to facilitate the efficient  
24 utilization of valuable mineral, oil and gas deposits when consistent with maintaining  
25 environmental quality and minimizing impacts.

26 LU-19. Rural level standards for streets should be refined to minimize clearing and  
27 grading, and avoid conflicts with the natural landscape. Pavement width should be no wider  
28 than needed to meet safety considerations and accommodate designated bicycle/pedestrian  
29 routes.

30 LU-20. Standards for rural water service, to be developed through the rural design  
31 manual, should assure adequate quality and quantity for domestic supply consistent with low  
32 rural residential densities and existing infrastructure commitments.

33 LU-21. Regional public facilities which directly serve the public shall be discouraged

1 from locating in rural areas.

2 LU-22. King County should evaluate additional ways that small-scale farming and  
 3 forestry, and land and watershed stewardship can be encouraged through landowner incentive  
 4 programs and community-based education. This should include:

5 a. creating opportunities and incentives for voluntary cooperative management  
 6 of woodlots and open space that is currently in separate ownerships;

7 b. providing technical assistance and information to landowner groups and  
 8 community associations seeking to implement stewardship, habitat restoration and manage-  
 9 ment plans;

10 c. providing outreach and assistance to small landowners wishing to participate  
 11 in open space tax incentive programs;

12 d. ongoing evaluation of existing tax incentive programs, including the  
 13 County's Public Benefit Rating System and the timber and agricultural current use assessment  
 14 programs, to ensure they meet the needs of rural character preservation;

15 e. implementation of "right to farm" and "right to forestry" ordinances;

16 f. development of expedited permit review processes and/or permit exemptions  
 17 for activities complying with cooperatively developed stewardship, habitat restoration and  
 18 resource management plans that include "best management practices".

19 g. cooperation with State and Tribal Agencies in expediting regulatory review  
 20 and technical assistance to cooperating landowners.

21 ~~((LU 8. Designated rural areas shall have low densities which can be sustained~~  
 22 ~~by minimal infrastructure improvements, such as septic systems and rural roads, without~~  
 23 ~~degrading the environment or creating the necessity for urban level of services.))~~

24 ~~((LU 9. The GMPC shall establish a subcommittee to develop an outcomes-~~  
 25 ~~based policy recommendation on the definition of rural character and incentives for~~  
 26 ~~protection of rural areas. The subcommittee shall have proportional representation from~~  
 27 ~~King County, Seattle and suburban cities and shall make its report to the GMPC by~~  
 28 ~~October 1, 1992. The definition shall consider rural densities, clustering and other tools~~  
 29 ~~to protect rural character. Incentives to be considered include:))~~

30 ~~a. Assess land in rural areas on its current use;~~

31 ~~b. Facilitate small land owners qualifying land for special categories such as~~  
 32 ~~forest, wetlands, riparian zones;~~

33 ~~e. Develop programs for direct marketing of produce in urban areas;~~

1 ~~d. Reinforce right to farm and forest practices in rural areas; and/or~~

2 ~~e. Develop services through existing agencies with rural expertise.~~

3 LU-((10))23. Rural areas designated by King County shall remain rural.

4 Additional rural areas shall be designated by King County through adoption of a land use  
5 map authorized by the Growth Management Planning Council. These additional areas  
6 meet at least one of the following criteria:

7 a. Opportunities exist for small scale farming and forestry which do not  
8 qualify for resource land designation;

9 b. The rural designation serves as a buffer for designated resource lands or  
10 sensitive areas;

11 c. Significant environmental constraints make the area generally unsuitable for  
12 intensive urban development;

13 d. Major physical barriers exist to providing urban services at reasonable  
14 cost;

15 e. The area is contiguous to other designated rural areas, resource areas or  
16 sensitive areas;

17 f. The area has outstanding scenic, historic, and/or aesthetic value that can  
18 best be protected by rural land uses and densities; and

19 g. The area has limited public services, extension of full services is not  
20 planned, and infill at higher densities is not feasible or necessary to meet regional goals.

21 *Criteria specified in LU-((10))23(g) permits the redesignation of urban lands in*  
22 *King County to rural. These areas have not received a full range of services, such as*  
23 *sewers, and are developed at densities which are too low to support cost-effective*  
24 *provision of all urban services. The inclusion of these new rural areas will carry out*  
25 *regional policies by focusing new development to urban areas that are planned to have full*  
26 *urban services.*

27 LU-((11))24. Low-density urban areas meeting the criteria of LU-((10))23(g)  
28 ((shall)) may be redesignated rural and zoned for rural residential densities. Legally  
29 created existing lots within the rural area are legal building sites as authorized in the King  
30 County Code.

31 ~~((LU 12. To maintain rural character, and to minimize the need for additional~~  
32 ~~infrastructure, while maximizing undeveloped land available for traditional rural uses,~~  
33 ~~clustering of new development shall be required on all existing parcels of contiguous~~

1 ~~ownership of ten or more acres, provided that clustering shall be designed and sealed to~~  
 2 ~~be consistent with rural area character.))~~

3 LU-25. King County, in collaboration with affected governments, agencies and  
 4 citizens shall prepare the following products:

5 a. A manual on rural infrastructure design (including an examination of alternative  
 6 sewage treatment technologies), fire/wildfire protection, and service standards;

7 b. Recommended revisions to King County's land development regulations to  
 8 address issues such as incentives for reconsolidation of nonconforming and unbuildable lots,  
 9 application of current regulations if discretionary extensions of preliminary plat approvals are  
 10 allowed, and subdivision site design to minimize conflict with nearby farming and forestry  
 11 activities;

12 c. A strategy to persuade the banking industry and its regulators to revise  
 13 lending criteria to remove obstacles to affordable housing on large lots, and to invest in  
 14 environmentally sound land management practices; and

15 d. A strategy to persuade the federal and state governments to devise domestic  
 16 water quality standards and monitoring requirements that protect the environment and public  
 17 health at a reasonable cost so as to avoid financial pressure to convert Rural Areas to higher  
 18 densities.

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

### 23 C. Urban Areas

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

30 *The capacity in the Urban Growth Area for growth, based on adopted plans and*  
 31 *regulations, meets (~~exceeds~~) the 20-year minimum requirement of the GMA according to*  
 32 *the current population forecasts. In the future, all urban growth is to be accommodated*  
 33 *within permanent urban areas by increasing densities. Phasing is to occur within the*

1 *Urban Growth Area to ensure that services are provided as growth occurs. All cities are*  
 2 *to be within the Urban Growth Area. Cities in the rural area are to be UGA islands.*

3 FW-((8))11. The land use pattern for King County shall protect the natural  
 4 environment by reducing the consumption of land and concentrating development. An  
 5 Urban Growth Area, Rural Areas, and Resource Lands shall be designated and the  
 6 necessary implementing regulations adopted. This includes countywide establishment of a  
 7 boundary for the Urban Growth Area. Local jurisdictions shall make land use decisions  
 8 based on the Countywide Planning Policies.

9 FW-((9))12. The Urban Growth Area shall provide enough land to accommodate  
 10 future urban development. Policies to phase the provision of urban services and to ensure  
 11 efficient use of the growth capacity within the Urban Growth Area shall be instituted.

12 **1. Urban Growth Area**

13 *The GMA requires King County to designate an Urban Growth Area (UGA) in*  
 14 *consultation with cities. The Countywide Planning Policies must establish an Urban*  
 15 *Growth Area that contains enough urban land to accommodate at least 20 years of new*  
 16 *population and employment growth. The GMA states: "based upon the population*  
 17 *forecast made for the county by the Office of Financial Management, the Urban Growth*  
 18 *Areas in the county shall include areas and densities sufficient to permit urban growth that*  
 19 *is projected to occur in the county for the succeeding twenty-year period. Each Urban*  
 20 *Growth Area shall permit urban densities and shall include greenbelt and open space*  
 21 *areas." A UGA map is attached as Appendix 1, which guides the adoption of the 1994*  
 22 *Metropolitan King County Comprehensive Plan.*

23 LU-((14))26. The lands within ((the)) Urban Growth Areas (UGA) shall be  
 24 characterized by urban development. The UGA shall accommodate ((at least)) the 20-year  
 25 projection of ((population)) household and employment growth with a full range of phased  
 26 urban governmental services. The Countywide Planning Policies shall establish the Urban  
 27 Growth Area based on the following criteria:

28 a. Include all lands within existing cities, including cities in the rural area and  
 29 their designated expansion areas;

30 b. The GMPC recognizes that the Bear Creek Master Plan Developments  
 31 (MPDs) are subject to an ongoing review process under the adopted Bear Creek  
 32 Community Plan and recognizes these properties as urban under these Countywide  
 33 Planning Policies. If the applications necessary to implement the MPDs are denied by

1 King County or not pursued by the applicant(s), then the property subject to the MPD  
 2 shall be redesignated rural pursuant to the Bear Creek Community Plan. Nothing in these  
 3 Planning Policies shall limit the continued review and implementation through existing  
 4 applications, capital improvements appropriations or other approvals of these two MPDs  
 5 as new communities under the Growth Management Act.

6 c. Not include rural land or unincorporated agricultural, or forestry lands  
 7 designated through the Countywide Planning Policies plan process;

8 d. Include only areas already characterized by urban development which can  
 9 be efficiently and cost effectively served by roads, water, sanitary sewer and storm  
 10 drainage, schools and other urban governmental services within the next 20 years;

11 e. Do not extend beyond natural boundaries, such as watersheds, which  
 12 impede provision of urban services;

13 f. Respect topographical features which form a natural edge such as rivers  
 14 and ridge lines; and

15 g. Include only areas which are sufficiently free of environmental constraints  
 16 to be able to support urban growth without major environmental impacts unless such areas  
 17 are designated as an urban separator by interlocal agreement between jurisdictions.

18 LU-((15))27. Urban separators are low density areas or areas of little development  
 19 ((and must be)) within the Urban Growth Area. Urban separators shall be defined as  
 20 permanent low density lands which protect adjacent resource lands, rural areas, and  
 21 environmentally sensitive areas and create open space corridors within and between urban  
 22 areas which provide environmental, visual, recreational and wildlife benefits. ((These  
 23 lands)) Designated urban separators shall not be redesignated in the future (in the 20 year  
 24 planning cycle) to other urban uses or higher densities. The maintenance of these urban  
 25 separators is a regional as well as a local concern. Therefore, no modifications should be  
 26 made to the development regulations governing these areas without King County review  
 27 and concurrence.

## 28 2. Phasing Development within the Urban Growth Area

29 *Development in the urban area will be phased to promote efficient use of the land,*  
 30 *add certainty to infrastructure planning, and to ensure that urban services can be provided*  
 31 *to urban development. The minimum densities required by LU-((51))66 help ensure the*  
 32 *efficient use of the land. Phasing will further ensure coordination of infrastructure and*  
 33 *development. Urban areas in jurisdictions which do not have urban services and are not*

1 *scheduled to receive urban services within 10 years shall be subject to phasing*  
 2 *requirements.*

3 LU-((16))28. Within the Urban Growth Area, growth should be directed as  
 4 follows: a) first, to centers and urbanized areas with existing infrastructure capacity; b)  
 5 second, to areas which are already urbanized such that infrastructure improvements can be  
 6 easily extended; and c) last, to areas requiring major infrastructure improvements.

7 LU-((17))29. All jurisdictions shall develop growth phasing plans consistent with  
 8 applicable capital facilities plans to maintain an urban area served with adequate public  
 9 facilities and services to maintain an urban area to meet at least the six year intermediate  
 10 household and employment target ranges consistent with LU-67 and LU-68. ((by  
 11 identifying areas for growth for the next ten and the next twenty years where necessary  
 12 urban services can be provided.)) These growth phasing plans shall be based on locally  
 13 adopted definitions, service levels, and financing commitments, consistent with State  
 14 GMA requirements. The ((ten and twenty year growth)) phasing plans for cities shall not  
 15 extend beyond their Potential Annexation Areas. Interlocal agreements shall be developed  
 16 that specify the applicable minimum zoning, development standards, impact mitigation and  
 17 future annexation for the Potential Annexation Areas.

18 LU-((18))30. Where urban services cannot be provided within the next 10 years,  
 19 jurisdictions should develop policies and regulations to:

20 a. Phase and limit development such that planning, siting, densities and  
 21 infrastructure decisions will support future urban development when urban services  
 22 become available; and

23 b. Establish a process for converting land to urban densities and uses once  
 24 services are available.

### 25 3. Joint Planning and Urban Growth Areas around Cities

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

31 FW-((10))13. Cities are the appropriate provider of local urban services to urban  
 32 areas either directly or by contract. Counties are the appropriate provider of most  
 33 countywide services. Urban services shall not be extended through the use of special

1 purpose districts without the approval of the city in whose potential annexation area the  
2 extension is proposed. Within the urban area, as time and conditions warrant, cities  
3 should assume local urban services provided by special purpose districts.

4 LU-((49))31. In collaboration with adjacent counties and cities and King County,  
5 and in consultation with residential groups in affected areas, each city shall designate a  
6 potential annexation area. Each potential annexation area shall be specific to each city.  
7 Potential annexation areas shall not overlap. Within the potential annexation area the city  
8 shall adopt criteria for annexation, including conformance with Countywide Planning  
9 Policies, and a schedule for providing urban services and facilities within the potential  
10 annexation area. This process shall ensure that unincorporated urban islands of King  
11 County are not created between cities and strive to eliminate existing islands between  
12 cities.

13 LU-((20))32. A city may annex territory only within its designated potential  
14 annexation area. All cities shall phase annexations to coincide with the ability for the city  
15 to coordinate the provision of a full range of urban services to areas to be annexed.

16 LU-((24))33. Land within a city's potential annexation area shall be developed  
17 according to that city's and King County's growth phasing plans. Undeveloped lands  
18 adjacent to that city should be annexed at the time development is proposed to receive a  
19 full range of urban services. Subsequent to establishing a potential annexation area, infill  
20 lands within the potential annexation area which are not adjacent or which are not  
21 practical to annex shall be developed pursuant to interlocal agreements between the  
22 County and the affected city. The interlocal agreement shall establish the type of  
23 development allowed in the potential annexation area and standards for that development  
24 so that the area is developed in a manner consistent with its future annexation potential.  
25 The interlocal agreement shall specify at a minimum the applicable zoning, development  
26 standards, impact mitigation, and future annexation within the potential annexation area.

27 LU-((22))34. Several unincorporated areas are currently considering local  
28 governance options. Unincorporated urban areas that are already urbanized and are within  
29 a city's potential annexation area are encouraged to annex to that city in order to receive  
30 urban services. Where annexation is inappropriate, incorporation may be considered.

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

33 LU-((23))35. A jurisdiction may designate a potential impact area beyond its

1 potential annexation area in collaboration with adjacent jurisdictions. As part of the  
 2 designation process the jurisdiction shall establish criteria for the review of development  
 3 proposals under consideration by other jurisdictions in the impact area.

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

8 LU-((24))36. Upon the adoption and ratification of the Countywide Policies, the  
 9 King County Council shall convene a meeting with municipal elected officials to  
 10 determine a process for disbanding the Washington State Boundary Review Board for  
 11 King County and establishing criteria to oversee municipal and special district  
 12 annexations, mergers, and incorporations in King County. Until the Washington State  
 13 Boundary Review Board for King County is disbanded, it should be governed in its  
 14 decisions by the interim urban growth area boundary and the adopted and ratified  
 15 countywide planning policies. The criteria shall include, but not be limited to:

- 16 a. Conformance with Countywide Planning Policies;  
 17 b. The ability of the annexing jurisdiction to demonstrate a capability to  
 18 provide urban services at standards equal to or better than the current service providers;  
 19 and  
 20 c. Annexations in a manner which discourages unincorporated islands of  
 21 development.

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

26 LU-((25))37. All jurisdictions shall cooperate in developing comprehensive plans  
 27 which are consistent with those of adjacent jurisdictions and with the countywide planning  
 28 policies.

#### 29 4. Cities in the Rural Area

30 *The cities and unincorporated towns in the rural areas are a significant part of*  
 31 *King County's diversity and heritage. Cities in this category include: Black Diamond,*  
 32 *Carnation, Duvall, Enumclaw, North Bend, Snoqualmie and Skykomish. They have an*  
 33 *important role as local trade and community centers. These cities and towns are the*

1 *appropriate providers of local rural services for the community. They also contribute to*  
 2 *the variety of development patterns and housing choices within the county. As*  
 3 *municipalities, the cities are to provide urban services and be located within designated*  
 4 *Urban Growth Areas. The urban services, residential densities and mix of land uses may*  
 5 *differ from those of the large, generally western Urban Growth Area.*

6 LU-((26))38. In recognition that cities in the rural area are generally not  
 7 contiguous to the countywide Urban Growth Area, and to protect and enhance the options  
 8 cities in rural areas provide, these cities shall be located within ((an)) Urban Growth  
 9 Areas. These Urban Growth Areas generally will be islands separate from the larger  
 10 Urban Growth Area located in the western portion of the county. Each city in the ~~Rural~~  
 11 ~~Area and King County~~ and the GMPC shall work cooperatively to establish an Urban  
 12 Growth Area for that city. ((Urban Growth Areas must be approved by the GMPC by  
 13 January 1, 1993.)) The Urban Growth Area for cities in the Rural Area shall:

- 14 a. Include all lands within existing cities in the rural area;
- 15 b. Be sufficiently free of environmental constraints to be able to support rural  
 16 city growth without major environmental impacts;
- 17 c. Be contiguous to city limits;
- 18 d. Have boundaries based on natural boundaries, such as watersheds, topo-  
 19 graphical features, and the edge of areas already characterized by urban development;
- 20 e. Be maintained in large lots at densities of one home per five acres or less  
 21 with mandatory clustering provisions until such time as the city annexes the area;
- 22 f. Be implemented through interlocal agreements among King County, the  
 23 cities and special purpose districts, as appropriate, to ensure that annexation is phased,  
 24 nearby open space is protected and development within the Urban Growth Area is  
 25 compatible with surrounding Rural and Resource areas; and
- 26 g. Not include designated Forest or Agricultural Production District lands  
 27 unless the conservation of those lands and continued resource-based use, or other  
 28 compatible use, is assured.

29 ((LU 27. Cities in the rural areas shall include the following characteristics:

- 30 a. ~~Shopping, employment, and services for residents, supplies for resources~~  
 31 ~~industries, including commercial, industrial, and tourism development at a scale that~~  
 32 ~~reinforces the surrounding rural characteristic;~~
- 33 b. ~~Residential development, including small lot single family, multifamily,~~

1 ~~and mixed use developments; and~~

2 ~~e. Design standards that work to preserve the rural, small town character and~~  
3 ~~promote pedestrian mobility.~~

4 **D. Urban and Manufacturing/Industrial Centers**

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

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

14 *Manufacturing/Industrial Employment Centers are key components of the regional*  
15 *economy. These areas are characterized by a significant amount of manufacturing (~~or~~*  
16 *other)) industrial, and advanced technology employment. They differ from other*  
17 *employment areas, such as Business/Office parks (see FW-13 and LU-58-62), in that a*  
18 *land base and the segregation of major non-manufacturing uses are (~~is an~~)) essential*  
19 *elements of their operation.*

20 FW-~~((+))~~14. Within the Urban Growth Area, a limited number of Urban Centers  
21 which meet specific criteria established in the Countywide Planning Policies shall be locally  
22 designated. Urban Centers shall be characterized by all of the following:

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

33 FW-~~((+2))~~15. Within the Urban Growth Area, the Countywide Planning Policies

1 shall assure the creation of a number of locally~~((designated))~~ determined  
 2 Manufacturing/Industrial Centers which meet specific criteria ~~((established in the~~  
 3 ~~Countywide Planning Policies will be locally designated))~~. The Manufacturing/Industrial  
 4 Centers ~~((will))~~ shall be ~~((and are))~~ characterized by the following:

- 5 a. Clearly defined geographic boundaries;
- 6 b. Intensity/density of land uses sufficient to support manufacturing, ~~((and))~~  
 7 industrial and advanced technology uses; ((and))
- 8 c. Reasonable access to the regional highway, rail, air and/or waterway  
 9 system for the movement of goods;
- 10 d. Provisions to discourage large office and retail development; and
- 11 e. Fast-track project permitting.

12 FW-~~((13))~~16. Urban and Manufacturing/Industrial Centers shall be complemented  
 13 by the land use pattern outside the centers but within the urban area. This area shall  
 14 include: urban residential neighborhoods, activity areas, business/office parks, and an  
 15 urban open space network. Within these areas, future development shall be limited in  
 16 scale and intensity to support the countywide land use and regional transportation plan.

#### 17 1. Urban Centers Designation Process

18 LU-~~((28))~~39. The location and number of Urban Centers in King County ~~((will~~  
 19 ~~be))~~ were determined through the joint local and countywide adoption process, based on  
 20 the following steps:

- 21 a. The Countywide Planning Policies include specific criteria for Urban  
 22 Centers;
- 23 b. ~~((By October 1, 1992, local jurisdictions shall determine if they will~~  
 24 ~~contain an Urban Center(s))~~ Jurisdictions electing to contain an Urban Center provided  
 25 ~~((these centers will provide))~~ the GMPC with a statement of commitment describing the  
 26 city's intent and commitment to meet the Centers' criteria defined in these policies and a  
 27 timetable for the required Centers Programmatic Environmental Impact Statement or  
 28 identification of existing environmental documentation to be used; and
- 29 c. The GMPC reviewed the Centers nominated ~~((By December 1, 1992, the~~  
 30 ~~Growth Management Planning Council shall review and confirm the Centers that are~~  
 31 ~~elected))~~ by local jurisdictions consistent with Policy FW-1, and the following criteria ~~((or~~  
 32 ~~make adjustments based on))~~:

- 33 1) The Center's location in the region and its potential for promoting a

1 countywide system of Urban Centers;

2 2) The total number of centers in the county that can be realized over the  
3 next twenty years, based on twenty years projected growth;

4 3) The type and level of commitments that each jurisdiction has  
5 identified for achieving Center goals; and

6 4) Review of other jurisdictional plans to ensure that growth focused to  
7 Centers is assured.

8 d. The GMPC confirmed the following Urban Centers:

9 Bellevue CBD

10 Federal Way CBD

11 Kent CBD

12 Kirkland Totem Lake

13 Redmond CBD

14 Redmond Overlake

15 Renton CBD

16 Seattle CDD

17 Seattle Center

18 First Hill/Capital Hill

19 University District

20 Northgate

21 SeaTac CBD

22 Tukwila CBD

## 23 2. Urban Centers Criteria

24 Urban Centers vary substantially in the number of households and jobs they  
25 contain today. The intent of the Countywide Planning Policies is to encourage the growth  
26 of each Urban Center as a unique, vibrant community that is an attractive place to live  
27 and work, will support efficient public services including transit, and responds to local  
28 needs and markets for jobs and housing.

