

King County 2021 CPP Update

For GMPC Consideration

Ongoing policy edits will include streamlining verbs, creating consistency for commonly used terms, addressing flagged issues, and technical fixes.

This document, dated February 24th, 2021, is an interim draft from the Interjurisdictional Team (IJT). Policies may be revised by IJT for the March 31st, 2021 Growth Management Planning Council meeting.

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Development Patterns Correct these top of the page titles.

King County Countywide Planning Policies

Proposed new language and new policies are underlined and proposed deletions are ~~crossed-out~~.

KC Rural Area UAC/UAA/Organization Comments are shown herein in red with yellow highlighting.

General Comments

With respect to *VISION 2050*, we do not see anything analogous to “regional growth strategy policies” (pp. 48-49) and “regional growth strategy actions”—both “regional” and “local” (pp. 49-51). This should be rectified.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
General Policies			
Amendments			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
G-1	G-1	<p>Maintain the currency of the Countywide Planning Policies through periodic review and amendment. Initiate and review all amendments at the Growth Management Planning Council through the process described below:</p> <ul style="list-style-type: none"> a) Only the Growth Management Planning Council may propose amendments to the Countywide Planning Policies except for amendments to the Urban Growth Area that may also be proposed by King County in accordance with policies DP-15 and DP-16; b) Growth Management Planning Council recommends amendments to the King County Council for consideration, possible revision, and approval; proposed revisions by the King County Council that are of a substantive nature may be sent to the Growth Management Planning Council for their consideration and revised recommendation based on the proposed revision; c) A majority vote of the King County Council both constitutes approval of the amendments and ratification on behalf of the residents of Unincorporated King County.; d) After approval and ratification by the King County Council, amendments are forwarded to each city and town for ratification. Amendments cannot be modified during the city ratification process; and e) Amendments must be ratified within 90 days of King County approval and require affirmation by the county and cities and towns representing at least 70 percent of the county population and 30 percent of those jurisdictions. Ratification is either by an affirmative vote of the city's or town's council or by no action being taken within the ratification period. 	No change.
Monitoring			
G-2	G-2	<p>Monitor and benchmark the progress of the Countywide Planning Policies towards achieving the Regional Growth Strategy inclusive of the environment, development patterns, housing, the economy, transportation and the provision of public services. Identify corrective actions to be taken if progress toward benchmarks is not being achieved.</p>	No change.
Investment			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
G-3	G-3	Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with local needs when making funding determinations.	No change.
Consistency			
G-4	G-4	Adopt comprehensive plans that are consistent with the Countywide Planning Policies as required by the Growth Management Act.	No change.
Environment			
Environmental Sustainability			
EN-1	EN-1	Incorporate environmental protection and restoration efforts <u>including climate action, mitigation, and resilience</u> into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations.	Revised to be broader in scope and include climate Action, mitigation and resilience.
EN-2 (proposed numbering)	New Policy	<u>Develop and implement environmental strategies, using integrated and interdisciplinary approaches for environmental assessment and planning, in coordination with local jurisdictions, tribes, and countywide planning groups.</u>	New Policy, Combines MPP-EN-1 and MPP-EN-2 into one policy.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-3	EN-2	<p>Require public and private projects to incorporate locally appropriate low impact development approaches, developed using a watershed planning framework, for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.</p>	<p>MPP-EN-18 The tenets of LID tools are excellent techniques to bring our hydrologic regimes closer to predevelopment character via retaining water on-site, but some have proven difficult to install and maintain, and as a result ineffective despite expensive price tags. One size does not fit all for exact LID methods and therefore should be tailored to individual city's needs.</p>
EN-4	EN-3	<p>Encourage the transition to a sustainable energy future by reducing demand through planning for efficiency and conservation, supporting development of energy management technology such as advanced thermostats or software that optimizes usage, and by meeting reduced needs from sustainable sources.</p>	<p>MPP-CC-5, links to both Economic disparities and to Green jobs etc.</p>
EN-5	EN-4	<p>Identify and preserve regionally significant open space networks in both Urban and Rural Areas. <u>Create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan.</u> Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> • Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; • Active and passive outdoor recreation opportunities; • Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; • Preservation of ecologically sensitive, scenic, or cultural resources; • Urban green space, habitats, and ecosystems; • Forest resources; <u>and</u> • Food production potential; <u>and</u> • <u>Connection of underserved, low income, and communities of color to open space in their neighborhoods.</u> 	<p>Addresses MPP-EN-3, MPP-EN-14 and MPP