29 Two approaches are used to set guidelines and track the growth of Urban Centers.  
30 First, the Countywide Planning Policies establish levels of households and jobs needed to  
31 achieve the benefits of an Urban Center. Some Urban Centers will reach these levels over  
32 the next twenty years, while for others the criteria set a path for growth over a longer  
33 term and provide capacity to accommodate growth beyond the 20 year horizon.

1           Second, jurisdictions establish 20 year household and employment growth target  
 2 ranges for each Urban Center. The target ranges reflect the diversity of the Centers,  
 3 allowing communities to envision changes over the next 20 years and plan for needed  
 4 services. The target ranges set a policy for the level of growth envisioned for each Center  
 5 that not only considers land capacity but also the timing and funding of infrastructure.  
 6 Reaching the target ranges will require planning, public investment, and incentives for  
 7 private investments. Over time the Centers will move toward the development pattern  
 8 envisioned in the Countywide Planning Policies.

9           Within the County, Urban Centers are expected to account for up to one-half of  
 10 employment growth and one-quarter of household growth over the next 20 years.  
 11 Additional capacity for household and employment growth is provided in the Urban  
 12 Growth Areas outside of designated Urban Centers to ensure that, Countywide, 20-year  
 13 growth projections will be accommodated.

14           LU-~~((29))~~40. Each jurisdiction which has designated an Urban Center shall adopt  
 15 in its comprehensive plan a definition of the urban center which specifies the exact  
 16 geographic boundaries of the center. All Centers shall be up to 1-1/2 square miles of  
 17 land. Infrastructure and services shall be planned and financed consistent with the  
 18 expected rate of growth. For the purposes of achieving a long-range development pattern  
 19 that will provide a successful mix of uses and densities that will efficiently support high  
 20 capacity transit, each ((Each)) Center shall have planned land uses to ((be zoned to))  
 21 accommodate:

- 22           a. A minimum of 15,000 jobs within 1/2 mile of a transit center;
- 23           b. At a minimum, an average of 50 employees per gross acre; and
- 24           c. At a minimum, an average 15 households per gross acre.

25           LU-41. In order to be designated as Urban Centers, jurisdictions shall demonstrate  
 26 both that an adequate supply of drinking water is available to serve projected growth  
 27 within the Urban Center and that the jurisdiction is capable of concurrent service to new  
 28 development.

29           LU-~~((30))~~42. Jurisdictions which contain Urban Centers, in conjunction with  
 30 METRO, shall identify transit station areas and right-of-way in their comprehensive plan.  
 31 Station areas shall be sited so that all portions of the Urban Center are within walking  
 32 distance (one half mile) of a station.

33           LU-~~((31))~~43. In order to reserve right-of-way and potential station areas for

1 high-capacity transit or transit hubs in the Urban Centers, jurisdictions shall:

- 2 a. Upon adoption of specific high-capacity transit alignments by METRO,  
3 adopt policies to avoid development which would restrict establishment of the  
4 high-capacity transit system;
- 5 b. Preserve right-of-ways controlled by the jurisdiction which are identified  
6 for potential transit use; and
- 7 c. Provide METRO an option to acquire property owned by the jurisdiction.

8 LU-~~((32))~~44. To encourage transit use, jurisdictions (~~shall~~) should establish  
9 mechanisms to limit the use of SOVs for commuting purposes; such mechanisms could  
10 include charge for long-term single-occupancy vehicle parking and/or ((a limit on))  
11 limiting the number of off-street parking spaces for each Urban Center, and establish  
12 minimum and maximum parking requirements that limit the use of the single-occupant  
13 vehicle and develop coordinated plans that incorporate Commuter Trip Reduction  
14 guidelines. All plans for Urban Centers shall encourage bicycle travel and pedestrian  
15 activity.

16 LU-~~((33))~~45. Jurisdictions' comprehensive plans for Urban Centers shall  
17 demonstrate compliance with the Urban Centers criteria. In order to promote urban  
18 growth within centers, the Urban Center plan shall establish strategies which:

- 19 a. Support pedestrian mobility, bicycle use and transit use;
- 20 b. Achieve a target housing density and mix of use;
- 21 c. Provide a wide range of capital improvement projects, such as street  
22 improvements, Schools, parks and open space, public art and community facilities;
- 23 d. Emphasize superior urban design;
- 24 e. Emphasize historic preservation and adaptive reuse of historic places;
- 25 f. Include other local characteristics necessary to achieve a vital urban center;
- 26 and
- 27 g. Include facilities to meet human service needs.

28 LU-~~((34))~~46. The system of urban centers shall form the land use foundation for a  
29 regional high capacity transit system. Urban centers should receive very high priority for  
30 the location of high-capacity transit stations and/or transit centers. (See also LU-~~((47))~~59)

### 31 3. Incentives for Urban Centers

32 *In order to help create Urban Centers, incentives to jurisdictions to establish*  
33 *Urban Centers, and to the community to build in Urban Centers, should be established.*

1     *The provision of high-capacity transit (HCT) is one such incentive. Others include*  
2     *funding, and streamlined permitting.*

3             LU-((35))47. Countywide financing strategies shall be developed by the GMPC or  
4     its successor, ((by July 1, 1993)) which:

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

8             LU-((36))48. Each jurisdiction electing to contain an Urban Center ((~~under Policy~~  
9     ~~LU-28~~)) shall prepare a Programmatic Environmental Impact Statement (PEIS) for each  
10    proposed Center. The PEIS shall be prepared in a comprehensive manner and shall  
11    address probable significant adverse environmental impacts from and reasonable  
12    alternatives to the proposal. These may include, but are not necessarily limited to subjects  
13    of area-wide concern such as cumulative impacts, housing, schools, public utilities, and  
14    transportation. Subsequent project-specific proposals shall not be required to perform  
15    duplicative environmental review of issues which have been adequately reviewed in the  
16    PEIS, but shall provide additional environmental review of other issues. These may  
17    include, but are not necessarily limited to the direct impacts of the specific proposal,  
18    substantial changes in the nature of the proposal or information regarding impacts which  
19    indicate probable significant adverse environmental impacts which were not adequately  
20    analyzed in the PEIS. Examples of project-specific direct impacts include local traffic  
21    impacts, site aesthetics, and other issues not addressed by the PEIS.

22             LU-((37))49. In support of Centers, additional local action should include:

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

30             LU-((38))50. Jurisdictions should consider additional incentives for development  
31    within Urban Centers such as:

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

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

6                   **4. Manufacturing/Industrial Center Designation Process**

7                   LU-~~((39))~~51. The location and number of regional Manufacturing/Industrial

8 Centers in King County ~~((will be))~~ were determined through the joint local and

9 countywide adoption process, based on the following steps:

- 10                   a. Countywide Planning Polices include specific criteria for
- 11 Manufacturing/Industrial Centers;
- 12                   b. ~~((By October 1, 1992, local jurisdictions shall determine if they will~~
- 13 ~~contain a Manufacturing/Industrial Center(s-))~~ Jurisdictions electing ~~((that elect))~~ to
- 14 contain a Manufacturing/Industrial Center provided the GMPC with a statement specifying
- 15 ~~((shall specify))~~ how the Center will meet the intent of the Countywide Policies, including
- 16 plans to adopt criteria, incentives, and other commitment to implement
- 17 Manufacturing/Industrial Centers;
- 18                   c. ~~((By December 1, 1992, the Growth Management Planning Council shall~~
- 19 ~~review and confirm))~~ The GMPC reviewed the Manufacturing/Industrial Centers ~~((that~~
- 20 ~~are))~~ elected by local jurisdictions consistent with Policy FW-1, ~~((or make adjustments~~
- 21 ~~based on:))~~ and the following criteria:
- 22                   1. The Center's location in the region, especially relative to existing and
- 23 proposed transportation facilities and its potential for promoting a countywide system of
- 24 Manufacturing/Industrial Centers;
- 25                   2. The total number of Centers in the county that are needed in the
- 26 county over the next twenty-years based on twenty years projected need for manufacturing
- 27 land to satisfy regional projections of demand for manufacturing land assuming a 10
- 28 percent increase in manufacturing jobs over this period;
- 29                   3. The type and level of commitments that each jurisdiction has
- 30 identified for achieving Manufacturing/Industrial Center goals;
- 31                   4. Review of other jurisdictional plans to ensure that growth focused to
- 32 Manufacturing/Industrial Centers is assured; and
- 33                   5. The accessibility of the Center to existing or planned transportation

1 facilities.

2 d. The GMPC confirmed the following Manufacturing/Industrial Centers:  
 3 North Tukwila, Duwamish and Ballard/Interbay in Seattle, and the Kent Industrial Area.

4 **5. Manufacturing/Industrial Center Criteria**

5 LU-((40))52. Each jurisdiction which contains a regional Manufacturing/Industrial  
 6 Center shall adopt in its comprehensive plan a definition of the Center which specifies the  
 7 exact geographic boundaries of the Center. ~~((Each Center shall be zoned to:))~~

8 Jurisdictions with Manufacturing/Industrial Centers shall have zoning and detailed plans in  
 9 place to achieve the following goals by the year 2010.

10 a. Preserve and encourage the aggregation of vacant or non-  
 11 manufacturing/industrial land parcels sized for manufacturing/industrial uses;

12 b. Discourage land uses ~~((other than))~~ which are not compatible with  
 13 manufacturing, ((and)) industrial and advanced technology uses; ((and))

14 c. Accommodate a minimum of 10,000 jobs; and

15 d. Limit the size of offices and retail unless as an accessory use.

16 LU-((41))53. All jurisdictions support the development of a regional industrial  
 17 siting policy ~~((to link the countywide manufacturing/industrial centers into the regional~~  
 18 ~~network of))~~ to promote industrial activity.

19 LU-((42))54. Jurisdictions shall design access to the regional  
 20 Manufacturing/Industrial Centers to facilitate the mobility of employees by transit, and the  
 21 mobility of goods by truck, rail or waterway as appropriate. Regional comprehensive  
 22 plans shall include strategies to provide capital improvement projects which support access  
 23 for movement of goods.

24 LU-((43))55. Jurisdictions which contain regional Manufacturing/Industrial  
 25 Centers in conjunction with ~~((METRO))~~ transit agencies, shall identify transit station areas  
 26 and right-of-way in each jurisdiction's comprehensive plan. ~~((Transit feeder systems,~~  
 27 ~~bicycle routes and pedestrian systems shall be established to link the Center to the transit~~  
 28 ~~station area(s).))~~ Where transit stations exist or are planned, jurisdictions in conjunction  
 29 with transit agencies shall identify various options such as feeder systems, bicycle routes  
 30 and pedestrian systems to link the Center with its transit stations.

31 LU-((44))56. In order to reserve right-of-way and potential station areas for  
 32 high-capacity transit or transit hubs in the regional Manufacturing/Industrial Centers,  
 33 jurisdictions shall:

1 a. Upon adoption of specific high-capacity transit alignments by METRO,  
2 adopt policies to avoid development which would restrict establishment of the  
3 high-capacity transit system;

4 b. Preserve right-of-ways controlled by the jurisdiction which are identified  
5 for potential transit use; and

6 c. Provide METRO an option to acquire property owned by the jurisdiction.

7 LU-((45))57. ~~((To encourage transit use, jurisdictions shall establish mechanisms  
8 to charge for single occupancy vehicle parking or a limit on the number of parking spaces  
9 for single occupancy vehicles within each regional Manufacturing/Industrial Center. All  
10 plans for regional Manufacturing/Industrial Centers shall encourage bicycle travel and  
11 pedestrian circulation.))~~ Transit agencies shall strive to provide convenient and economic  
12 mass transit service for the Manufacturing/Industrial Centers that will result in a decrease  
13 in single-occupancy non-commercial vehicle trips within the Centers.

14 LU-((46))58. Jurisdictions' comprehensive plans for regional  
15 Manufacturing/Industrial Centers shall demonstrate compliance with the criteria. In order  
16 to promote manufacturing/industrial growth, the Manufacturing/Industrial Center plan for  
17 each jurisdiction shall establish strategies:

18 a. To provide capital facility improvement projects which support the  
19 movement of goods and manufacturing/industrial operations;

20 b. To coordinate planning with serving utilities to ensure that utility facilities  
21 are available to serve such centers;

22 ~~((b-))~~c. To provide buffers around the Center to reduce conflicts with adjacent  
23 land uses;

24 ~~((e-))~~d. To facilitate land assembly; and

25 ~~((d-))~~e. To attract the type of businesses that will ensure economic growth and  
26 stability.

27 LU-((47))59. Each Manufacturing Center containing a minimum of 15,000 jobs  
28 and having sufficient employment densities to support HCT should be served by HCT. It  
29 is recognized that by their nature, Manufacturing/Industrial Centers may not achieve  
30 densities necessary to make HCT service viable. Nevertheless, Manufacturing/Industrial  
31 Centers which are located on the regional high capacity transit alignment and which meet  
32 the transit-friendly criteria in policies LU-((42))54 through LU-((46))58 above ((shall))  
33 should receive one or more high capacity transit stations and/or transit centers.

1                   **6. Incentives for Manufacturing/Industrial Centers**

2                   LU-((48))60. Countywide financing strategies shall be developed by the GMPC or  
3                   its successor ((by July 1, 1993)) which:

- 4                   a. Identify regional funding sources; and  
5                   b. Set priorities and allocate funds for urban facilities and services including  
6                   social and human services in regional Manufacturing/Industrial Centers, and subarea  
7                   planning efforts in Manufacturing/Industrial Centers.

8                   LU-((49))61. Jurisdictions shall consider conducting detailed SEPA review for the  
9                   regional Manufacturing/Industrial Center at the planning stage so that project-specific  
10                  environmental review is minimized.

11                  LU-((50))62. To reduce or prevent conflicts, jurisdictions shall develop policies to  
12                  establish and support normal manufacturing/industrial practices such as notices on  
13                  development permits for properties adjacent to a manufacturing/industrial center.

14                  **E. ((4-)) Activity Areas**

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

21                  Activity Areas are envisioned as areas containing moderate concentrations of  
22                  commercial development and housing that function as a focal point for the local  
23                  community. Activity Areas contain a mix of land uses such as retail, recreation areas,  
24                  public facilities, parks and open space. Although smaller in scale than Urban and  
25                  Manufacturing/Industrial Centers, Activity Areas contain a sufficient density and mix of  
26                  uses to provide similar benefits. Activity Areas are designed to 1) provide housing and  
27                  employment opportunities, 2) provide retail, services and business opportunities, 3) reduce  
28                  automobile use and support efficient transit service, and 4) consume less land with urban  
29                  development. Encouraging compact development within Activity Areas is an important  
30                  part of the Countywide Planning Policy vision promoting infill development and preventing  
31                   sprawl.

32                  Activity Areas are designated in local comprehensive plans. The size of the Activity  
33                  Area and the mix and density of land uses are locally determined to meet community

1 *goals. Examples of Activity Areas (~~might~~) include the central business districts of*  
 2 *Kirkland, Burien, and Des Moines; East Hill in Kent; and a number of business districts*  
 3 *in Seattle, such as Lake City, Wallingford, and West Seattle Junction.*

4 FW-17. Within the Urban Growth Area, jurisdictions may locally designate one or  
 5 more Activity Areas characterized by the following:

6 a. An array of land uses, including commercial development, housing, public  
 7 facilities and public open spaces;

8 b. Intensity/density of land uses sufficient to encourage frequent transit;

9 c. Pedestrian emphasis within the Activity Area;

10 d. Emphasis on superior urban design which reflects the local community;

11 and

12 e. Disincentives for single occupancy vehicle usage for commute purposes  
 13 during peak hours.

14 LU-~~((55))~~63. Jurisdictions shall designate the boundaries, ~~((maximum densities,))~~  
 15 and uses within all activity areas to provide for local employment, a mix of housing types,  
 16 commercial activities, ~~((and))~~ public facilities and open space.

17 LU-~~((56))~~64. All Activity Areas that achieve sufficient employment and household  
 18 densities should receive frequent peak hour transit service. Activity Areas may contain a  
 19 high-capacity transit station or transit hub if the activity area:

20 a. Is on an HCT corridor, or can serve as a transit hub;

21 b. Has pedestrian, bicycle, and transit-supportive site planning, building  
 22 design and road design regulations; and

23 c. Has parking regulations to encourage transit use.

24 LU-~~((57))~~65. To encourage transit use, jurisdictions ~~((shall))~~ should establish  
 25 minimum and maximum parking requirements that reduce dependence on the single-  
 26 occupant vehicle. Jurisdictions should establish mechanisms to charge for single-  
 27 occupancy vehicle parking and/or a limit on the number of off-street parking spaces for  
 28 each activity center. All plans for Activity Areas shall encourage bicycle travel and  
 29 pedestrian activity.

30 ~~((E:))~~ **E. Urban Growth Outside of Centers**

31 *A variety of land uses and concentrations of growth occur within the Urban Growth*  
 32 *Area and outside of the Urban Centers and Manufacturing/Industrial Centers. Local land*  
 33 *use plans will be responsible for the designation, character, and utilization of urban areas*

1 outside of centers. However, Countywide Policies are presented below to provide  
 2 guidance for these areas to ensure that they support the Centers growth concept. These  
 3 policies do not apply to the rural cities whose land use pattern is described by policy LU-  
 4 38. (~~policies LU 26 and LU 27.~~)

5 Households and employment target ranges by jurisdiction are described in this  
 6 section in order to establish the ability, countywide, to accommodate the projected 20 year  
 7 population and employment growth. The countywide population growth has been  
 8 established by the State of Washington Office of Financial Management as required by the  
 9 Growth Management Act. The countywide employment growth has been derived from  
 10 projections prepared by the Puget Sound Regional Council. For purposes of this section,  
 11 target ranges are defined as: The commitment by each jurisdiction to ensure the ability to  
 12 accommodate, at a minimum, growth within the next 20 years in housing (expressed in  
 13 households) and employment (expressed in employees). This commitment implies not only  
 14 the policy and regulatory framework (comprehensive plan and zoning), but the commitment  
 15 for funded infrastructure as well, consistent with the jurisdiction's financing capacity, level  
 16 of service standards and concurrency requirements.

#### 17 1. Urban Residential Areas

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

25 LU-~~(54))66~~. In order to ensure efficient use of the land within the Urban Growth  
 26 Area, provide for housing opportunities, and to support efficient use of infrastructure,  
 27 each jurisdiction shall:

28 a. Establish in its comprehensive plan a target minimum number of net new  
 29 ~~((dwelling units))~~ households the jurisdiction will accommodate in the next 20 years.  
 30 ~~((and))~~ Jurisdictions shall adopt regulations to and commit to fund infrastructure sufficient  
 31 achieve the target number;

32 b. Establish a minimum density (not including critical areas) for new  
 33 construction in each residential zone; and

1 c. Establish in the comprehensive plan a target mix of housing types for new  
2 development and adopt regulations to achieve the target mix.

3 LU-~~((52))~~67. The targets and regulations in LU-~~((51))~~ 66 ~~((shall be))~~ are based on  
4 the following steps:

5 a. ~~((By October 1, 1992 t))~~The GMPC ~~((shall))~~ adopted ~~((a))~~ the target  
6 number of net new ~~((dwelling units))~~ households to be accommodated countywide over the  
7 next 20 years as 195,000;

8 b. ~~((By October 1, 1992 t))~~The interjurisdictional staff committee ~~((shall~~  
9 ~~report))~~ reported to the GMPC or its successor target ranges ~~((recommended ranges))~~ for  
10 net new ~~((dwelling units))~~ households for each ~~((unincorporated urban and rural~~  
11 ~~community, and each city))~~ jurisdiction based on the following criteria:

12 1. The capacity and condition of existing and forecast ~~((infrastructure,))~~  
13 capital facilities and utilities.

14 2. Proximity to major employment centers,

15 3. Access to existing and projected regional transit,

16 4. Capacity of undeveloped land and potential for redevelopment given  
17 the character of existing development,

18 5. The need for a range of housing types,

19 6. Each jurisdiction's share of affordable housing as required by  
20 Affordable Housing policies.

21 7. Consistency with the countywide numbers;

22 c. The target ranges as shown in Appendix 2 were recommended by the  
23 GMPC, adopted and ratified pursuant to policy FW-1, Step 4c.

24 ~~((e-))~~d. The target ranges in each jurisdiction's comprehensive plan shall be  
25 consistent with the target ranges in Appendix 2 ~~((fall within the ranges,))~~ or shall state the  
26 reasons for deviating from the target ranges ~~((range));~~

27 ~~((d-))~~e. Through the process established under FW-1 Step 4b, if the  
28 jurisdiction's comprehensive plan differs from the target, the GMPC may recommend  
29 amendments to either the Countywide Planning Policies or local plans; and

30 ~~((e-))~~f. ~~The interjurisdictional staff committee shall recommend a process to~~  
31 ~~monitor the implementation of this policy. The process should include members of the~~  
32 ~~public.~~ Monitoring should follow the process described in policy FW-1.

33 **2. Urban Employment Growth**

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

4            LU-~~((53))~~68. Target ranges for employment growth outside Urban Centers ~~((shall~~  
 5            ~~be))~~ were established for cities and for unincorporated ~~((urban communities))~~ King County  
 6            through the joint local and countywide adoption process based on the following steps:

7            a. ~~((By December 1992-t))~~The Growth Management Planning Council ~~((shall))~~  
 8            adopted the 20 year target number for employment growth ~~((and employment capacity~~  
 9            ~~inside urban centers and outside urban centers))~~ as 347,400. ~~((By October 1992-t))~~The  
 10            interjurisdictional staff committee ~~((shall))~~ developed preliminary recommendations for  
 11            target ranges for ~~((of))~~ employment growth ~~((and capacity))~~ inside and outside urban areas  
 12            ~~((in))~~ for each ~~((city, in unincorporated urban communities and in rural areas))~~ jurisdiction  
 13            based on the following criteria:

- 14                            1. Consistency with the countywide numbers;
- 15                            2. The need to direct growth to urban centers based on consistency with  
 16            the multiple centers strategy;
- 17                            3. Access to regional rapid transit and existing highway and arterial  
 18            capacity;
- 19                            4. Availabilities of undeveloped land and potential for redevelopment  
 20            given the character of existing development;
- 21                            5. The willingness of local jurisdictions to implement policies which  
 22            encourage transit such as S.O.V. parking charges and/or limits, transit, bicycle and  
 23            pedestrian supportive design, and the adoption of policies that encourage clustering of  
 24            commercial and residential areas;

25            b. The target ranges as shown in Appendix 2 were recommended by the  
 26            GMPC, adopted and ratified pursuant to Policy FW-1, Step 4.

27            ~~((b-))~~c. As part of their comprehensive plans, all jurisdictions shall indicate  
 28            planned employment capacity and targeted increases in employment for 20 years inside  
 29            and outside urban centers and shall show how their plans reflect the criteria in this policy;  
 30            and

31            ~~((e-))~~d. Through the process established under FW-1 Step 4((b)), if the  
 32            jurisdiction's comprehensive plan differs from the target range, the GMPC or its successor  
 33            may recommend amendments to either the Countywide Planning Policies or local plans.

1                   **3. Infill Development**

2                   *Urban growth occurs both in "new" neighborhoods and in existing neighborhoods.*  
 3                   *Existing neighborhoods have a history of development patterns which have created a sense*  
 4                   *of identity. At the same time a vital neighborhood adapts to change and develops its own*  
 5                   *image. New development in these neighborhoods should build on the existing patterns in a*  
 6                   *manner which respects and enriches the neighborhood. For example in single family*  
 7                   *neighborhoods selective permitting of accessory units and carriage houses may be more*  
 8                   *compatible than new apartment buildings.*

9                   LU-((54))69. All jurisdictions shall develop neighborhood planning and design  
 10                  processes to encourage infill development and enhance the existing community character  
 11                  and mix of uses.

12                  **4.((5-)) Business/Office Parks**

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

20                  LU-((58))70. Office building development is directed primarily to Urban Centers.  
 21                  Office building development outside Urban Centers including business/office parks should  
 22                  occur within activity areas, which can be supported by and promote transit, pedestrian and  
 23                  bicycle uses.

24                  LU-((59))71. ~~Jurisdictions shall not expand existing land area zoned for~~  
 25                  ~~business/office parks.~~ Jurisdictions where consistent with their land use plans should  
 26                  provide incentives for the development and redevelopment of an adequate supply of land  
 27                  suitable for mixed light industrial/commercial and high technology.

28                  LU-((60))72. All jurisdictions shall establish mechanisms to encourage transit use.  
 29                  Examples of potential mechanisms include a charge for S.O.V. parking and/or a limit on  
 30                  the number of parking spaces for single occupancy vehicles within each existing  
 31                  business/office park. Bicycle and pedestrian supportive design should be encouraged.

32                  LU-((61))73. ~~((To implement policy LU-53, all))~~-Jurisdictions ~~((shall establish~~  
 33                  ~~maximum Floor Area Ratios and/or maximum employment levels for office use in existing~~

1 ~~business/office parks. These maximums are intended to channel future employment and~~  
 2 ~~office space growth from business/office parks outside of Urban Centers to Urban~~  
 3 ~~Centers)) are encouraged to site business/office parks where they can be served by~~  
 4 ~~adequate surface transportation and transit. Where transit is available and can result in~~  
 5 ~~decreased demand for parking, higher density development should be considered.~~

6 LU-((62))74. All jurisdictions should develop planning mechanisms to assist in the  
 7 conversion of business/office parks to mixed use areas. Jurisdictions should ((encourage))  
 8 provide for inclusion of residential and neighborhood commercial land uses and open  
 9 space within existing business/office parks.

### 10 III. TRANSPORTATION

#### 11 A. Transportation Overview

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

21 1. *Projected traffic growth on the freeway and arterial system within the*  
 22 *region greatly exceeds the foreseeable collective ability to finance and construct the*  
 23 *improvements needed to retain historical levels-of-service.*

24 2. *Maintaining the current level of personal mobility by single occupant*  
 25 *vehicles will be a costly public investment that will negatively impact the regional quality*  
 26 *of life, create severe impacts to sensitive areas, degrade environmental quality, and*  
 27 *increase energy use and the consumption of land.*

28 3. *Development within any one jurisdiction can be severely impacted by*  
 29 *decisions and actions beyond that jurisdiction's control:*

30 • *WSDOT may be unable to program improvements concurrent with a*  
 31 *jurisdiction's approval of a development permit.*

32 • *Metrolink may not be able to respond to transit levels-of-service adopted by*  
 33 *local jurisdictions.*

1                   •A jurisdiction may adopt level-of-service standards for arterials within its  
2 jurisdiction and decline to accept improvements necessary to mitigate transportation  
3 impacts from a proposed development in an adjoining jurisdiction.

4                   •Cumulative growth throughout the region will cause traffic growth on the  
5 existing network and may thereby exhaust the capacity for local jurisdictions to approve  
6 development.

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

18                   **B. Transportation Policies**

19                   FW-((+4))18. The land use pattern shall be supported by a balanced transportation  
20 system which provides for a variety of mobility options. This system shall be  
21 cooperatively planned, financed, and constructed. Mobility options shall include a High  
22 Capacity Transit system which links the urban centers and is supported by an extensive  
23 High Occupancy Vehicle system, local community transit system for circulation within the  
24 centers and to the non-center urban areas, and non-motorized travel options.

25                   FW-((+5))19. All jurisdictions in the county, in cooperation with Metro, the  
26 Metropolitan Planning Organization, and the State, shall develop a balanced transportation  
27 system and coordinated financing strategies and land use plan which implement regional  
28 mobility and reinforce the countywide vision. Vision 2020 Regional Growth Strategies  
29 shall be recognized as the framework for creating a regional system of Centers linked by  
30 High Capacity Transit and an interconnected system of freeway High Occupancy Vehicle  
31 (HOV) lanes, and supported by a transit system.

32                   FW-((+6))20. In recognition of the fact that King County is the regional freight  
33 distribution hub and a major international trade gateway, and that freight transportation is

1 one of the state's most important basic sector economic activities, goods mobility by all  
2 modes shall be included as a component of comprehensive plans.

3 T-1. The countywide transportation system shall promote the mobility of people  
4 and goods and shall be a multi-modal system based on regional priorities consistent with  
5 adopted land use plans. The transportation system shall include the following:

- 6 a. An aggressive transit system, including High Capacity Transit;
- 7 b. High Occupancy Vehicle facilities;
- 8 c. Freight railroad networks;
- 9 d. Marine transportation facilities and navigable waterways;
- 10 e. Airports;
- 11 f. Transportation Demand Management actions;
- 12 g. Non-motorized facilities; and
- 13 h. Freeways, highways, and arterials.

14 T-2. King County, its cities, adjacent counties, Metro, and the Washington State  
15 Department of Transportation (WSDOT) shall support the continuous, comprehensive and  
16 cooperative transportation planning process conducted by the Puget Sound Regional  
17 Council (PSRC) pursuant to its Metropolitan Planning Organization (MPO) designation.  
18 The primary forum for the development of regional transportation systems plans and  
19 strategies shall be the PSRC, as the MPO.

20 T-3. The annual update and approval of the six-year Transportation Improvement  
21 Program (TIP) by the PSRC should be the primary tool for prioritizing regional  
22 transportation improvements and programming regional transportation revenues.

23 T-4. The GMPC or its successor shall have the ongoing responsibility for the  
24 following:

- 25 a. Developing and maintaining coordinated level-of-service standards and a  
26 concurrency system for countywide transit routes and arterial streets, including state  
27 facilities;
- 28 b. Developing regionally consistent policies for implementing countywide  
29 Transportation Demand Management actions and the Commute Trip Reduction Act  
30 including, but not limited to, parking policies, with an examination of price as a  
31 determinant of demand; and
- 32 c. Developing and recommending transportation financing strategies,  
33 including recommendations for prioritizing capacity improvements eligible to receive

1 federal funds available to the region under the Inter-modal Surface Transportation  
2 Efficiency Act (ISTEA).

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

4 T-5. Each Urban Center will be providing for a minimum of 15,000 jobs and  
5 should be served by High Capacity Transit (HCT). Each Manufacturing Center  
6 containing a minimum of 15,000 jobs and having sufficient employment densities to  
7 support HCT should be served by HCT. All jurisdictions that would be served by HCT  
8 shall plan for needed HCT rights-of-way, stations and station supportive transportation  
9 facilities and land uses in their comprehensive plans. The land use and transportation  
10 elements of comprehensive plans shall incorporate a component to reflect future  
11 improvement needs for High Capacity Transit. Interim regional transit service should be  
12 provided to centers until the center is served by HCT. If voters do not approve HCT  
13 local option taxes, jurisdictions shall address this implication in the reassessment phase.

14 T-6. WSDOT should assign a high priority to completion of the core HOV lanes  
15 in the central Puget Sound region. King County, its cities, and Metro Council representa-  
16 tives on the Transportation Policy and Executive Boards of the Puget Sound Regional  
17 Council (PSRC) shall make completion of this system a high priority in programming the  
18 federal funds available to the region.

19 **2. Non-motorized Transportation**

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

24 **3. Freeways/Highways/Arterials**

25 T-8. In order to maintain regional mobility, a balanced multi-modal transportation  
26 system shall be planned that includes freeway, highway and arterial improvements by  
27 making existing roads more efficient. These improvements should help alleviate existing  
28 traffic congestion problems, enhance HOV and transit operations, and provide access to  
29 new desired growth areas, as identified in adopted land use plans. General capacity  
30 improvements promoting only Single Occupant Vehicle traffic shall be a lower priority.  
31 Transportation plans should consider the following mobility options/needs:

- 32 a. Arterial HOV treatments,  
33 b. Driveway access management for principal arterials within the Urban

1 Growth Area; and

2 c. Improvements needed for access to manufacturing and industrial centers,  
3 marine and air terminals.

4 FW-((+7))21. Infrastructure planning and financing shall be coordinated among  
5 jurisdictions to direct and prioritize countywide facility improvements to implement the  
6 countywide vision and land use plans.

7 FW-((+8))22. Where appropriate, King County and its cities shall adopt a clear  
8 definition of level-of-service and concurrency requirements and establish a consistent  
9 process for implementing concurrency, including accountability for impacts for adjacent  
10 jurisdictions.

11 FW-((+9))23. Each jurisdiction shall identify the facilities needed to ensure that  
12 services are provided consistent with the community's adopted service levels. Timelines  
13 for the construction of the needed facilities shall be identified.

#### 14 4. Transportation Level-of-Service (LOS)

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

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

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

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

32 T-13. Level-of-service standards shall vary by differing levels of development  
33 patterns and growth management objectives. Lower arterial standards, tolerating more

1 congestion, shall be established for urban centers. Transit LOS standards may focus on  
 2 higher service levels in and between centers and decrease as population and employment  
 3 densities decrease.

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

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

#### 12 5. Reassessment

13 T-15. Local governments shall work together to reassess regional land use and  
 14 transportation elements if transportation adequacy and concurrency cannot be met. Should  
 15 funding fall short for transportation improvements or strategies needed to accommodate  
 16 growth, the following actions should be considered:

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

#### 24 6. Financing

25 T-16. Transportation elements of Comprehensive Plans shall reflect the  
 26 preservation and maintenance of transportation facilities as a high priority to avoid costly  
 27 replacements and to meet public safety objectives in a cost-effective manner.

28 T-17. Developer impact fees shall be structured to ensure that new development  
 29 contributes its fair share of the resources needed to mitigate the impact on the  
 30 transportation system. Adjoining jurisdictions shall execute interlocal agreements for  
 31 impact fees which recognize that traffic generated in one jurisdiction contributes to the  
 32 need to make transportation improvements across jurisdictional boundaries. Impact fees  
 33 shall not be assessed to cure that portion of the improvement attributable to correcting

1 existing deficiencies.

2 T-18. Existing local option transportation funding shall be applied within King  
3 County as follows:

- 4 a. Employee tax base -- reserved for city street utility development;
- 5 b. Commercial parking tax -- defer action, pending development of a regional  
6 TDM strategy;
- 7 c. HOV acceleration financing -- defer until after High Capacity Transit vote;
- 8 and
- 9 d. Local option gas tax -- consider as potential source to address  
10 transportation "concurrency" needs of county and cities only after vote on High Capacity  
11 Transit.

12 T-19. Regional revenues (such as Inter-modal Surface Transportation Efficiency  
13 Act funds) which provide discretion should be used to address regional mobility projects  
14 and strategies, including such strategies as creating centers or enhancing transit/HOV-SOV  
15 mode split.

16 **7. State Transportation Role**

17 T-20. Consistent with the countywide vision, local governments shall coordinate  
18 with the State on land use and transportation systems and strategies which affect state  
19 facilities and programs.

20 T-21. State capital improvement decisions and policy actions shall be consistent  
21 with regional and countywide goals and plans. The State shall ensure its transportation  
22 capital improvement decisions and programs support the adopted land use plans and  
23 transportation actions.

24 T-22. The State and local governments shall use the same capital programming  
25 and budgeting time frame that all local governments and the county use, a minimum of six  
26 years, for making capital decisions and for concurrency management.

27 **8. Siting Regional and Countywide Transportation Facilities**

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

1                   **IV. COMMUNITY CHARACTER AND OPEN SPACE**

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

8                   FW-~~((20))~~24. All jurisdictions shall support the county's existing diversity of  
 9 places to live, work and recreate and the ethnic diversity of our communities. The  
 10 countywide development pattern shall include sufficient supply of quality places for  
 11 housing, employment, education, recreation, and open space and the provision of  
 12 community and social services.

13                  FW-~~((21))~~25. Each urban area shall be characterized by superior urban design as  
 14 locally defined.

15                  FW-~~((22))~~26. Significant historic, archaeological, cultural, architectural and  
 16 environmental features shall be respected and preserved.

17                  **A. Historic Resources**

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

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

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

32                  **B. Urban Design**

33                  *Governments should be leaders in providing structures, public spaces, parks and*

1 *streets which support the quality of our region. Civic design should express the region's*  
2 *values and vision, and should provide landmarks which contribute to our sense of place.*  
3 *Additionally, individual jurisdictions can nurture their individual character by developing*  
4 *a clear set of goals and policies which outline the public interest in the design of private*  
5 *development in the urban and rural communities.*

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

### 9 **C. Human and Community Services**

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

13 CC-4. Human and community service planning activities shall support Countywide  
14 Planning Policies and the countywide land development pattern.

15 CC-5. All jurisdictions shall identify essential community and human services and  
16 include them in land use, capital improvement, and transportation plans.

### 17 **D. Open Space**

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

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

32 *Open space lands and corridors have significance at both the local and regional*  
33 *scale. Identification and protection of local open spaces will be considered within the*

1 *comprehensive plans of each jurisdiction. On an individual basis, jurisdictions should*  
 2 *strive to identify, establish and protect open space lands of local significance that also*  
 3 *compliment, adjoin or enhance the regional system. The regional open space system*  
 4 *includes open space lands and corridors that have importance beyond jurisdictional*  
 5 *boundaries and will require multi-jurisdictional coordination to identify, protect and*  
 6 *steward.*

7 FW-((23))27. All jurisdictions shall cooperatively identify, establish, protect and  
 8 steward urban and rural open space corridors of regional significance.

9 CC-6. A regional open space system shall be established to include lands which:

10 a. Provide physical and/or visual buffers such as open spaces which help to  
 11 separate incompatible uses, distinguish the urban and rural areas, define urban growth  
 12 boundaries, or establish the character of a neighborhood, community, city or region;

13 b. Provide active and passive outdoor recreational opportunities which are  
 14 compatible with the environmental and ecological values of the site; and/or

15 c. Contain natural areas, habitat lands, natural drainage features, and/or other  
 16 environmental, cultural, and scenic resources.

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

19 a. Identification of regional open space lands and corridors which form a  
 20 functionally and physically connected system with environmental, ecological, recreational  
 21 and aesthetic significance and which is readily accessible to our urban populations;

22 b. Identification of implementation strategies and regulatory and non-  
 23 regulatory techniques to protect the lands and corridors, including collaboration and  
 24 coordination with land trusts and other land preservation organizations; and

25 c. Development of management plans and strategies to sustain the corridors'  
 26 open space benefits and functions of the preserved lands and corridors.

27 CC-8. Water bodies and rivers of the Puget Sound region form an important  
 28 element of the open space system. Jurisdictions shall work to protect visual access to  
 29 water bodies and rivers, and provide for physical access where appropriate.

30 CC-9. Countywide funding shall be available for the acquisition, maintenance and  
 31 stewardship of parks and open space, a) advancing the development of the regional open  
 32 space system which has been cooperatively identified by the jurisdictions, and b) ensuring  
 33 the ready access of our citizens residing in Urban Centers to the regional open space

1 system.

2 CC-10. The conceptual map of open space systems contained in the 1988 King  
3 County Open Space Plan shall be used as the planning basis for regional open space lands  
4 and corridors. All jurisdictions will work cooperatively to revise and supplement this map  
5 to direct the protection of these valuable resources throughout the county.

6 CC-11. All jurisdictions shall work cooperatively to ensure parks and open spaces  
7 are provided as development and redevelopment occur.

8 CC-12. All jurisdictions shall use the full range of regulatory and land  
9 preservation tools available to create, maintain and steward the regional open space system  
10 which has been cooperatively identified.

11 CC-13. All jurisdictions shall develop coordinated level of service standards for  
12 the provision of parks and open spaces.

### 13 V. AFFORDABLE HOUSING

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

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

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

32 FW-((24))28. All jurisdictions shall provide for a diversity of housing types to  
33 meet a variety of needs and provide for housing opportunities for all economic segments

1 of the population. ((incomes)). All jurisdictions shall cooperatively establish a process to  
 2 ensure an equitable and rational distribution of low-income and affordable housing  
 3 throughout the county in accordance with land use policies, transportation, and  
 4 employment locations.

5 AH-1. All jurisdictions shall plan for housing to meet the needs of all economic  
 6 segments of the population. Each jurisdiction shall specify, based on the projected  
 7 number of net new housing units anticipated in its comprehensive plan, the estimated  
 8 number of units which will be affordable for the following income segments: 0 to 50  
 9 percent of the countywide median household income, 50 to 80 percent of median, 80 to  
 10 120 percent of median, and above 120 percent median. The estimates for housing  
 11 affordable to households below 80 percent of median income shall be consistent with  
 12 countywide objectives for low and moderate income housing in Policy AH-2. The  
 13 estimated number of units for each income segment shall be reported to the GMPC  
 14 following adoption of the comprehensive plan, for the purpose of countywide monitoring  
 15 of capacity for housing development.

16 ((AH-5)). Within the urban growth area, each jurisdiction shall demonstrate  
 17 ((maximize)) its ability to accommodate sufficient, affordable housing for all economic  
 18 segments of the population. Local actions may include zoning land for development of  
 19 sufficient densities, revising development standards and permitting procedures as needed  
 20 to encourage affordable housing, ((by removing regulatory barriers,))-reviewing codes for  
 21 redundancies and inconsistencies, and providing opportunities for a ((full)) range of  
 22 housing types, such as accessory dwelling units, manufactured homes ((on individual  
 23 lots,)) group homes and foster care facilities, apartments, townhouses and attached single  
 24 family housing.

25 AH-2((+)). All jurisdictions shall share the responsibility for achieving a rational  
 26 and equitable distribution of affordable housing to meet the housing needs of low and  
 27 moderate income residents in King County. The distribution of housing affordable to low  
 28 and moderate income households shall ((reflect)) take into consideration the need for  
 29 proximity to lower wage employment, ((and)) access to transportation and human  
 30 services,((;)) and the adequacy of infrastructure to support housing development;  
 31 recognize each jurisdiction's past and current efforts to provide housing affordable to low  
 32 and moderate-income households; avoid over-concentration of assisted housing; and  
 33 increase housing opportunities and choices for low and moderate income households in

1 communities throughout King County. Each jurisdiction shall give equal consideration to  
2 local and countywide housing needs.

3 **A. Existing Needs for Affordable Housing**

4 Each jurisdiction shall participate in developing countywide housing resources and  
5 programs to assist the large number of low and moderate income households who  
6 currently do not have affordable, appropriate housing. These countywide efforts will help  
7 reverse current trends which concentrate low income housing opportunities in certain  
8 communities, and achieve a more equitable participation by local jurisdictions in low  
9 income housing development and services. Countywide efforts should give priority to  
10 assisting households below 50 percent of median income that are in greatest need and  
11 communities with high proportions of low and moderate income residents.

12 By October, 1994, the GMPC or its successor shall appoint elected and community  
13 representatives to develop recommendations for providing low and moderate income  
14 housing and related services. Within one year the committee shall recommend to the  
15 GMPC or its successor:

16 1. new countywide funding source(s) for housing production and services, and  
17 a plan to establish this funding within three years;

18 2. participation by local governments, including appropriate public and private  
19 financing, such that each jurisdiction contributes on fair share basis; and

20 3. objectives for housing and related services, including measurable levels of  
21 housing production and costs to provide necessary related service.

22 Countywide programs should provide the following types of housing and related  
23 services:

24 1. low income housing development, including new construction, acquisition,  
25 and rehabilitation;

26 2. housing assistance, such as rental vouchers and supportive services;

27 3. assistance to expand the capacity of nonprofit organizations to develop  
28 housing and provide housing related services;

29 4. programs to assist homeless individuals and families;

30 5. programs to prevent homelessness; and

31 6. assistance to low and moderate income home buyers

1 **B. Future Needs for Affordable Housing**

2 Each jurisdiction shall specify the range and amount of housing affordable to low and  
 3 moderate income households to be accommodated in its comprehensive plan. Each  
 4 jurisdiction shall plan for a number of housing units affordable to households with incomes  
 5 between 50 and 80 percent of the County median household income that is equal to 17 percent  
 6 of its projected net household growth. In addition, each jurisdiction shall plan for a number  
 7 of housing units affordable to households with incomes below 50 percent of median income  
 8 that is either 20 percent or 24 percent of its projected net household growth. For this  
 9 housing, the target percentage shall be determined using the Affordable Housing Job/Housing  
 10 Index developed using Census-based information, which is contained in Appendix 3.

11 ((AH-2.)) Each jurisdiction shall show in its comprehensive plan how it will use  
 12 policies, incentives, regulations and programs to provide its share of housing affordable to  
 13 low and moderate-income households ~~((as determined by the process outlined in AH-1.))~~.  
 14 Each jurisdiction should apply strategies which it determines to be most appropriate to the  
 15 local housing market. For example, units affordable to low and moderate income  
 16 households may be developed through new construction, projects that assure long-term  
 17 affordability of existing housing, or accessory housing units added to existing structures.  
 18 Local actions may include:

19 a. Identifying the costs to develop and preserve subsidized housing and other  
 20 low-cost housing not provided by private development in the local housing market, and  
 21 identifying sources of funding;

22 b. Revising land use regulations as needed to remove any unreasonable  
 23 requirements that may create barriers to siting and operating housing for special needs  
 24 groups. Special needs housing serves persons, who, by virtue ((virtue)) of disability or  
 25 other circumstances, face difficulty living independently and require supportive services on  
 26 a transitional or long-term basis; and

27 c. Adopting land use incentives programs or other regulatory measures to  
 28 encourage private and nonprofit development

29 Small, fully built cities and towns that are not planned to grow substantially under  
 30 GMA may work cooperatively with other jurisdictions and/or subregional housing  
 31 agencies to meet their housing targets.

32 In areas identified as city expansion areas, King County and cities should plan  
 33 cooperatively for affordable housing development and preservation.

1           ~~((The GMPC shall define and quantify affordable housing needs for low and~~  
 2 ~~moderate income households and countywide objectives for distribution of affordable~~  
 3 ~~housing for low and moderate income households. The process shall include involvement~~  
 4 ~~by housing industry representatives, housing interest groups, and community~~  
 5 ~~organizations. The Affordable Housing Technical Forum, which has representatives from~~  
 6 ~~the County and each city, shall prepare recommendations for the GMPC by August 1,~~  
 7 ~~1992.~~

8           ~~By October 1, 1992 each jurisdiction shall specify the range and amount of housing~~  
 9 ~~affordable to low and moderate income households to be accommodated in its~~  
 10 ~~comprehensive plan, based on countywide objectives for distribution. By December 1,~~  
 11 ~~1992 the GMPC will review, and the county and cities will ratify, the countywide~~  
 12 ~~objectives for distribution and each jurisdiction's proposed range and amount of affordable~~  
 13 ~~housing units.~~

14           ~~The process shall address:~~

15           ~~a. Development and preservation of subsidized housing and low cost market~~  
 16 ~~rate housing;~~

17           ~~b. The definition of low income and moderate income housing;~~

18           ~~c. Guidelines to meet affordable housing needs in individual jurisdictions as~~  
 19 ~~well as need throughout King County, including recognition for jurisdictions that already~~  
 20 ~~meet the guidelines;~~

21           ~~d. Strategies, including land use incentives, streamlined permitting processes,~~  
 22 ~~and funding commitments, to be adopted by all jurisdictions to provide affordable~~  
 23 ~~housing; and~~

24           ~~e. Guidelines to ensure that affordable housing is provided in conjunction with~~  
 25 ~~regional transportation planning, including funding for acquisition and rehabilitation to~~  
 26 ~~preserve existing affordable housing; funding and incentives for development of new~~  
 27 ~~housing in infill and redevelopment projects; and, subject to a legal determination,~~  
 28 ~~inclusionary requirements to ensure that a proportion of new residential development is~~  
 29 ~~affordable to low and moderate income households.))~~

30           AH-3. Each jurisdiction shall evaluate its existing resources of subsidized and  
 31 low-cost non-subsidized housing and identify housing that may be lost due to  
 32 redevelopment, deteriorating housing conditions, or public policies or actions. Where  
 33 feasible, each ~~((Each))~~ jurisdiction shall develop strategies to preserve existing low-income

1 housing (~~where feasible~~) and provide relocation assistance to low income residents who  
2 may be displaced.

3 AH-4. The GMPC or its successor shall identify ways to expand technical  
4 assistance to local jurisdictions in affordable housing techniques. Technical assistance  
5 should include project case studies and model ordinances covering such topics as  
6 development and financing of nonprofit housing, provision of housing-related services,  
7 incentives programs for affordable housing, regulations that encourage well-designed  
8 higher density housing, improvements to development permit processing and standards to  
9 reduce development costs, and public education and involvement. The Affordable  
10 Housing Task Force Report, dated March 1994 contains a summary of actions that local  
11 governments may use to encourage affordable housing.

12 AH-5 ((4)). All jurisdictions shall monitor residential development within their  
13 jurisdiction and determine annually the total number of new and redeveloped units  
14 receiving permits and units constructed, housing types, developed densities and remaining  
15 capacity for residential growth. Housing prices and rents also should be reported, based  
16 on affordability to four income categories: 0 to 50 percent of median income, 50 to 80  
17 percent of median, 80 to 120 percent of median, and above 120 percent of median. King  
18 County shall report annually on housing development, the rate of housing cost and price  
19 increases and available residential capacity countywide in its annual growth reporting.

20 The Affordable Housing and Data Technical Forums, which are comprised of city  
21 and county staff and private housing industry representatives, shall develop a uniform  
22 approach for monitoring housing permit activity, construction, and affordability. Where  
23 feasible, the Affordable Housing and Data Technical Forums shall consider collecting  
24 statistics such as: housing units receiving building permits by income category, total units  
25 constructed by income category, low and moderate income housing acquired or preserved,  
26 households receiving rental assistance, and other local housing activities. In addition  
27 where feasible, planning and monitoring for affordable housing should use the median  
28 household income for King County indexed by household size, published annually by the  
29 U.S. Department of Housing and Urban Development. Calculations of affordable house  
30 prices should assume standard Federal Housing Administration lending criteria and  
31 minimum downpayments.

32 AH-6. Every five years, beginning in 1999, the GMPC or its successor  
33 organization responsible for monitoring growth management implementation shall evaluate

1 achievement of countywide and local goals for housing for all economic segments of the  
2 population. The GMPC or its successor shall consider annual reports prepared under  
3 Policy AH-5 as well as market conditions and other factors affecting housing  
4 development. If the GMPC or its successor determines that housing planned for any  
5 economic segment falls short of the need for such housing, the GMPC or its successor  
6 may recommend additional actions.

7 As part of its evaluation, the GMPC or its successor shall review local  
8 performance in meeting low and moderate income housing needs. The basis for  
9 determining local performance shall be a jurisdiction's participation in countywide or  
10 subregional efforts to address existing housing needs and actual development of the target  
11 percentage of low and moderate income housing units as adopted in its comprehensive  
12 plan. In establishing planning targets to address future affordable housing needs, it is  
13 recognized that success will be dependent in part upon regional factors beyond the control  
14 of any single jurisdiction. Any one jurisdiction acting alone, or even in concert with other  
15 local governments, may or may not be able to achieve its ((there)) targets in these  
16 policies, despite its best efforts. Success will require cooperation and support for  
17 affordable housing from the state, federal and local governments, as well as the private  
18 sector. The significant role of the market must also be recognized. In determining  
19 performance the GMPC or its successor shall therefore use reasonable judgment, and also  
20 shall consider these market and other factors, as well as action taken to encourage  
21 development and preservation of low and moderate income housing, such as local funding,  
22 development code changes, and creation of new programs.

## 23 VI. CONTIGUOUS AND ORDERLY DEVELOPMENT And PROVISION 24 OF URBAN SERVICES TO SUCH DEVELOPMENT

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

32 FW-((25))29. Planning for and financing of services shall be coordinated among  
33 jurisdictions to direct and prioritize countywide facility improvements to implement the

1 countywide policies.

2 FW-((26))30. Jurisdictions shall identify the services needed to achieve adopted  
3 service levels. Timelines for constructing needed services shall be identified.

4 FW-((27))31. Protection of public health and safety and the environment shall be  
5 given high priority in decision-making about infrastructure improvements. County  
6 residents in both urban and rural areas shall have reasonable access to a high-quality  
7 drinking water source meeting all federal and state drinking water requirements.  
8 Management and operation of existing on-site septic systems shall not result in adverse  
9 impacts to public health or the environment.

10 **A. General Policies**

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

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

29 **1. Urban Services Required as Growth Occurs**

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

32 **2. Conservation, Efficiency, Cost Effectiveness and New Technologies**

33 CO-2. Jurisdictions and other urban service providers shall provide services and

1 manage natural resources efficiently, through regional coordination, conjunctive use of  
2 resources, and sharing of facilities. Interjurisdictional planning efforts shall evaluate  
3 approaches to share and conserve resources.

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

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

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

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

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

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

30 CO-9. The presence of tightline sewers or availability of sewer pipeline capacity  
31 and water supply above what is required to meet local needs shall not be used to justify  
32 development counter to the countywide policies, and any such land use development  
33 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

1 permitted consistent with the provisions of the King County Sewerage General Plan,  
 2 countywide policies, and the policies of the jurisdiction in whose potential annexation area  
 3 the extension is proposed.

4 **D. Rural Areas and Resource Lands**

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

10 **1. Limited Extension of Urban Water and Sewer Systems**

11 CO-14. Sewer expansion shall not occur in rural areas and resource lands except  
 12 where needed to address specific health and safety problems threatening structures  
 13 permitted before July 1, 1992 or the needs of public facilities such as schools. Sewers  
 14 may be extended only if they are tightlined and only after a finding is made that no  
 15 alternative technologies are feasible. Mechanisms to reduce cost and limit the number of  
 16 individual hookups shall be explored and actions recommended to the GMPC.

17 ~~CO-15. ((Urban water system extensions shall not be permitted in rural areas and~~  
 18 ~~resource lands except to solve immediate health or safety problems threatening existing resi-~~  
 19  ~~dents. If urban water systems are extended, the maximum number of hookups that is consis-~~  
 20  ~~tent with the countywide land development pattern shall be specified at the time of the~~  
 21  ~~extension.)) Urban water system extensions are not preferred in rural areas. However,~~  
 22 Group A (WAC 246.290.020) water systems are permissible under the following criteria:

23 a((e)). Water quality or quantity problems of existing systems as of December  
 24 31, 1994, that threaten public health ((exist which)) can best be solved by Group A service;  
 25 or ((and))

26 b((a)). Group A service is financially feasible at rural densities and shall not be  
 27 justification for any increase in residential density; and prior to approval, the specific number  
 28 of rural connections shall be specified for the line or system for the ((total)) total rural area  
 29 being served; and ((b--F))the area has either been approved for Group A service through a  
 30 King County-adopted ~~coordinated~~ water system plan or has been designated for Group A  
 31 service through prior establishment of a utility local improvement district or other financial  
 32 mechanisms((; or)).

33 ~~((d. A previously developed property abuts a Group A water system.))~~

34 CO-16. All rural water systems outside existing service areas (planning areas) shall

1 be professionally managed by the applicable water purveyor according to the satellite manage-  
 2 ment procedures of the Coordinated Water System Plans, and designed to rural standards.  
 3 Rural water systems should be provided through private wells or small public systems. In  
 4 the Rural Area, all new ((public)) Group A water systems should be ((inspected)) operated  
 5 by a ((licensed)) certified water system operator and all new Group B systems should be  
 6 overseen by the county to ensure they comply with applicable health regulations. If the area  
 7 to be served is included in the planning area of an existing water purveyor as identified in a  
 8 Coordinated Water System Plan, the water system ((shall)) should be operated by the  
 9 purveyor through either satellite management arrangement or by direct service.

## 10 VII. SITING PUBLIC CAPITAL FACILITIES OF A COUNTYWIDE Or 11 STATEWIDE NATURE

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

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

25 FW-((28))32. Public capital facilities of a countywide or statewide nature shall be  
 26 sited to support the countywide land use pattern, support economic activities, mitigate  
 27 environmental impacts, provide amenities or incentives, and minimize public costs.  
 28 Amenities or incentives shall be provided to neighborhoods/jurisdictions in which facilities  
 29 are sited. Facilities must be prioritized, coordinated, planned, and sited through an  
 30 interjurisdictional process established by the GMPC or its successor.

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

- 34 a. A definition of these facilities;
- 35 b. An inventory of existing and future facilities;

- 1 c. Economic and other incentives to jurisdictions receiving facilities;  
 2 d. A public involvement strategy;  
 3 e. Assurance that the environment and public health and safety are protected;  
 4 and  
 5 f. A consideration of alternatives to the facility, including decentralization,  
 6 demand management, and other strategies.

7 **VIII. ECONOMIC DEVELOPMENT ((AND FINANCE))**

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

15 FW-((29))33. All jurisdictions shall contribute to the economic sustainability of  
 16 the county in a manner which supports the countywide land use pattern. This is to be  
 17 accomplished by providing cost-efficient quality infrastructure and public services at an  
 18 adopted level-of-service specific to the local situation, providing affordable housing,  
 19 promoting excellence in education, and protecting the environment.

20 FW-((30))34. All jurisdictions shall act to increase work training and job  
 21 opportunities for all residents and communities.

22 FW-((31))35. All jurisdictions shall support the development of a regional  
 23 economic development strategy consistent with the countywide land use pattern.

24 *Definition of Economic Development*

25 *Economic Development is growth and change in the economy whereby the*  
 26 *economic health of the region--its people, its business, its governments--is enhanced. An*  
 27 *important component of achieving Economic Development is through the purposeful*  
 28 *undertaking of public and private actions designed to achieve:*

29 *--the maintenance of a strong economic base;*

30 *--a diversification of the economy;*

31 *--improved job training and educational opportunities;*

32 *--the protection of the natural environment;*

33 *--the empowerment of economically disadvantaged citizens and neighborhoods.*

1           --a partnership between the private and public sectors:

2           --the maintenance and creation of higher (family) wage jobs.

3           This element of the Countywide Planning Policies is intended to provide a vision  
4           and policy direction for King County jurisdictions.

5           FW-36. The Growth Management Planning Council or its successor and juris-  
6           dictions shall develop monitoring and evaluation systems, including benchmarks, by which  
7           they can evaluate performance in achieving the goals of their Comprehensive Plans.

8           ((A. Economic Development))

9           ED-1. ~~((By December 1, 1992,))~~ The GMPC ~~((shall))~~ has adopted Economic  
10          Development policies which:

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

24          ED-2. By July 1, 1995~~((3))~~ regional planning shall produce a regional industrial  
25          siting policy based on a regional assessment of the need for industrial zoned land and the  
26          availability of transportation and other infrastructure to serve it.

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

30          ED-4. Each jurisdiction's comprehensive plan shall include an economic  
31          development element which will include an estimate of the type and number of jobs to be  
32          accommodated in the jurisdiction during the next 20 years.

33          ED-5. The county shall work with Snohomish and Pierce Counties to develop a

1 joint 20-year regional economic development strategy.

2 **1. Strengthen, Expand, and Diversify the Economy**

3 ED-6. Local jurisdictions plans shall include policies that actively support the  
4 retention and expansion of the economic base of the multicounty region. Local  
5 jurisdictions and the County shall work cooperatively on a regional basis and invite private  
6 sector participation to evaluate the trends, opportunities and weaknesses of the existing  
7 economy and to analyze the economic needs of key industries.

8 Local jurisdictions' comprehensive plans shall include policies intended to foster:

9 a. the development and retention of those businesses and industries which  
10 export their goods and services outside the region. These businesses and industries are  
11 critical to the economic strength and diversification of the economy;

12 b. a business climate which is supportive of business formation, expansion,  
13 and retention and recognizes the importance of small businesses in creating new jobs.

14 ED-7. Jurisdictions shall cooperate to establish economic diversification and  
15 development goals for the multicounty region. Jurisdictions shall, in process of  
16 comprehensive planning, identify the contribution they will make to the regional diversi-  
17 fication and development goals.

18 ED-8. Where appropriate, jurisdictions' plans shall include policies intended to  
19 attract and retain industries, firms and jobs, within their locally determined or zoned  
20 manufacturing and industrial areas.

21 ED-9. Jurisdictions shall recognize businesses, facilities, and institutions within  
22 their boundaries that provide opportunities to maintain economic stability and realize  
23 economic growth for the entire region. These include major educational facilities,  
24 research institutions, health care facilities, high value added manufacturing facilities and  
25 port facilities among others. The County and local jurisdictions shall encourage these  
26 institutions, businesses and facilities to thrive while maintaining the environmental and  
27 other goals of the local comprehensive plans.

28 **2. Environment**

29 ED-10. Jurisdictions shall adopt economic development and other policies which  
30 will recognize and help protect the environment as a key economic value in the region.  
31 Local policies shall seek to achieve an appropriate balance between the needs for  
32 economic growth and the need for protecting the environment. Local governments are  
33 encouraged to look for ways to work cooperatively with businesses to help them comply

1 with environmental regulations and to develop policies that result in environmental  
2 protection through regulatory processes that are understandable and efficient.

3 ED-11. In cooperation with water and electricity providers, local jurisdictions,  
4 including sewer and water districts, shall encourage programs for water and power  
5 conservation in public facilities and in the private sector.

6 **3. Human Resources: Economically Disadvantaged Citizens and**  
7 **Neighborhoods, Job Training and Education**

8 ED-12. Jurisdictions' comprehensive plans shall address the historic disparity in  
9 income and employment opportunities for minorities, women and economically  
10 disadvantaged individuals. Jurisdictions shall develop strategies and support community-  
11 based actions to involve minorities, women and economically disadvantaged individuals in  
12 improving their economic future. The plans shall recognize their special needs and each  
13 jurisdiction should commit, based on their plans, resources in human services, community  
14 development, housing, economic development and the public infrastructure, to address the  
15 inequalities referred to above.

16 ED-13. Job training, retraining, and educational opportunities are critical to  
17 develop and maintain a highly skilled workforce. Jurisdictions shall cooperate in efforts  
18 to meet these training and educational needs on a countywide basis by facilitating the  
19 implementation of programs to meet the educational and training needs and to identify  
20 partnerships and funding opportunities where appropriate.

21 **4. Direct Governmental Actions: Land Supply, Infrastructure, and**  
22 **Permitting**

23 ED-14. Jurisdictions shall cooperate on a countywide basis to inventory, plan for,  
24 and monitor the land supply for commercial, industrial, institutional, resource and  
25 residential uses. Local jurisdictions shall, in five year increments, for the next 20 years  
26 identify the amount, character and uses of land needed to achieve the jurisdictions' job  
27 growth goals;

28 ED-15. Local comprehensive plans should include policies which foster a climate  
29 supportive of the siting needs of industrial users and that recognize the important role they  
30 play in creating high-wage jobs. Local plans are encouraged to include policies designed  
31 to ensure that industrial use of industrial-zone land is not unduly encroached upon or  
32 limited by non-supporting or incompatible uses.

33 Local policies and plans are encouraged to support the continued availability of

1 land for those industrial and supporting or compatible activities dependent on critical  
2 infrastructure as identified in local comprehensive plans. Jurisdictions should consider  
3 zoning or other means to provide opportunities for those uses in areas where infrastructure  
4 facilities can be utilized to exploit the economic benefit of that infrastructure.

5 ED-16. Jurisdictions are encouraged to promote the siting of resource-based and  
6 agricultural-based industrial activities close to the location of the natural resource whether  
7 outside or inside the urban growth boundary. Jurisdictions are encouraged to recognize  
8 forest land as a sustainable economic resource.

9 ED-17. Where jurisdictions, including water and sewer districts, have  
10 responsibility to provide infrastructure and/or services or to plan for them they shall  
11 include the goals of economic development as an important part of their decision making  
12 process.

13 ED-18. Jurisdictions shall cooperatively develop funding strategies for  
14 governmental infrastructure which take into account economic development goals, and  
15 consider the costs and benefits for the jurisdictions, and the region.

16 ED-19. Jurisdictions shall seek state legislative approval of state funding and  
17 regulatory strategies to fund environmental clean-up of industrial sites. Jurisdictions shall  
18 work together on a collaborative basis to develop alternative local, county and state  
19 financing and regulatory strategies to assist with the funding of environmental clean-up of  
20 industrial sites.

21 ED-20. Jurisdictions shall identify geographic areas that can be developed or  
22 redeveloped into manufacturing/industrial areas, and coordinate with utility providers to  
23 build the necessary infrastructure. Jurisdictions are encouraged to provide public  
24 incentives to promote basic employment associated with manufacturing.

25 ED-21. To maintain the economic vitality of King County, regulatory reform must  
26 occur with the implementation of GMA requirements. To carry out this goal, jurisdictions  
27 shall adopt permitting processes with defined milestones for prompt approval of projects  
28 that conform with the local jurisdiction's development regulations. To carry out this  
29 policy the following actions shall be taken:

30 a. No later than January 1996, jurisdictions shall identify to the GMPC or  
31 its successor current permit process timeframes and barriers to speedy permit approval,  
32 including discussion of operational and cost considerations.

33 b. Eliminate redundant permit reviews and appeals;

1 c. Establishing consistent mitigation requirements containing clear stan-  
 2 dards, and facilitating projects that meet these established standards;

3 d. Focusing the scope of public appeal processes for a project to those  
 4 issues that relate directly to specific impacts of the project; and

5 e. Adopting procedures to perform concurrent permit review whenever  
 6 possible.

7 ED-22. Jurisdictions may prepare non-project environmental impact statements to  
 8 address, in a comprehensive manner, the probable significant adverse impacts of future  
 9 development.

10 ED-23. Jurisdictions are encouraged to establish a master utility permit process in  
 11 conjunction with approval of land use permits such as short plats, subdivisions and master  
 12 planned developments. Utilities may include both publicly and privately owned utilities  
 13 for electricity, natural gas, water, sanitary sewer, surface water management and  
 14 telecommunications. All utility extensions and required new construction may be  
 15 reviewed as part of the master utility permit.

#### 16 5. Private/Public Partnerships

17 ED-24. Jurisdictions shall foster the development and use of private/public  
 18 partnerships to implement economic development policies, programs and projects.

### 19 IX. REGIONAL FINANCE AND GOVERNANCE

#### 20 ~~((B-))~~A. Finance and Governance Plans

21 *A fiscal analysis is required by the GMA. The purpose of the fiscal analysis is for*  
 22 *King County to realistically assess the fiscal costs and constraints of implementing the*  
 23 *CPPs and thereby to contribute to the design of an effective strategy to overcome those*  
 24 *constraints. ((This section of policies is intended to bring together references to financial*  
 25 *matters found in earlier chapters see Chapter II, "Rural Area" and "Urban and*  
 26 *Manufacturing/Industrial Centers," Sections B and D) and to provide direction for the*  
 27 *fiscal analysis of the anticipated results of implementing the countywide planning*  
 28 *policies.))*

29 In order to evaluate the Fiscal Impacts of the initial Countywide Planning Policies  
 30 adopted by King County in 1992 and Phase 2 Amendments pursuant to GMA, and King  
 31 County Ordinance #10450, the GMPC created the Fiscal Impact Analysis and Economic  
 32 Development (Fis/Ed) Task Force. The GMPC directed this Task Force to perform the  
 33 required fiscal analysis and recommend appropriate policies to the GMPC. The GMA

1 requires an analysis of the fiscal impacts to be completed when adopting countywide  
2 planning policies. King County Ordinance #10450 requires that an in-depth analysis be  
3 conducted to evaluate the fiscal and economic impacts of the CPPs on governments,  
4 businesses and individuals. The 1992 CPP Policy FW-32 requires that jurisdictions  
5 cooperatively identify regional funding sources and establish regional financing strategies.  
6 Fiscal analysis of the CPPs contains discussion of anticipated fiscal impact on the county  
7 and cities. The Fis/Ed Task Force completed the work program adopted by the GMPC to  
8 accomplish the legal requirements for the fiscal analysis and transmitted their findings to  
9 the GMPC in a Final Report on May 4, 1994.

10 The Fiscal Analysis, Chapters 1 through 8, of the Final Report of the Fiscal  
11 Analysis and Economic Development Task Force which was transmitted to the GMPC on  
12 May 4, 1994 is hereby incorporated by reference as the Fiscal Analysis for the  
13 Countywide Planning Policies.

14 FW-((36))37. To implement the Countywide Planning Policies, jurisdictions shall  
15 cooperatively identify regional funding sources and establish regional financing strategies  
16 by July 1, 199((3))6. Such strategies shall consider the infrastructure and service needs of  
17 Urban Centers, Manufacturing Industrial Centers, Activity Areas, Business/Office Parks,  
18 other activity concentrations, and rural areas. Such strategies shall also provide incentives  
19 to support the Countywide Planning Policies and should:

20 a. Make existing and newly identified funding sources respond in the most  
21 flexible way to meet countywide needs;

22 b. Ensure that a balance of services is available countywide to meet,  
23 among others, human service, public safety, open space and recreation, education, and  
24 transportation needs; and

25 c. Evaluate current revenue and service demands and the potential for more  
26 effective coordination of service delivery.

27 FW-38. In order to implement the Countywide Planning Policies, key investments  
28 need to be identified and implemented. Public resources shall include countywide,  
29 regional, state and federal funds. King County and its cities shall develop a Regional  
30 Financing Plan including sources for the key investments by July, 1996.

31 a. The Regional Financing Plan should establish priorities for regional  
32 infrastructure investments including transportation, water, sanitary sewer, storm water,  
33 parks and open space.

1            b. The Regional Financing Plan should emphasize strategies to achieve  
2 environmental clean-up, redevelopment, affordable housing and regulatory reform.

3            c. The Regional Financing Plan should consider the recommendations on  
4 regional infrastructure investments which may be contained in the Foundations for the  
5 Future: Regional Economic Strategy's Action Plan due out in late 1994.

6            d. Local jurisdictions' eligibility for shared funding through regional agencies  
7 and consortia shall be dependent upon collaboration in development and execution of this  
8 work program.

9            FW-39. In order to implement the Countywide Planning Policies, a Regional  
10 Governance Plan shall be adopted by King County and the cities. This plan shall be  
11 developed in a collaborative process with local jurisdictions, special districts, citizens and  
12 business representing a broad range of stakeholders. This proposal shall:

13            a. Evaluate opportunities for government consolidation.

14            b. Match service responsibilities of jurisdictions with the fiscal capacity to  
15 maintain services at the level desired by taxpayers; and

16            c. Define appropriate regional and local responsibilities for service delivery.

17            RF-1. King County and its cities shall seek authority from the State Legislature to  
18 facilitate public sector assemblage of land for the purpose of redevelopment.

19            RF-2. King County and its cities shall seek authority from the State Legislature to  
20 establish special "Urban Center Districts" where increments of new revenues resulting  
21 from redevelopment can be allocated ((allocated)) for infrastructure financing.

22            RF-3. All jurisdictions shall adopt policies, to stimulate construction or  
23 preservation of affordable housing in centers, infill and redevelopment areas.

24            RF-4. Each city with a potential annexation area shall enter into an interlocal  
25 agreement with the County for defining service delivery responsibilities. A financing plan  
26 for investments in the annexation areas shall be included in the interlocal agreement for  
27 capital facilities and service delivery. Level-of-service standards and financial capacity  
28 should be considered for each area, together with density issues and phasing of  
29 developments.

30            RF-5. In order to transition governmental roles so that the cities become the  
31 provider of local urban services and the county becomes the regional government  
32 providing countywide and rural services, unincorporated urban growth areas are  
33 encouraged to annex or incorporate within the 20-year timeframe of these policies. To

1 achieve this goal, all cities that have identified potential annexation area shall enter into  
2 interlocal agreements with King County that includes a plan for development standards  
3 and financing of capital and operating expenditures during the period prior to annexation.  
4

5 **B. Implementation (Implementation) and Transition**

6 Countywide Planning Policies are intended to affect directly only local  
7 comprehensive plans. However, the GMPC recognizes that, indirectly, Countywide  
8 Planning Policies will ultimately have a broad ranging impact on zoning, existing uses,  
9 lots and structures throughout the adoption of development regulations that are consistent  
10 with local comprehensive plans. It is not possible to fashion on a countywide basis rules  
11 of transition that will account for these impacts. Cities and the County need flexibility to  
12 adopt rules that govern transition issues allowing local implementation to occur in an  
13 orderly, fair and predictable manner. Anticipating, understanding and providing  
14 reasonable rules to govern the conversion from old to new GMA plans and development  
15 regulations is best addressed in local plans and development regulations.

16 TP-1. All jurisdictions shall implement these countywide planning policies through  
17 adoption of comprehensive plans. Countywide planning policies will affect existing legal  
18 zoning uses, structures, and lots only through locally adopted development regulations that  
19 are consistent with adopted comprehensive plans.

20 TP-2. Local plans and development regulations may provide rules of transition,  
21 governing such matters as zoning ((zoning)) and existing legal uses, structures and lots,  
22 including pending applications for development approval.  
23

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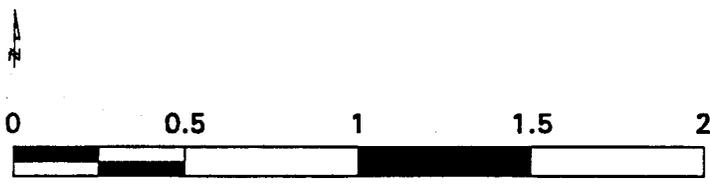
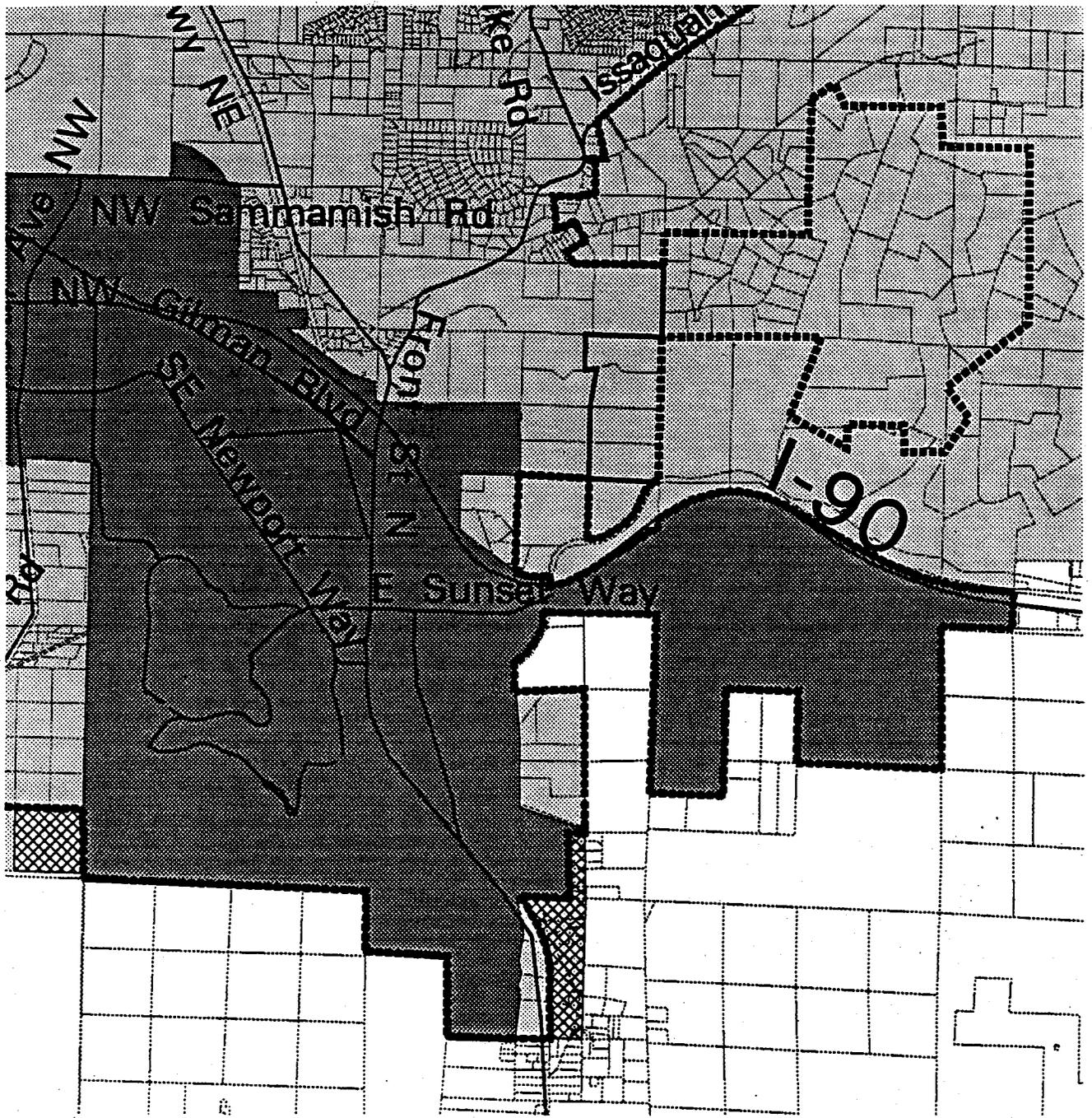
APPENDIX 1

Urban Growth Areas Map

This UGA map is a planning policy recommendation to be followed by the Metropolitan King County Council when it adopts the final Urban Growth Area in its 1994 Comprehensive Plan.



# 11446 Issaquah - East Urban Growth Area



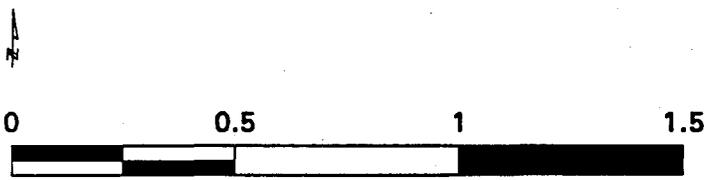
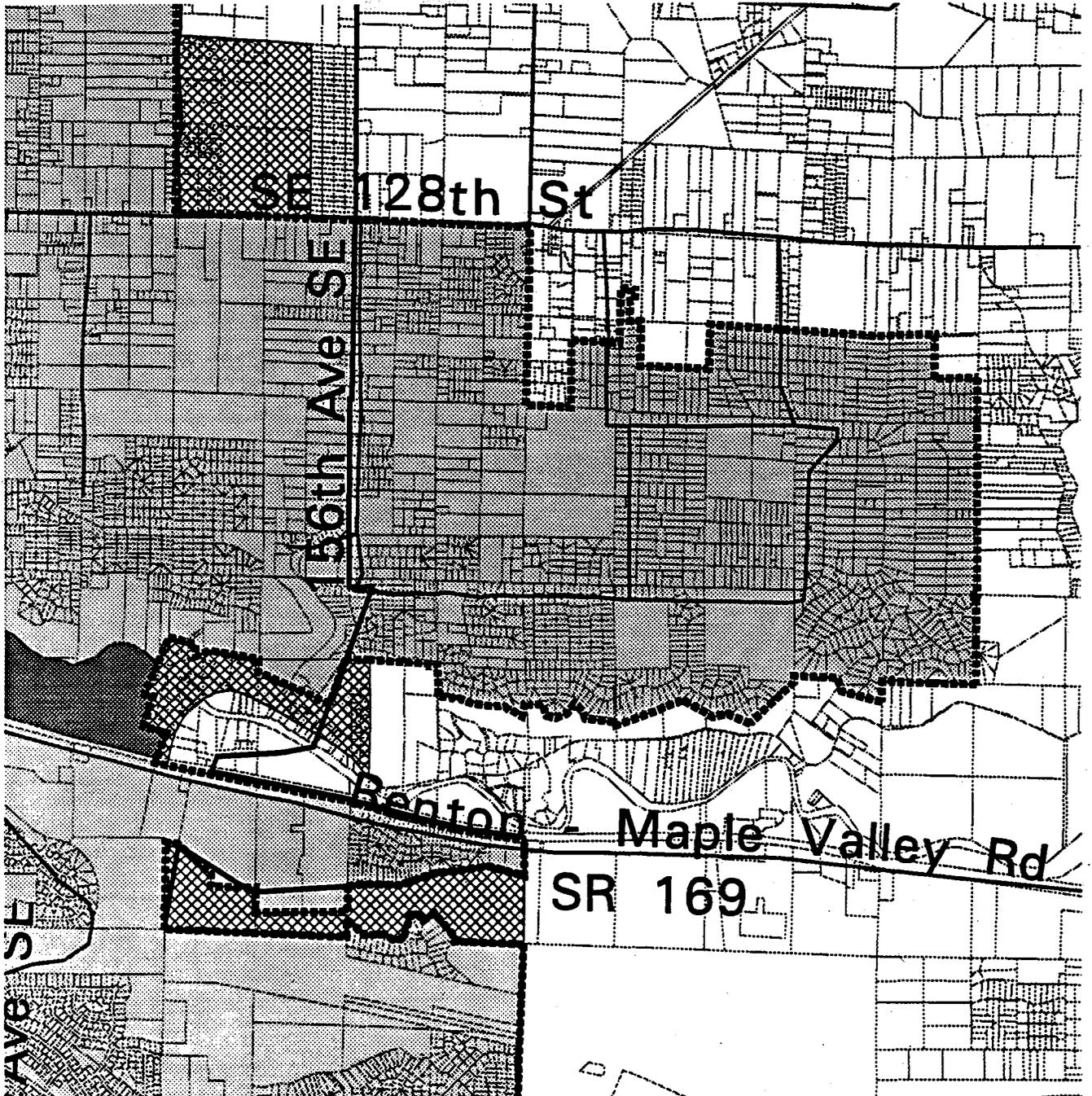
MILES

-  Incorporated Areas
-  Potential Annexation Area
-  1993 Interim Urban Growth Area line
-  Proposed Urban Growth Area Line
-  Roads
-  Parcels
-  Joint Planning Area



# Renton - East Urban Growth Area

# 11446

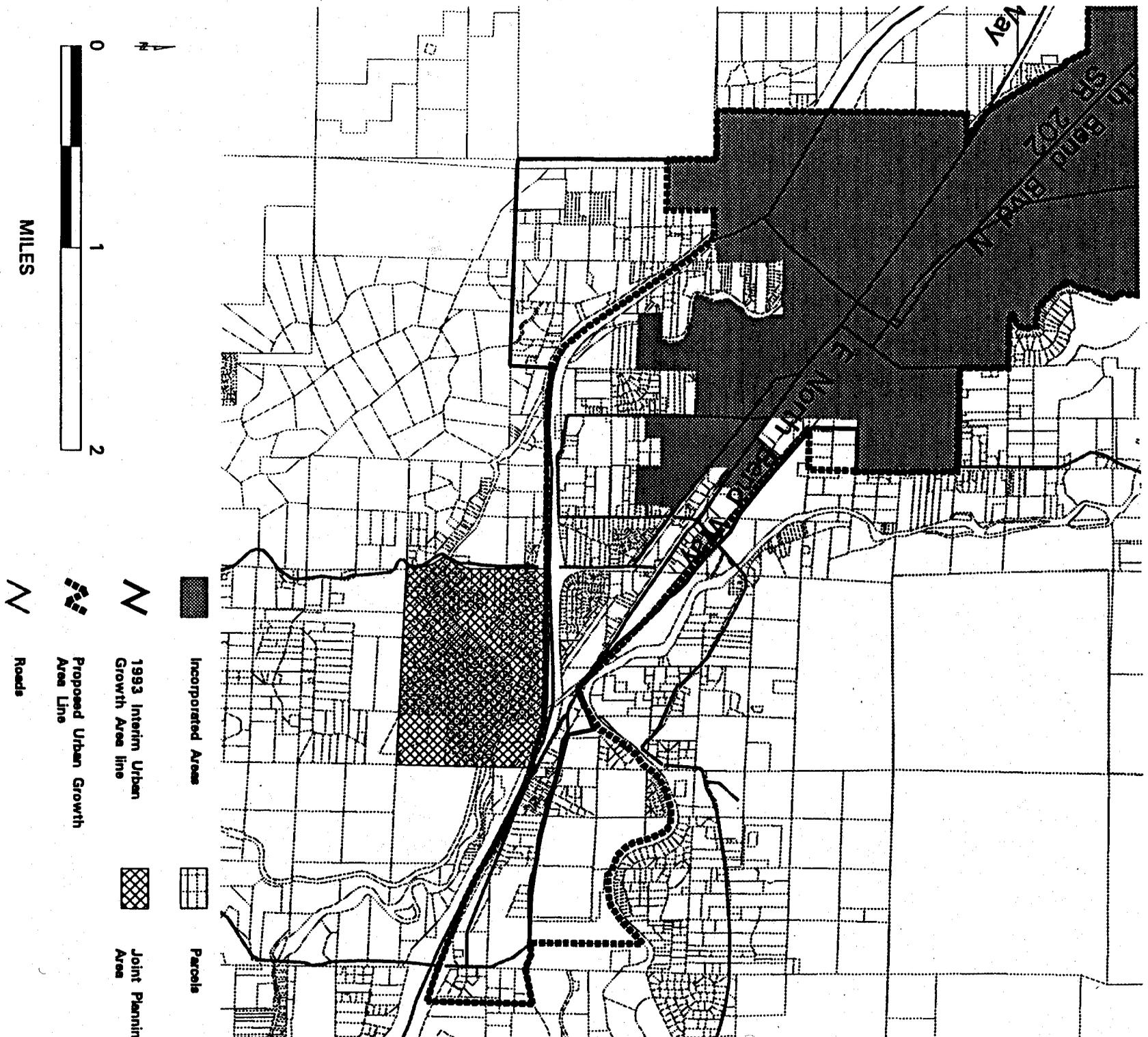


MILES

King County PCDD 1994

- |   |                                     |   |                     |
|---|-------------------------------------|---|---------------------|
|  | Incorporated Area                   |  | Roads               |
|  | Potential Annexation Area           |  | Parcels             |
|  | 1993 Interim Urban Growth Area line |  | Joint Planning Area |
|  | Proposed Urban Growth Area Line     |   |                     |

# 11446 North Bend Urban Growth Area

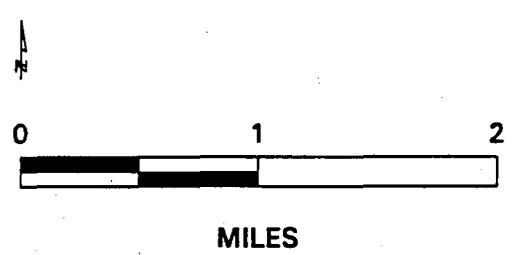
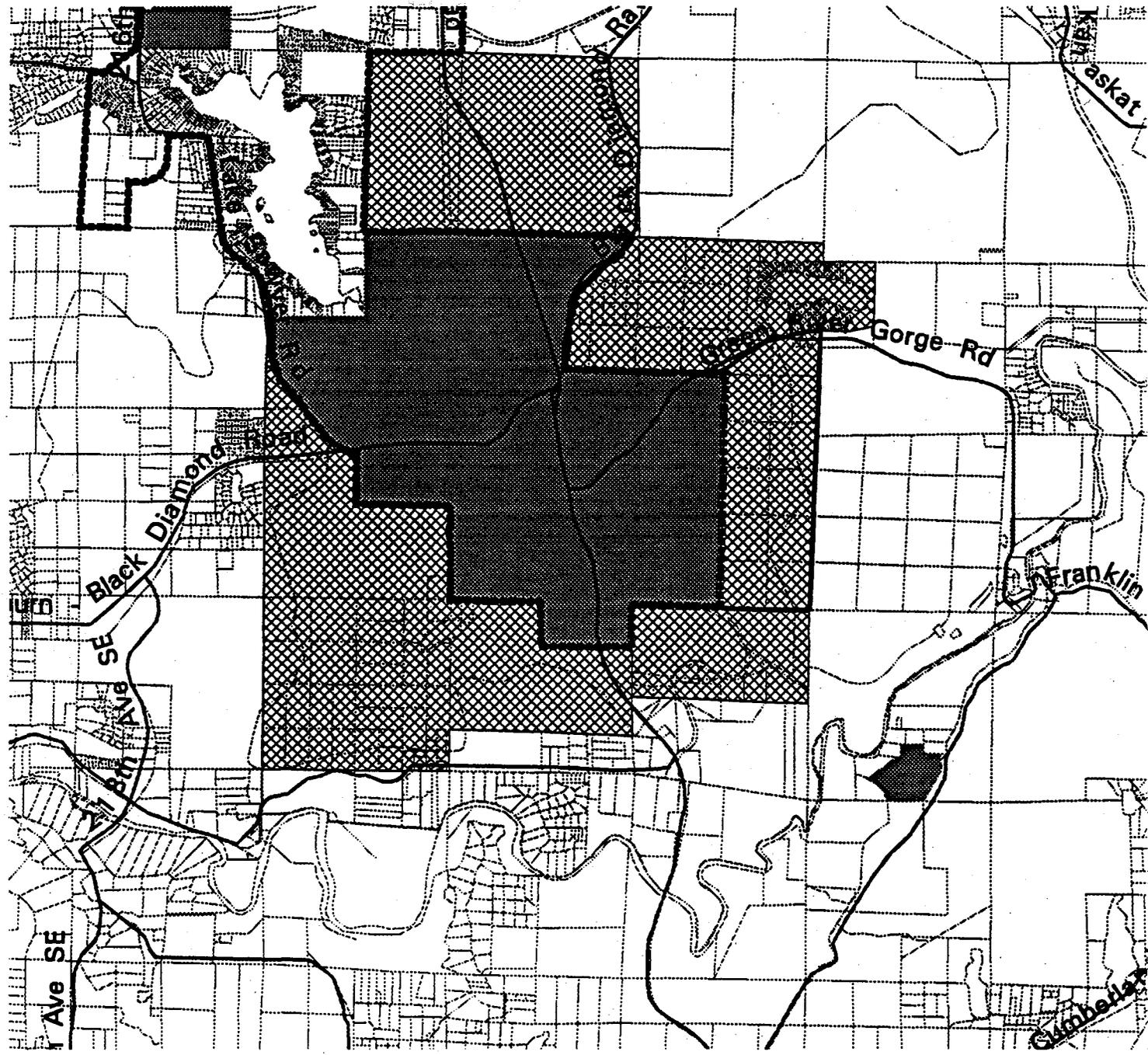


King County PCDD 1994

# Black Diamond / Lake Sawyer Urban Growth Area

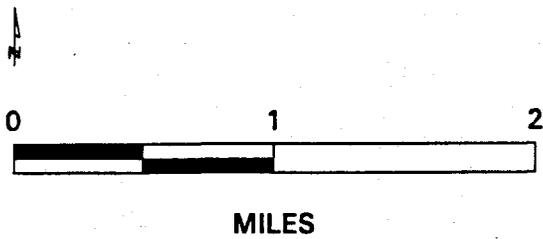
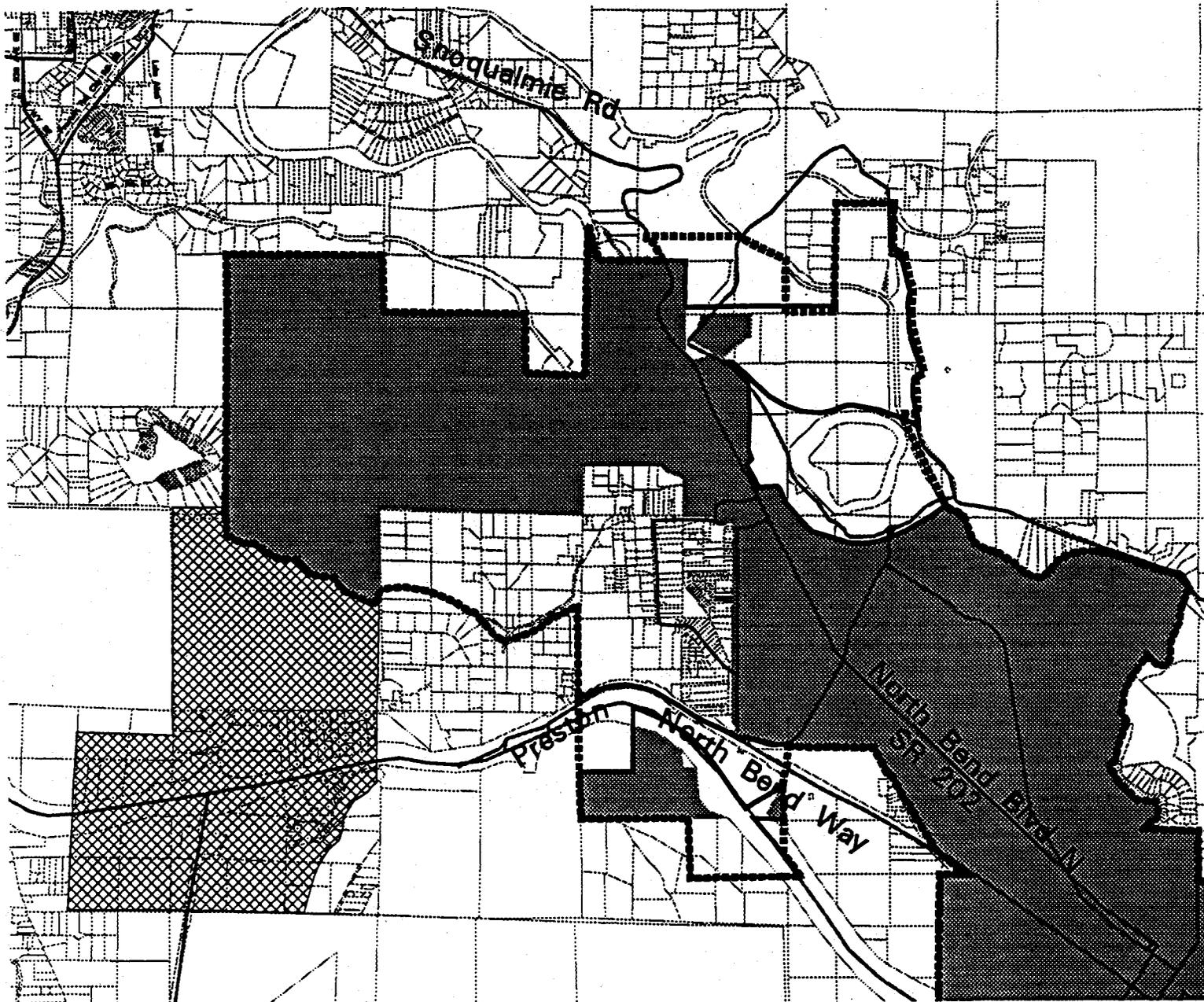
# 11446

City of Black Diamond to provide updated  
Joint Planning Area of 3,000 Acres



-  Incorporated Area
-  Parcels
-  1993 Interim Urban Growth Area line
-  Joint Planning Area
-  Proposed Urban Growth Area Line
-  Roads

# 11446 Snoqualmie Urban Growth Area



- |   |                                     |   |                     |
|---|-------------------------------------|---|---------------------|
|  | Incorporated Areas                  |  | Parcels             |
|  | 1993 Interim Urban Growth Area line |  | Joint Planning Area |
|  | Proposed Urban Growth Area Line     |   |                     |
|  | Roads                               |   |                     |

APPENDIX 2

Household and Employment Ranges

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CITIES	Net New Households	Net New Hhld Ranges		Net New Employment	Net New Emp. Ranges	
		Low	High		Low	High
Algona	404	346	462	350	300	400
Auburn	8,082	6,553	9,610	11,100	9,000	13,200
Beaux Arts	0	0	0	0	0	0
Bellevue	8,575	7,680	9,550	28,250	25,300	31,200
Black Diamond	1,033	947	1,119	1,200	1,100	1,300
Bothell (KC part)	1,931	1,448	2,413	2,900	2,150	3,600
Burien	1,796	1,596	1,995	450	400	500
Carnation	404	404	404	0	0	0
Clyde Hill	12	12	12	0	0	0
Des Moines	1,796	1,437	2,155	2,500	2,000	3,000
Duvall	1,886	1,563	1,759	1,700	1,600	1,800
Enumclaw	2,626	2,182	2,667	1,000	900	1,100
Federal Way	14,996	13,425	16,566	14,800	13,300	16,400
Hunts Point	4	4	4	0	0	0
Issaquah	2,694	1,879	3,508	4,300	3,000	5,600
Kent	6,735	6,120	7,500	11,500	10,450	12,550
Kirkland	5,837	5,328	6,346	8,600	7,800	9,300
Lake Forest Park	135	101	168	200	150	250
Medina	17	17	17	0	0	0
Mercer Island	1,122	1,056	1,188	1,700	1,600	1,800
Milton	18	18	18	0	0	0
Normandy Park	135	135	135	0	0	0
North Bend	1,527	1,266	1,787	2,050	1,700	2,400
Pacific	1,212	606	1,818	100	50	150
Redmond	11,458	9,637	12,760	29,509	29,500	34,750
Renton	8,890	7,730	10,049	23,000	20,000	26,000
SeaTac	3,592	3,546	7,500	15,800	15,600	26,900
Seattle	53,877	48,233	59,520	132,700	118,800	146,600
Skykomish	27	27	27	0	0	0
Snoqualmie	2,784	1,942	3,625	4,500	3,100	5,820
Tukwila	5,388	4,761	6,014	22,250	19,000	24,000
Woodinville	1,796	1,750	1,842	1,950	1,900	2,000
Yarrow Point	18	18	18	0	0	0
<b>City Totals</b>	<b>150,803</b>	<b>131,768</b>	<b>172,558</b>	<b>322,409</b>	<b>288,700</b>	<b>370,620</b>
<b>Uninc. KC</b>	<b>44,897</b>	<b>40,048</b>	<b>50,000</b>	<b>25,000</b>	<b>23,300</b>	<b>28,700</b>
<b>GRAND TOTAL</b>	<b>195,700</b>	<b>171,816</b>	<b>222,558</b>	<b>347,409</b>	<b>312,000</b>	<b>399,320</b>

Source: Growth Management Planning Council, May 14, 1994.

APPENDIX 3  
Affordable Housing Index

1

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The Jobs/Housing Index was developed by the Affordable Housing Technical Forum as a way to adjust housing targets based on each jurisdictions existing concentrations of low-cost housing and low-wage employment. A Low-Wage Jobs Index greater than one indicates that the proportion of lower wage employment is greater than the county average; a Low-Cost Housing Index greater than one indicates that the proportion of lower cost housing is less than the county average. The Jobs/Housing Index is computed by multiplying the jobs and housing indexes together.

Policy AH-2 establishes planning targets for housing affordable to households with incomes between 0 and 50 percent of the county median income. Based on the Jobs/Housing Index, jurisdictions should plan for a number of units that is either 20 or 24 percent of projected net new housing units, as follows:

Jobs/Housing Index greater than one: 24 percent.

Jobs/Housing Index less than one: 20 percent.

Jurisdiction for which Index could not be computed (shown as NA): 20 percent.

Jurisdiction	Low Wage Jobs		Low Cost Housing		Jobs/Housing Index
	Jobs	Index	Units	Index	
Algona	73	0.85	406	0.61	0.52
Auburn	5,362	0.83	9,245	0.65	0.54
Beaux Arts	NA	NA	3	20.74	NA
Bellevue	22,297	1.08	12,801	1.39	1.50
Black Diamond	59	1.28	259	0.73	0.93
Bothell	1,691	1.19	1,704	1.2	1.43
Carnation	64	0.85	248	0.81	0.69
Clyde Hill	31	0.52	21	26.07	13.56
Des Moines	1,564	1.27	4,473	0.74	0.94
Duvall	56	0.87	229	1.74	1.51
Enumclaw	1,174	1.17	2,106	0.65	0.76
Federal Way	6,384	1.26	14,107	0.89	1.12
Hunts Point	0	0	7	14.14	NA
Issaquah	1,676	1.17	1,594	1.01	1.18
Kent	8,067	0.78	11,526	0.69	0.54
Kirkland	5,472	1.17	6,955	1.17	1.37
Lake Forest Pk.	554	1.28	251	2.98	3.81
Medina	25	0.91	54	10.67	9.71
Mercer Island	1,697	1.11	1,227	3.21	3.56
Milton	NA	NA	77	1.08	NA
Normandy Park	352	1.23	488	2.68	3.30
North Bend	506	1.15	595	0.84	0.97
Pacific	147	0.85	1,107	0.67	0.57
Redmond	7,296	0.96	5,103	1.34	1.29
Renton	9,675	0.77	11,999	0.75	0.58
Sea Tac	4,497	0.91	6,528	0.69	0.63
Seattle	129,451	1.02	134,526	0.87	0.89
Skykomish	NA	NA	72	0.63	NA
Snoqualmie	444	1.18	426	0.74	0.87
Tukwila	10,875	0.85	4,256	0.65	0.55
Yarrow Point	0	0	17	11.2	NA
<b>Cities</b>	<b>219,489</b>	<b>1.00</b>	<b>232,410</b>	<b>0.91</b>	<b>0.91</b>
<b>Uninc. KC:</b>	<b>32,885</b>	<b>1.03</b>	<b>66,775</b>	<b>1.32</b>	<b>1.36</b>
<b>KC TOTAL</b>	<b>252,374</b>	<b>1.00</b>	<b>299,185</b>	<b>1.00</b>	<b>1.00</b>

Source: King County Planning and Community Development Division, 1993.

#### Notes

1. Low-wage jobs are estimated using Puget Sound Regional Council employment data for five sectors, converted to lower income quartile households. King County Planning and Community Development, 1992.
2. Proportion of low-wage jobs relative to the county average.
3. Rental housing units with rents less than \$700 per month, plus owned housing units valued at less than \$100,000, in 1990 dollars. 1990 Census.
4. Proportion of low-cost housing relative to the county average.
5. Low-wage jobs index (2) multiplied by the low-cost housing index (4).

APPENDIX 4  
Land Capacity Work Program

1

2

DRAFT WORK PROGRAM  
Improving King County Land Capacity Data

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Background

King County jurisdictions have prepared estimates of land capacity to accommodate future growth to the year 2010 and beyond. Land capacity refers to the additional dwelling units (for residential uses) or square feet of floor space (for commercial or industrial uses) that can be built in a particular geographic area given specific assumptions about zoning, the land base, and development practices.

This work was initiated in the summer of 1991 to meet the requirements of Countywide planning and comprehensive plan revisions called for in the state's 1990 Growth Management Act (GMA). King County jurisdictions came together to form a Data Resources Technical Forum, which developed common methods to guide the work.

After extensive work using King County Assessor parcel data, supplemented in several cases by local surveys, jurisdictions finished preliminary estimates of land capacity in the summer of 1992. In the fall of 1992, members of the Data Forum began meeting with individuals from the private sector with extensive knowledge of King County land development practices. These meetings continued into the summer of 1993 and resulted in the Forum recommending additional refinements to the land capacity estimates.

In its initial capacity work, Data Forum members prepared estimates for both vacant land and redevelopment potential. Jurisdictions started by estimating the theoretical yield under current zoning and then discounted for environmentally sensitive areas such as wetlands or steep slopes, right-of-way, and land needed for other public purposes such as parks or schools.

Discussions with the private sector led to recommendations that an additional discount be made for "market factors" because not all lands will be available for development during the 20 year horizon specified for planning by the GMA. The Forum also recommended jurisdictions add a 25% cushion to their revised zoning capacity to allow markets to work efficiently, without undue pressure on land prices. A program to monitor land capacity was also recommended to ensure a continuing source of information on the capacity of land to accommodate future growth.

The land capacity estimates have been reported in the Draft Supplemental Environmental Impact Statement on the Countywide Planning Policies called for by the GMA. They have also been the subject of briefings to the Affordable Housing and Fiscal Analysis and Economic Development (Fis/ED) Task Forces set up to advise the Growth Management Planning Council on possible refinements to the Countywide Policies.

Continuing discussion surrounding the land capacity estimates led the Fis/ED Task Force to establish a committee to review the land capacity estimates in March 1994. The Committee expressed concern with both the data and methods used in the land capacity work undertaken by the jurisdictions. While both residential and the commercial/industrial estimates were viewed critically, there was agreement that, of the two, the commercial/industrial estimates are most in need of additional work. The work program outlined below responds to this need.

#### Proposed Work Program

The proposed work will be undertaken over an 18-month period as part of the Phase III work program for the Countywide policies. Work will begin either upon adoption of Phase II policy refinements by the Metropolitan King County Council in July, 1994 or in January, 1995, depending upon the availability of budget resources (see below).

All tasks will involve cooperative work between the public sector members of the Data Resources Technical Forum and representatives from the private sector with expertise in land development issues.

The objective of the work program is to produce an improved, updated set of land capacity estimates, to establish a baseline from which regular, ongoing monitoring can proceed. Consensus between public and private sector participants should be enhanced by cooperatively working through elements of data and methodology to produce refined estimates.

Tasks will be undertaken in priority order, commercial and industrial lands first, then residential lands. The logical steps to follow are:

#### A. LAND CAPACITY ESTIMATION

- \* discuss and decide upon methods for estimating capacity.
- \* extract 1994 data from the Assessor's computerized system.
- \* field test and fine tune methods by examining a small number of representative parcels.
- \* distribute data to jurisdictions for use in updating their capacity estimates.
- \* produce estimates for both six year (CIP) and 20 year (GMA) horizons.
- \* assist jurisdictions as needed as they prepare refined estimates.
- \* review and evaluate estimates received from jurisdictions.

#### B. ESTIMATING DEMAND FOR FUTURE LAND USES

- \* estimate the demand (forecasts) for future uses, for both the six and 20 year planning horizons.

## C. BALANCING SUPPLY AND DEMAND

- \* compare projected demand to the estimated capacity of lands to absorb growth.

- \* recommend zoning and other adjustments as needed to ensure the adequacy of the capacity planned to accommodate future growth. Establish parameters to help decide when corrective action is called for.

## D. DATABASE MAINTENANCE AND MONITORING

The tasks in this section will follow the development of refined baseline land capacity estimates. They are not, strictly speaking, part of this work program and are not included in next section on budget.

- \* monitor and report on key indicators of new development and land capacity on a continuing basis, as specified in the refined Countywide Policies, to ensure accomplishment of policy goals.

- \* support the development and sharing of Geographic Information System technology to facilitate routine updating of land capacity estimates.

Financing the Work Program

Substantial resources and time will be needed to produce new and improved land capacity estimates.

The general approach we recommend is to use the membership of the Data Resources Technical Forum, augmented with private sector representation, to oversee the work program.

King County will provide staffing for the work of the Forum. This will include preparation of agendas, scheduling meetings, assisting cities with data problems, resolving disputes, and preparing maps, reports and other materials as needed. This will require an estimated two staff working half time for the estimated 18 month duration of the project.

Jurisdictions will be responsible for participating in the deliberations of the Data Forum and for preparing their own revised capacity estimates, requesting assistance from County staff as needed.

Once agreement is reached on the elements of the work to be undertaken, a detailed timeline and budget request will be prepared. Approximately \$95,000 will be needed for project staffing plus O&M support.

## APPENDIX 5

## TRANSPORTATION

TRANSPORTATION: Requirements of the Growth Management ActCountywide 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)].
6. Level of Service, concurrency, and parking policy guidelines [as required by Countywide Planning Policy T-4].

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, 1994 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 six months 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

1 Pollution Control Agency. The current strategy for meeting CAAA vehicle emissions  
 2 requirements include:

3 •expanded inspection and maintenance program, and  
 4 •a regional implementation of the Commute Trip Reduction Law cited below.  
 5 The State Commute Trip Reduction Law of 1991 requires reductions in vehicle  
 6 miles traveled. Employers of 100 or more employees are directed to reduce work travel  
 7 demand by 35 percent by 1999. Ordinances adopted by the county and cities must be  
 8 coordinated with transit agencies, regional planning organizations and major employers;  
 9 and they must be consistent with commute trip reduction plans of neighboring  
 10 jurisdictions.

11 State law provides for the development of a High Capacity Transit (HCT) system  
 12 within the Puget Sound Area. The law requires that transit agencies (Metro, Pierce  
 13 Transit, Snohtran, Community Transit and Everett Transit) jointly plan the implementation  
 14 of such a system. For that purpose, the Joint Regional Policy Committee was formed and  
 15 charged with the responsibility of recommending a system plan and financial program that  
 16 would implement the HCT system. This plan is being developed in support of the Vision  
 17 2020 Regional Growth Strategies; this vision calls for creation of a regional system of  
 18 central places linked by High Capacity Transit facilities, and an interconnected system of  
 19 freeway High Occupancy Vehicle (HOV) lanes.

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

### 30 Countywide Level of Service Framework

31 The following Countywide Level of Service Framework Guiding Principles were  
 32 adopted by the GMPC on July 21, 1993 in response to Countywide Planning Policy T-4.  
 33 They are provided as advisory guidelines for local jurisdictions to consider (intended to

1 guide local jurisdictions)) as they develop level of service standards.

2 *Use a multi-modal LOS approach*

3 1. Jurisdictions should use a multi-modal approach for long-range  
 4 transportation planning. Instead of relying on traditional measurements for passenger  
 5 cars, new LOS standards should encourage the use of transit, transportation demand  
 6 management, and nonmotorized travel.

7 *Establish non-SOV mode split goals*

8 2. Local jurisdictions should work with Metro to establish non-SOV mode  
 9 split goals. These local goals shall be coordinated to achieve county and regional goals.  
 10 Local jurisdictions and the County should work with the state, transit agencies, and the  
 11 PSRC to develop regional mode split goals.

12 *Develop (supply-side) transit performance measures*

13 3. Metro should develop supply-side transit LOS measures that include  
 14 service availability and service quality. Transit service availability describes the types of  
 15 service available (rail, regular bus, and express bus) and its orientation (service to  
 16 designated centers and service to areas outside centers). Service quality describes the  
 17 minimum route coverage, frequencies, and headways. Transit travel times and on-time  
 18 performance standards are optional, appropriate jurisdiction policies and actions shall  
 19 accompany their use.

20 *Develop demand-side transit performance measures*

21 4. In order to achieve non-SOV mode split goals, jurisdictions should adopt  
 22 policies and implement actions that support transit investments. Transit supportive  
 23 policies create the operating environment to promote increased transit mode share.  
 24 Supportive policies and actions include, but are not limited to, the following: parking  
 25 minimums and maximums, provisions for transit facilities, transit-oriented development  
 26 guidelines, provisions for High Occupant Vehicle (HOV) and Transportation System  
 27 Management (TSM) treatments, Transportation Demand Management (TDM), and  
 28 Commute Trip Reduction (CTR) ordinances.

29 *Develop regional LOS standards and thresholds*

30 5. Local jurisdictions, the state, and transit agencies should work with the  
 31 Puget Sound Regional Council (PSRC) to develop LOS standards for regional facilities.  
 32 Local Jurisdictions and agencies should provide on-going review of the PSRC's regional  
 33 LOS studies, and make recommendations to the Growth Management Planning Council

1 and Transportation Policy Board regarding LOS standards for regional transportation  
 2 systems, including freeways, High Capacity Transit, and ferries.

3 *Average arterial LOS*

4 6. Jurisdictions will determine the appropriate areas or corridors to measure  
 5 LOS. Each jurisdiction should average LOS either by a geographic zone, based on land  
 6 use or travel sheds, or along a travel corridor. Averaging techniques should analyze the  
 7 general congestion of arterials instead of a single intersection or link.

8 *Vary LOS standards by land use or growth management objectives*

9 7. The LOS standard should vary by differing levels of development patterns  
 10 and growth management objectives. For example, lower arterial standards that tolerate  
 11 more congestion should be established for urban centers. Transit LOS standards may also  
 12 vary based upon population and employment densities.

13 *Support the countywide land use vision*

14 8. Each jurisdiction should devise their LOS approach in ways that support  
 15 the countywide land use vision. For example, jurisdictions may use LOS factors that  
 16 measure relative trip lengths or travel time, in support of the countywide land use vision.

17 *Develop a nonmotorized LOS component*

18 9. Local jurisdictions should develop a nonmotorized component of their  
 19 LOS standard. For example, jurisdictions may use a checklist that indicates whether or  
 20 not fundamental nonmotorized policies, standards, and facilities are in place.

21 *Include state facilities in LOS evaluations*

22 10. State facilities are an integral element of the transportation network.  
 23 Therefore, it is important to include state facilities in long-range planning LOS  
 24 evaluations.

25 *Determine LOS thresholds at the local level*

26 11. Each jurisdiction will determine LOS thresholds and weights appropriate  
 27 for their jurisdiction that are consistent with the countywide vision. For example, one city  
 28 may set a LOS threshold at LOS D citywide, and an adjacent jurisdiction may set an LOS  
 29 E threshold for its urban center and an LOS D threshold for the remainder of the city.

30 *Establish interlocal agreements*

31 12. Applying LOS standards may use interlocal agreements with adjacent  
 32 jurisdictions to coordinate LOS methodologies and resolve differences.  
 33  
 34  
 35

1 Guidelines for Local Transportation Plan Consistency and Development Concurrency  
2 in King County

3 The following Guidelines for Local Transportation Plan Consistency and  
4 Development Concurrency in King County were adopted by the GMPC on January 19,  
5 1994 in response to Countywide Planning Policy T-4. They are intended to guide local  
6 jurisdictions as they develop transportation plans and concurrency regulations.

7 Conclusions

8 King County and the cities in King County should use these guidelines in the  
9 preparation of their transportation elements and comprehensive plans to achieve the  
10 directives of the Growth Management Act and the Countywide Planning Policies. Such  
11 consistency and coordination will serve as the basis for developing the countywide  
12 transportation system to serve the expected growth, change, and development in the cities  
13 and County.

14 Introduction

15 The purpose of these guidelines is to provide for the consistency and coordination  
16 of transportation and land use plans by local planning and transportation agencies within  
17 King County so that the county will be served by a balanced, multimodal transportation  
18 system that functions effectively and efficiently under the guidance of the Countywide  
19 Planning Policies. Autos (SOV and HOV), public transportation (rail, bus, paratransit and  
20 ferry services), freight (rail, truck, ship, and air), and non-motorized modes of travel, as  
21 well as demand management strategies, should be planned to meet the urban and rural  
22 travel needs of King County and to support the land use policies of the County and its  
23 cities. Local transportation elements should balance their land use, level-of-service  
24 standards, travel needs, and financial expectations so that plans can be implemented and  
25 used as the basis to determine the transportation concurrency of individual development  
26 projects.

27 Growth Management Act

28 The Growth Management Act (GMA) requires that the comprehensive plans of  
29 cities and counties be consistent with and coordinated with the comprehensive plans of  
30 other cities and counties with which they have common boundaries. (36.70A.100) The  
31 GMA also requires that counties prepare countywide planning policies (CPP) so that the  
32 required consistency will be achieved. Such policies for countywide transportation  
33 facilities and strategies are required by section 36.70A.210(3)(d) of the GMA.  
34

1 Countywide Planning Policies

2 Following the direction of the GMA, the King County Growth Management  
 3 Planning Council (GMPC) adopted its CPPs in 1992. Policy T-4 of the CPP states that  
 4 the GMPC has the ongoing responsibility to develop and maintain coordinated level-of-  
 5 service (LOS) standards and a concurrency system for countywide transit routes and  
 6 arterial streets (which includes state facilities)

7 The CPP also state in policy FW-17 that infrastructure planning and financing be  
 8 coordinated among jurisdictions so that countywide improvements may be prioritized in  
 9 order to implement the countywide vision and land use plans.

10 Policy FW-18 enables the county and cities to adopt a clear definition of LOS and  
 11 consistency requirements, and to establish a consistent process for implementing  
 12 concurrency.

13 Consistency and Coordination Guidelines for Local Transportation Plans and  
 14 Development Concurrency

15 1. Definitions

16 The terms consistency, coordination, and concurrency should be used with the  
 17 meanings described in the Washington Administrative Code (WAC 365-195) and the  
 18 RCW. These definitions are as follows:

19 "Concurrency" means that adequate public facilities are available when the impacts  
 20 of development occur. This definition includes two concepts of "adequate public  
 21 facilities" and of "available public facilities" as defined elsewhere in the WAC. Also, the  
 22 RCW states that "concurrent with the development" as applied to transportation means  
 23 that "improvements or strategies are in place at the time of development, or that a  
 24 financial commitment is in place to complete the improvements or strategies within six  
 25 years." (36.70A.070(6)(e))

26 "Consistency" means that no feature of a plan or regulation is incompatible with  
 27 any other feature of a plan or regulation. Consistency is indicative of a capacity for  
 28 orderly integration or operation with other elements in a system.

29 "Coordination" means consultation and cooperation among jurisdictions.

30 2. Land Use and Growth

31 The amounts, timing, and locations of growth that are planned by all  
 32 jurisdictions should be consistent with the Office of Financial Management forecasts for  
 33 King County and with the growth targets and vision adopted by the GMPC.

### 3. Travel

The expected travel demands that are forecast in the transportation elements should be consistent with the land use forecasts, and coordinated with other local jurisdictions. The use of compatible analytical techniques will enable forecast results to be compared across jurisdictional lines.

### 4. Level of Service Standards

The LOS standards adopted by local jurisdictions should be consistent with the LOS Framework Guidelines adopted by the GMPC, and should be coordinated with other local jurisdictions. The LOS standards should be used to identify deficiencies and improvements associated with concurrency.

### 5. Transportation Needs

The new and improved transportation facilities and strategies recommended in transportation plans should be consistent with local mobility needs and LOS standards, and should be coordinated. Facilities should include arterials, transit routes, and state facilities. Strategies should include transportation demand management and system management measures.

### 6. Funding

The sources and funds to pay for the transportation improvements needed to meet LOS standards should be consistent with federal, state, regional, and local funding policies. Projects needing regionally administered funds should be coordinated through the PSRC planning and funding approval process. The funding of transportation elements should include the consideration of the timing and availability of anticipated funds.

### 7. Concurrency

Concurrency applies to the regulation of individual land use actions as described in RCW 36.70A.070(6)(e). It should be derived from the coordination and balancing of land use, LOS standards, transportation needs, and financial resources in the comprehensive plans of local jurisdictions.

### 8. Monitoring and Evaluation

The local jurisdictions and transportation agencies in King County should work together to establish performance benchmarks for the countywide transportation system, so that each can monitor its performance and evaluate the need to improve it. This activity should include the exchange of information, data, and technical analyses.

### 9. Certification and Review

1 The PSRC should consider the use of these guidelines in its certification  
 2 review of local transportation elements of planning jurisdictions in King County.  
 3 Problems of inconsistency with other local and regional plans may be resolved through a  
 4 reassessment of local transportation plans as provided in the GMA.

### 7 Guidelines for Commuter Parking Policies

8 The following Guidelines for Commuter Parking Policies were adopted by the  
 9 GMPC on January 19, 1994 in response to Countywide Planning Policy T-4. These  
 10 policies were proposed and endorsed by the King County Planning Directors and approved  
 11 by the Transportation Caucus on November 11, 1993. They are provided as advisory  
 12 guidelines for local jurisdictions to consider ((intended to guide local jurisdictions)) as they  
 13 develop parking policies.

#### 14 Preamble

15 The purpose of these guidelines is to provide a framework for local jurisdictions to  
 16 use as they review and revise their parking policies. While it is recognized they may need  
 17 some tailoring to fit the needs of individual jurisdictions, they are strongly recommended as  
 18 a means to achieve consistency among local governments in the drafting of their parking  
 19 policies.

20 Revision of parking codes is seen as a process requiring evaluation and modification  
 21 on an iterative basis. Local elected officials should review parking policies and codes every  
 22 few years and adjust them as transportation alternatives improve and experience with their  
 23 impacts gained. To implement these policy recommendations, jurisdictions will need to  
 24 monitor parking demand, perhaps on a biennial basis. The extent to which local governments  
 25 constrain parking supply will ultimately depend on the availability of alternative transportation  
 26 modes.

27 The incremental nature of these policies should increase the willingness of developers  
 28 and lenders to consider reduced parking supply. The success of these policies will be  
 29 measured, in part, by local agencies' ability to work with the financial community to  
 30 encourage lender approval of projects with a less than traditional parking supply.

#### 31 Policy Guidelines

32 I. It is recommended that cities and the County adopt policies in their  
 33 comprehensive plans to reduce reliance on single-occupant vehicles (SOVs) by

1 constraining supply of commuter/employee parking as called for in the King County  
 2 Countywide Planning Policies and the State Commute Trip Reduction Task Force  
 3 Guidelines.

4 (Background: Research has demonstrated that strategies involving parking supply and  
 5 price are the most cost-effective of all transportation demand management program elements.  
 6 Parking policy must not stand alone but must form part of a coherent transportation policy.  
 7 The Countywide Planning Policies' land use element calls for jurisdictions to establish  
 8 maximum parking requirements that limit the use of SOVs in urban centers, and to establish  
 9 a limit on the number of parking spaces for SOVs in urban centers, manufacturing/industrial  
 10 centers, activity areas, and business/office parks. The parking policy review process offers  
 11 an opportunity to start to constrain supply as alternative transportation modes become  
 12 available to meet the intent of these Countywide Planning Policies.)

13 A. Encourage cities to coordinate on a subregional basis to reduce parking  
 14 requirements for office, industrial, institutional, and mixed-use development so that the  
 15 required supply better matches demand. It is proposed that supply outside urban centers  
 16 be adjusted just to fit existing demand at this time and drop below demand only at such  
 17 time when adequate transportation alternatives are in place. It is recommended that supply  
 18 within urban centers be set below existing demand when improvements that provide  
 19 alternative modes of transportation are in place. Reduction of supply may be  
 20 accomplished by eliminating minimum requirements altogether, reducing minimum  
 21 requirements, and/or by establishing maximum requirements.

22 (Background: It is recommended that parking policy changes be agreed upon at a  
 23 countywide level and that a common framework for code changes be coordinated at a  
 24 subregional level, working through already established organizations such as ETP on the  
 25 Eastside and SCATBD in the south end. It should be noted that the policy  
 26 recommendations do not deal with retail or residential land uses, only with office,  
 27 industrial, institutional, and multi-use development.

28 1. Adjust minimum parking requirements outside urban centers to fit the  
 29 level of existing demand. Reduce this requirement further as transportation options  
 30 increase with development of enhanced transit service and/or as demand drops with  
 31 achievement of CTR goals.

32 (Background: The CTR law mandates that employers with 100 or more  
 33 employees reduce the number of SOV trips to their worksites 15% by 1995, 25% by 1997.

1 and 35% by 1999. Because some of these SOV trips will transfer to carpools, still  
 2 requiring a parking space, this does not mean parking demand will drop by the same  
 3 percentages. Under one set of assumptions, assuming a 2% employee growth rate per  
 4 year, the projected parking reductions resulting from implementation of the CTR law for a  
 5 suburban non-CBD area would be 4% by 1995, 7.3% by 1997, and 11.4% by 1999. It is  
 6 recognized these assumptions are based on one methodology found in the CTR Task Force  
 7 Guidelines and should be tailored to individual situations in each jurisdiction. It is not  
 8 recommended that jurisdictions require less than the demand where transit service is not  
 9 frequent.)

10 2. Set the minimum parking requirements in urban centers and areas with  
 11 enhanced transit service below the level of existing parking demand. A good benchmark  
 12 would be to use the level of demand based on the achievement of 1995 commute trip  
 13 reduction goals.

14 (Background: As noted above, demand for parking is expected to drop as the  
 15 CTR law is implemented. Parking supply can be tightened more in urban centers where  
 16 public transportation alternatives are already available. It should be noted that this policy  
 17 is not intended to apply to park-and-ride lots.)

18 3. Establish a maximum parking ratio for employee parking, with  
 19 administrative flexibility to allow exceptions to the maximum if appropriate.

20 (Background: Even when minimum parking requirements are reduced, a  
 21 significant percentage of developers will still provide parking above the minimum  
 22 requirement if they believe the market demand is there. The State CTR Guidelines Parking  
 23 Policy Report recommends that maximums be set to meet actual demand, including a  
 24 cushion of 10 to 15 percent for practical capacity to guard against spillover.)

25 4. Evaluate and revise parking standards on a regular basis, starting in 1997,  
 26 based on assessed impacts and effectiveness at reducing reliance on SOVS.

27 (Background: This will enable jurisdictions to determine how the revised  
 28 parking standards are working and fine-tune requirements incrementally based on actual  
 29 experience.)

30 B. Make it easier to adjust parking to a ratio less than the required minimum for  
 31 office, industrial, institutional and mixed-use land uses.

32 1. Streamline the process for new development to provide less than the  
 33 minimum where the demand for employee parking is below normal.

1 (Background: A survey sent to local planning officials of 29 Washington  
 2 jurisdictions in 1991 indicated that a significant number receive requests from developers  
 3 to supply less than the minimum parking required in the local code. However, the need to  
 4 go through a lengthy variance process discourages many developers from providing less  
 5 parking than required.)

6 2. Establish a process and actively encourage property owners of major  
 7 worksites to reduce their parking supply, especially where an excess exists, to support  
 8 commute trip reduction goals.

9 (Background: Since parking codes will apply only to new and expanding  
 10 development, they will not affect existing development impacted by the CTR law without a  
 11 provision like this.)

12 3. Allow parking to be provided below the minimum where there are  
 13 incentives to redevelop existing sites in centers supported by transit and where such  
 14 actions do not present a situation where "spillover" parking negatively impacts adjacent  
 15 land uses.

16 (Background: Developments in areas with good transit service should be able  
 17 to provide less than the minimum even if other characteristics of the development would  
 18 not normally indicate a lower than normal demand.)

19 C. In addition to the code revisions suggested above, insure the following  
 20 common elements are included in individual local parking codes:

21 1. Encourage shared parking. (Shared parking refers to parking spaces that  
 22 can be used to serve two or more individual land uses without conflict.)

23 (Background: Most jurisdictions already have provisions for shared parking in  
 24 their codes; this would merely insure that all jurisdictions encourage reduced parking  
 25 requirements through this means.)

26 2. Require reserved parking for high-occupancy vehicles close to the front  
 27 entrance of a building.

28 (Background: Requirements to reserve a certain ratio of the total parking area  
 29 for HOV parking are becoming more common. This may appear as a requirement for all  
 30 development in a certain land use category or as an option for developers who wish to  
 31 reduce their parking supply below the jurisdiction standard.)

32 3. Set standards for bicycle parking.

33 (Background: Bicycling has the potential to be a reasonable alternative to

1 SOV travel both in high-density areas, where there is already a significant amount of  
 2 bicycle commuting, and in low-density areas, where there is less traffic and transit service  
 3 is minimal or unavailable. Bicycle parking should be provided as a ratio of total parking  
 4 stalls, with a minimum specified. A higher ratio may be warranted in dense urban areas.  
 5 Bicycle parking facilities should be well-lit, secure from theft, and located in an area that  
 6 is protected from inclement weather.)

7 4. Set design standards for parking lots to encourage direct pedestrian access  
 8 between sidewalks and building entrances and to ensure that parking lots are not a barrier  
 9 to pedestrians.

10 (Background: Typically, transit patrons have had to walk through vast  
 11 expanses of parking to get from transit stops to building entrances. One way to change  
 12 this situation is to locate employee parking to the rear and sides of a building, rather than  
 13 in front of the building.)

14 5. Allow parking supply to exceed the maximum standard or provide a bonus  
 15 such as increased density for developments that provide a portion of their site for P&R  
 16 use or other public uses. This would apply primarily to new retail projects or to existing  
 17 sites that have an excess parking supply.

18 (Background: Park-and-Ride capacity in King County is in short supply, and  
 19 construction of new parking costs approximately \$20,000 per space. Providing an  
 20 incentive in off-street parking codes for the private sector to lease space to transit  
 21 agencies would help accommodate this need. The additional parking supply could still be  
 22 used by the development at night and on weekends.)

23 6. Review on-street short-term parking supply as a means of accommodating  
 24 cities' economic development needs.

25 (Background: The recommendations contained in this paper deal with long-  
 26 term commuter parking supply. Parking supply for retail uses should be addressed  
 27 separately by jurisdictions.)

28 7. Agree on a regionally consistent set of measures for establishing parking  
 29 ratios.

30 (Background: It is often difficult to compare parking standards of local  
 31 jurisdictions because different measures are used to set parking ratios. For most land  
 32 uses, this measure should be spaces per 1,000 square feet of gross leasable area.  
 33 However, consistent measures for such uses as schools, hospitals, and churches need to be

1 discussed further and agreement reached.)

2 Parking Policy Initiatives

3 I. Local jurisdictions should develop workshops and other techniques to promote  
4 a closer working relationship with the financial and development communities.

5 II. Local jurisdictions and Metro should work together to identify parking pricing  
6 techniques that should be implemented in the region and obtain legislative authority at the  
7 state level to introduce such strategies.

8 (Background: The State CTR Task Force recommended that educational and  
9 incentive strategies be pursued before regulatory strategies were sought to determine if  
10 CTR goals can be achieved without the need to require parking charges. However, the  
11 need for regulatory strategies will be reviewed by the Task Force in 1995. There are a  
12 number of King County Planning Directors that believe pricing techniques are currently  
13 appropriate in urban centers.)

14 Techniques such as the following could be considered:

15 A. Provide tax incentives and other credits to employers that eliminate employee  
16 parking subsidies.

17 (Background: Deciding to take advantage of tax incentives and credits would be  
18 voluntary on the part of the employer or developer. Several cities have expressed interest  
19 in providing such incentives.)

20 B. Charge for parking.

21 (Background: There is currently no enabling legislation allowing local  
22 jurisdictions to require a charge for parking at existing development. However, this is an  
23 option that can be pursued through the SEPA process as a mitigation measure required of  
24 new developments.

25 C. Impose a parking tax on privately provided, non-commercial parking.

26 (Background: The 1990 Local Option Commercial Parking Tax is currently limited  
27 to commercial parking businesses, which are rare outside of Seattle, and to facilities  
28 which charge for parking. Because the Local Option Commercial Parking Tax is unable  
29 to target free parking, it dilutes the effectiveness of the tax as a TDM tool.)

30 D. Encourage employers who subsidize employee parking to provide employees  
31 the option to give up their parking space and receive a cash amount equivalent to the  
32 parking subsidy.

33 (Background: This parking pricing technique already being used in California

1 ~~requires any employer who subsidizes an employee's parking space to give that employee~~  
 2 ~~the option of taking the market value of that parking space instead of the free or~~  
 3 ~~subsidized parking. The only drawback to this idea is that parking is currently a tax-free~~  
 4 ~~benefit under IRS regulations while employees would be taxed if they accepted the market~~  
 5 ~~value of parking.)~~

6  
 7 ~~TRANSPORTATION: Requirements of the Growth Management Act~~

8 ~~Countywide Policies (ReESHB 1025, Section 2)~~

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

12 ~~1. Policies for promotion of contiguous and orderly development and~~  
 13 ~~provision of urban services to such development [32.2 (3) (b)];~~

14 ~~2. Policies for siting public capital facilities of a countywide or state-wide~~  
 15 ~~nature [32.2 (3) (c)];~~

16 ~~3. Policies for countywide transportation facilities and strategies [32.2 (3)~~  
 17 ~~(d)];~~

18 ~~4. Policies for joint county and city planning within growth areas [32.2 (3)~~  
 19 ~~(f)];~~

20 ~~5. An analysis of the fiscal impact. [32.2 (3) (h)].~~

21 ~~Comprehensive Plans (RCW 36.70A.070)~~

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

27 ~~1. Land use assumptions used in estimating travel demand;~~

28 ~~2. Facility and service needs for attaining and sustaining level of service~~  
 29 ~~standards for arterials and transit routes;~~

30 ~~3. Six year financing plan based upon the needs of the comprehensive plan;~~  
 31 ~~reassess land use element if level of service standards cannot be met with funding~~  
 32 ~~resources; this plan will be updated and adopted annually;~~

33 ~~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) program, must be made in cooperation with the MPO and in conformance with the regional Transportation Improvement Program (TIP).~~

~~The Federal Clean Air Act Amendment (CAA) 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 CAA vehicle emissions requirements include:~~

1 ~~•expanded inspection and maintenance program, and~~

2 ~~•a regional implementation of the Commute Trip Reduction Law cited below.~~

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

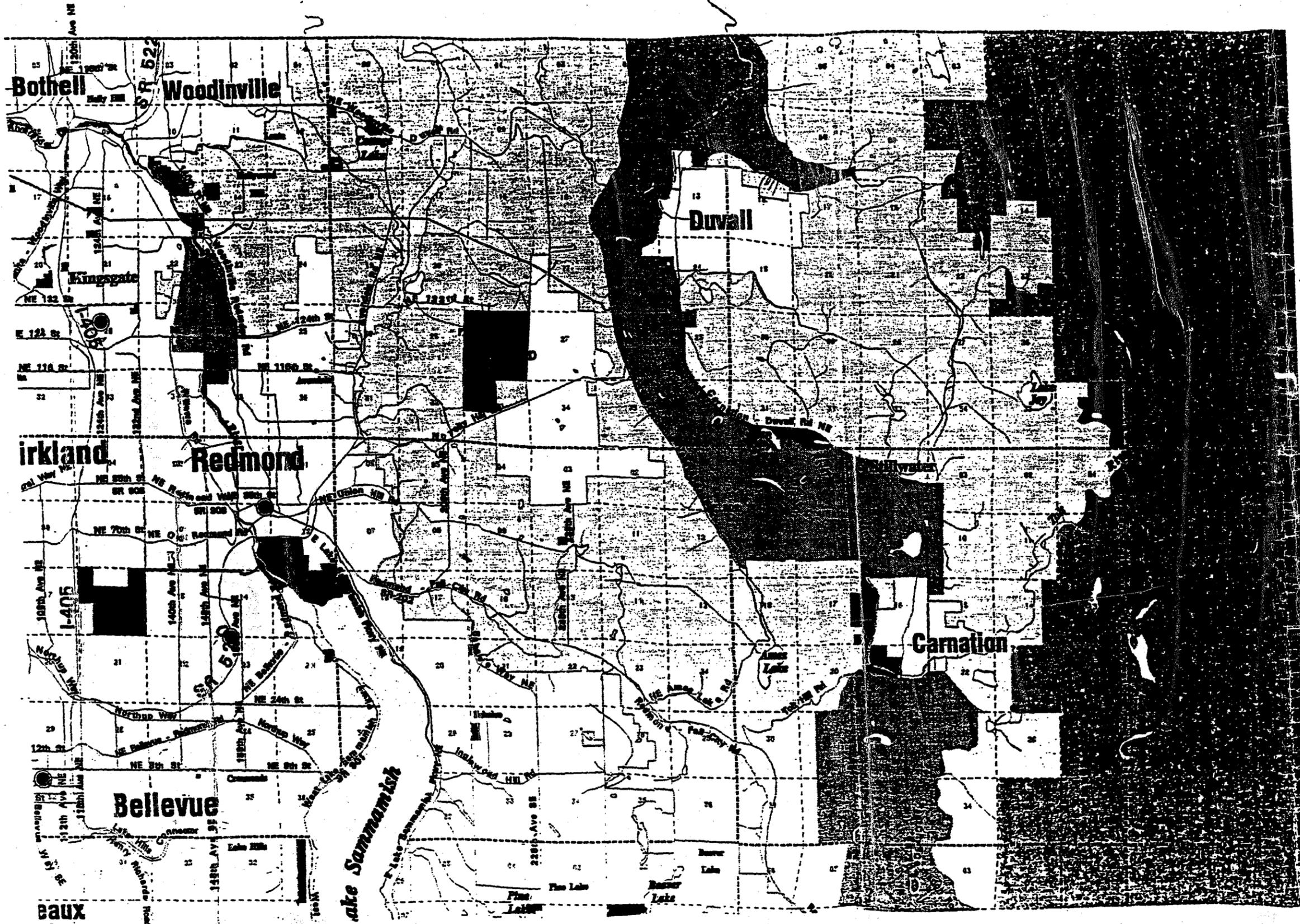
9 ~~State law provides for the development of a High Capacity Transit (HCT) system~~  
10 ~~within the Puget Sound Area. The law requires that transit agencies (Metro, Pierce~~  
11 ~~Transit, Snohomish, Community Transit and Everett Transit) jointly plan the implementation~~  
12 ~~of such a system. For that purpose, the Joint Regional Policy Committee was formed and~~  
13 ~~charged with the responsibility of recommending a system plan and financial program that~~  
14 ~~would implement the HCT system. This plan is being developed in support of the Vision~~  
15 ~~2020 Regional Growth Strategies; this vision calls for creation of a regional system of~~  
16 ~~central places linked by High Capacity Transit facilities, and an interconnected system of~~  
17 ~~freeway High Occupancy Vehicle (HOV) lanes.~~

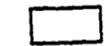
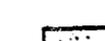
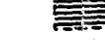
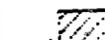
18 ~~The 1990 State Legislature passed various legislation granting local governments~~  
19 ~~authority to establish a number of taxing programs for funding transportation projects and~~  
20 ~~programs. An interim and informal group called the Local Options Strategy Development~~  
21 ~~Steering Committee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



# Urban Growth Area Line 11446

Map 1 of 4 - North



-  URBAN GROWTH AREA
-  Unincorporated Activity Centers
-  Incorporated Cities
-  Urban Centers
-  Urban Growth Area Line
-  RURAL AREA
-  Rural Towns
-  Forest Production Districts
-  Agricultural Production Districts
-  OPEN SPACE
-  Joint Planning Area
-  Municipal Watersheds
-  Mukdenhot Indian Reservation
-  Water Bodies

Source: Planning and Community Development Division

 **King County**  
Parks, Planning and Resources Department

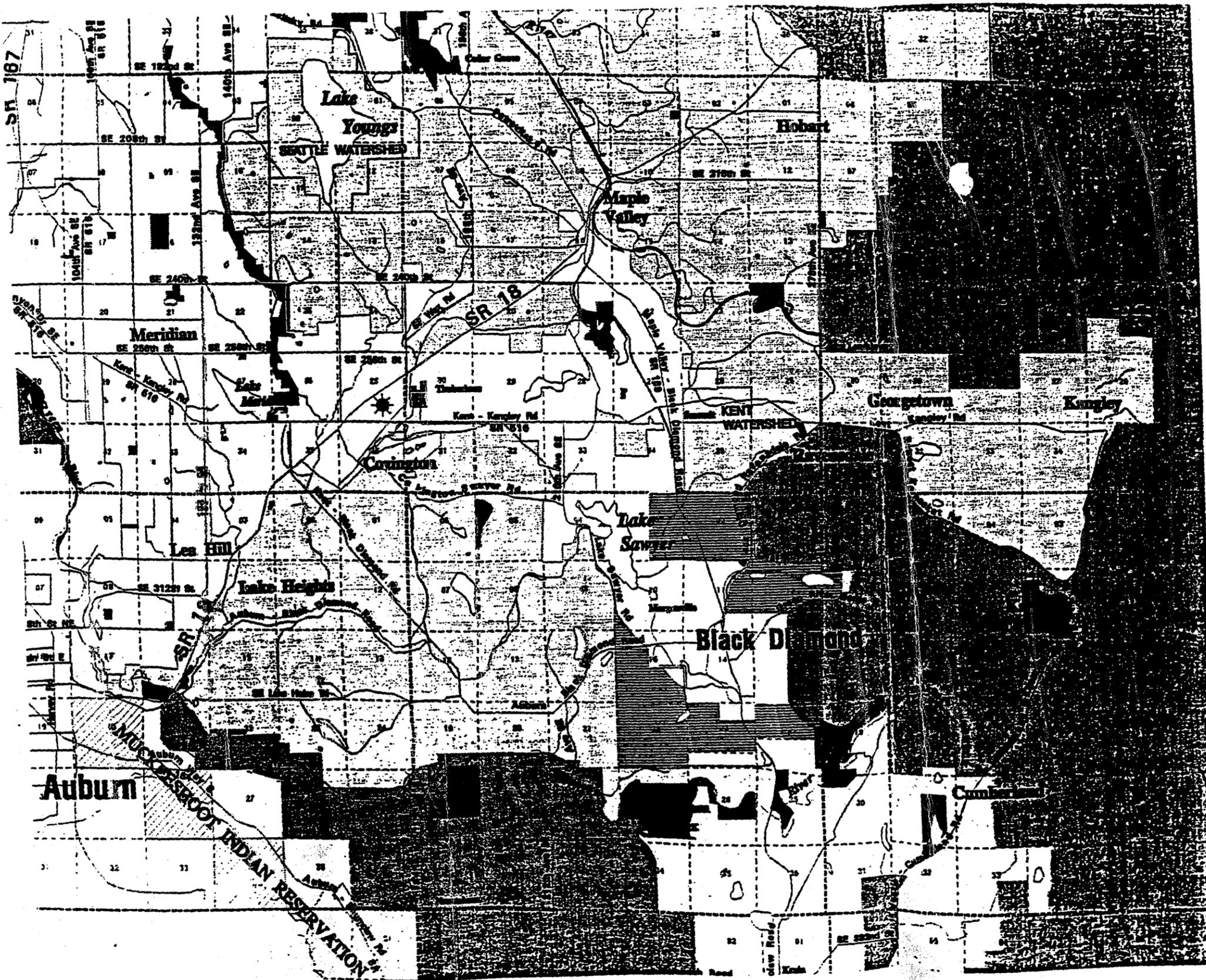


City of Newport Hills incorporation effective late 1994.  
Open Space layer may be incomplete.  
Mineral Resource Sites:  
See Mineral Resources Map

# Urban Growth

## Area Line 11446

Map 3 of 4 - South



-  URBAN GROWTH AREA
-  Unincorporated Activity Center
-  Incorporated Cities
-  Urban Centers
-  Urban Growth Area Lines
-  RURAL AREA
-  Rural Towns
-  Forest Production Districts
-  Agricultural Production Districts
-  OPEN SPACE
-  Joint Planning Area
-  Municipal Watersheds
-  Mukleshoot Indian Reservation
-  Water Bodies

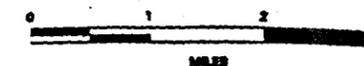
Source: Planning and Community Development Division

City of Black Diamond to provide updated  
Joint Planning Area of 3,000 Acres

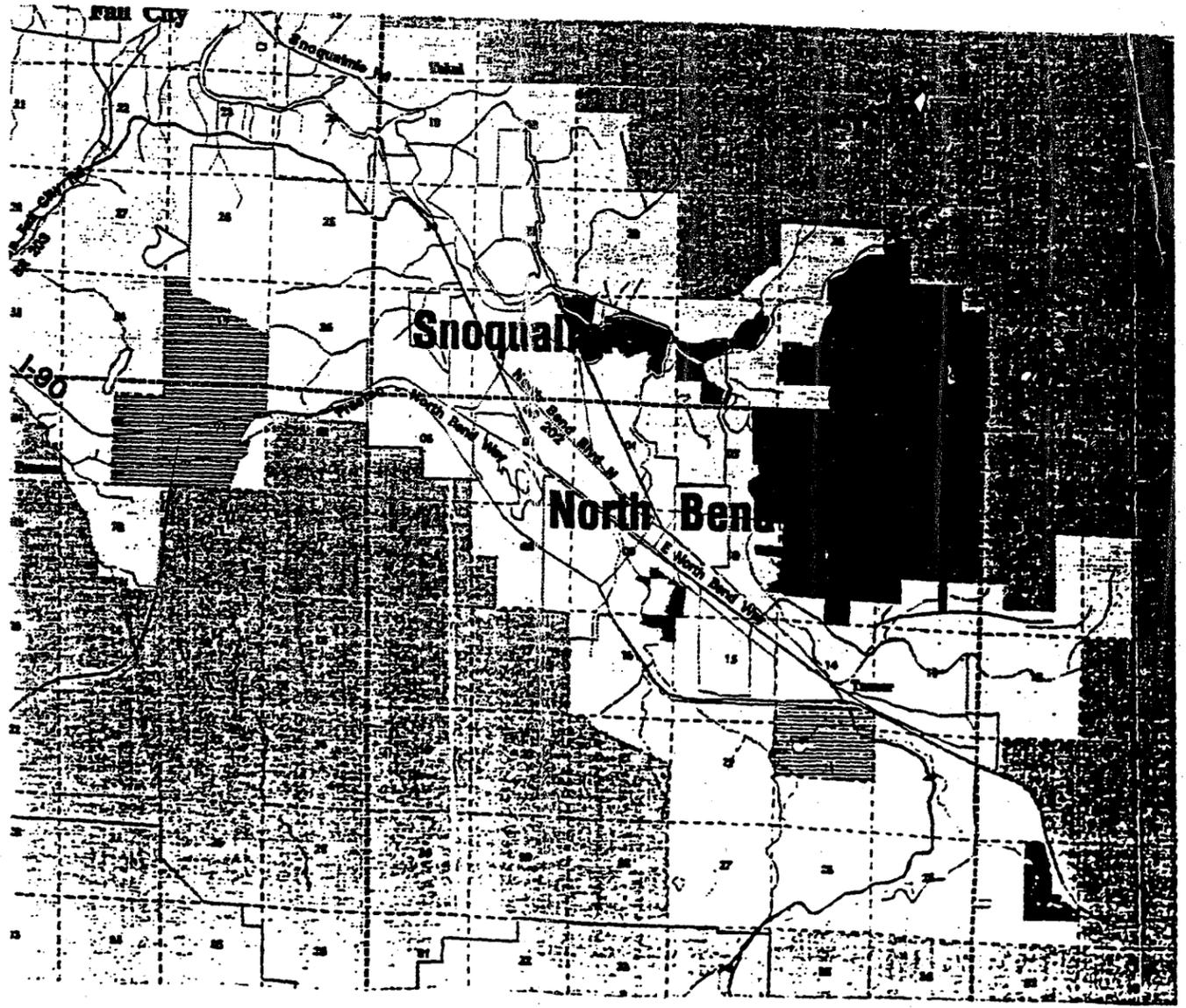
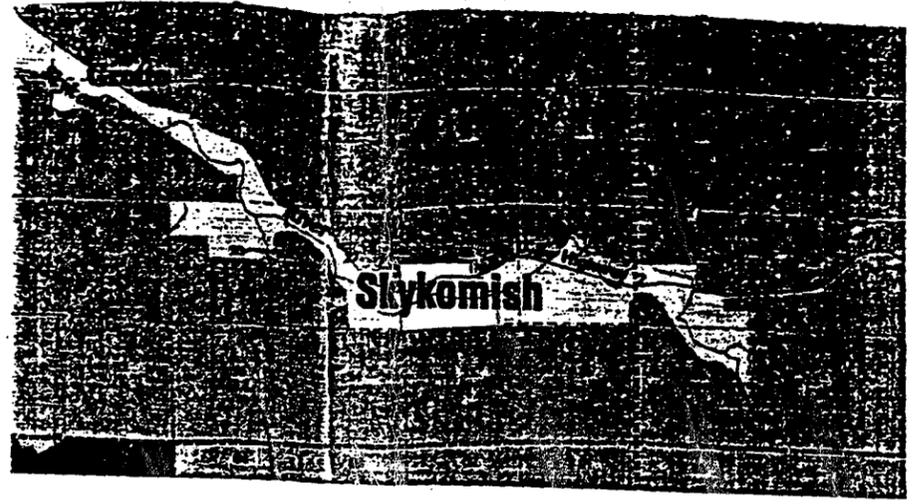
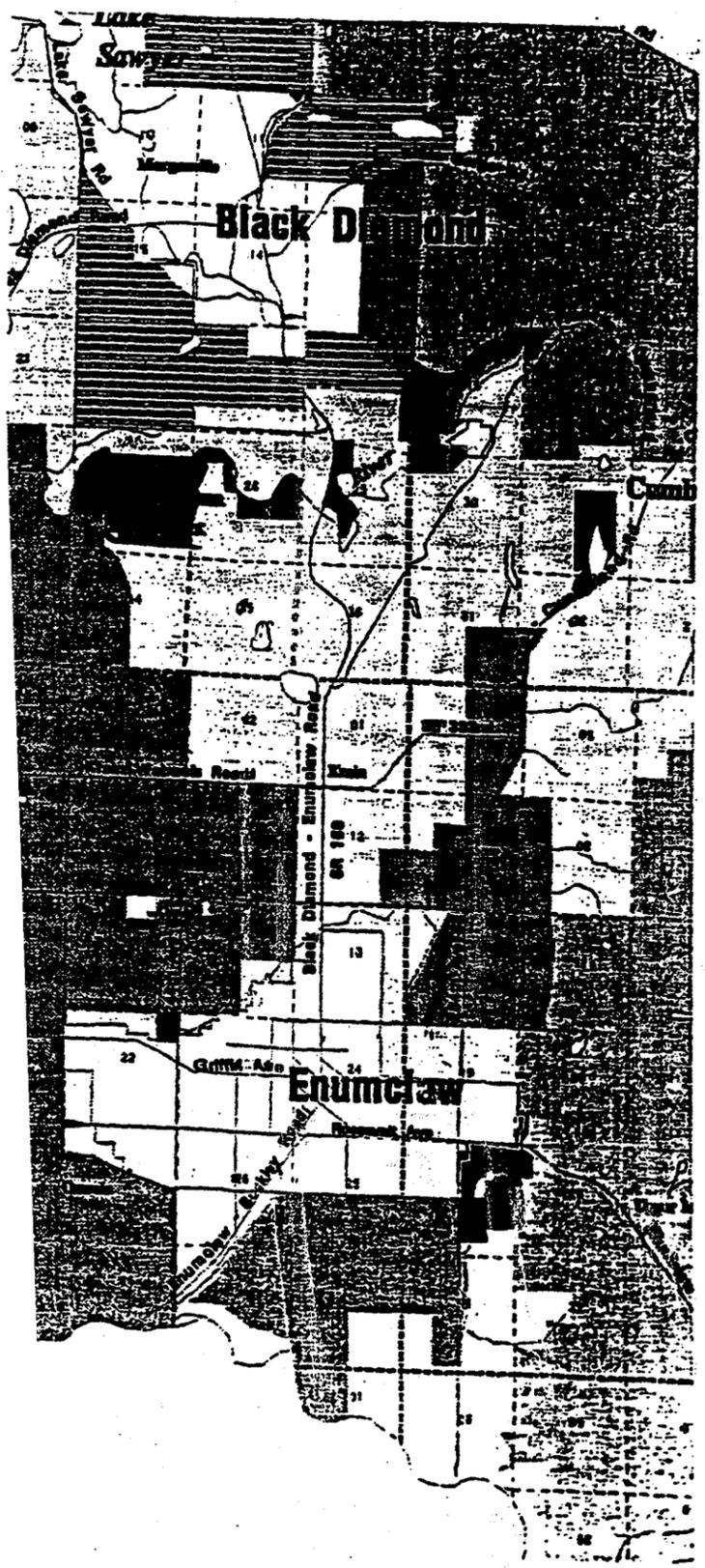


**King County**

Parks, Planning and Resources Department



City of Newport Hills Incorporation effective late 1984.  
Open Space layer may be incomplete.  
Mineral Resource Sites:  
See Mineral Resources Map

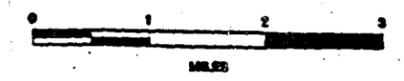


-  URBAN GROWTH AREA
-  Unincorporated Activity Centers
-  Incorporated Cities
-  Urban Centers
-  Urban Growth Area Line
-  RURAL AREA
-  Rural Towns
-  Forest Production Districts
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-  Joint Planning Area
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-  Muckleshoot Indian Reservation
-  Water Bodies

Source: Planning and Community Development Division  
City of Black Diamond to provide updated  
Joint Planning Area of 3,000 Acres



King County  
Parks, Planning and Resources Department

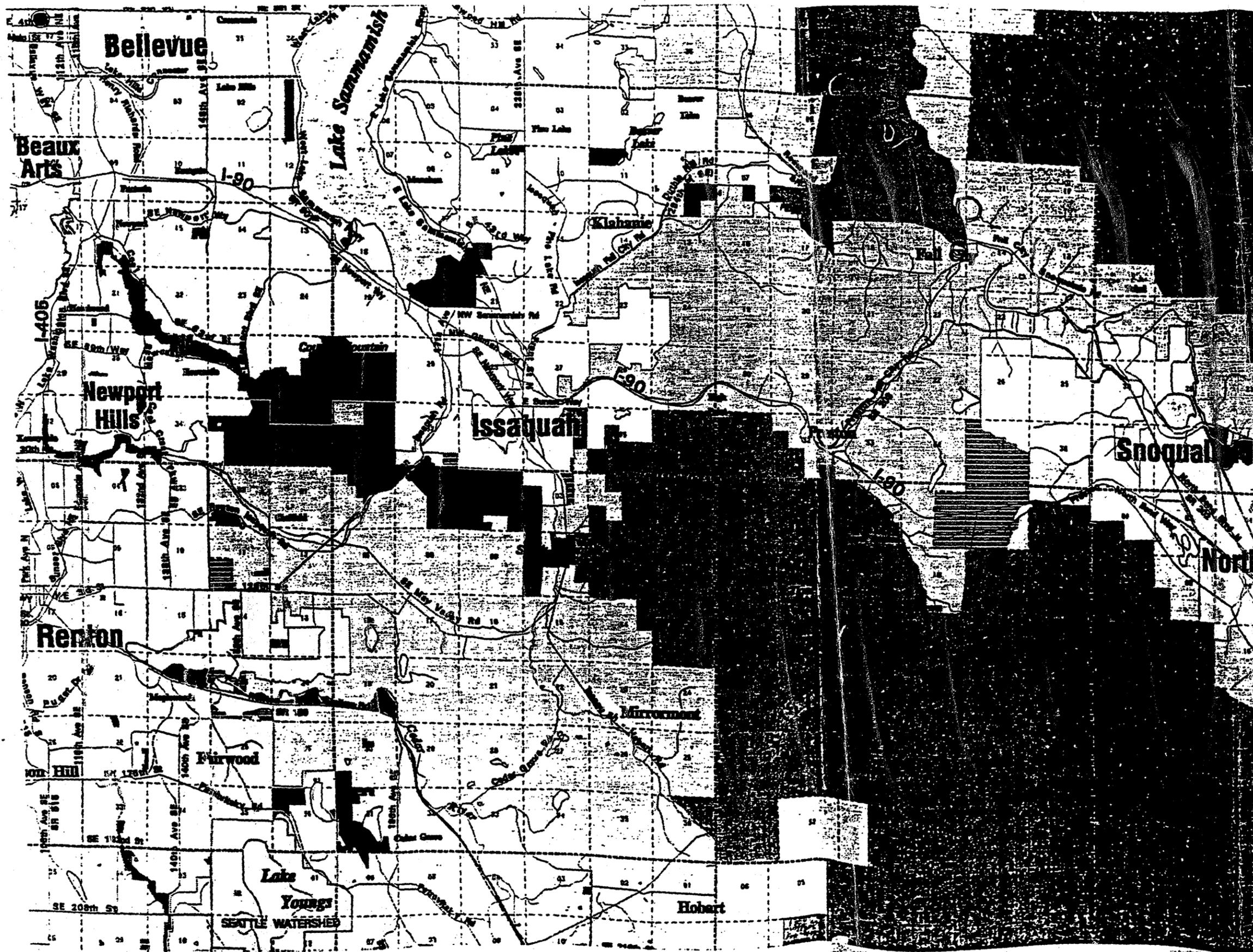


City of Newport Hills Incorporation effective late 1994.  
Open Space layer may be incomplete.  
Mineral Resource Sites:  
See Mineral Resources Map

# Urban Growth Area Line

Map 2 of 4-Central

11446



-  URBAN GROWTH AREA
-  Unincorporated Activity Centers
-  Incorporated Cities
-  Urban Centers
-  Urban Growth Area Line
-  RURAL AREA
-  Rural Towns
-  Forest Production Districts
-  Agricultural Production Districts
-  OPEN SPACE
-  Joint Planning Area
-  Municipal Watersheds
-  Muckleshoot Indian Reservation
-  Water Bodies

Source: Planning and Community Development Division



**King County**  
Parks, Planning and Resources Department



City of Newport Hills incorporation effective late 1994.  
Open Space layer may be incomplete.  
Mineral Resource Sites:  
See Mineral Resources Map

**ORDINANCE 11446**

**DRAFT SUPPLEMENTAL ENVIRONMENTAL  
IMPACT STATEMENT FOR THE COUNTYWIDE  
PLANNING POLICIES JANUARY 12, 1994**

**HENIGAR & RAY**

***ATTACHMENT(S) AVAILABLE IN ARCHIVES***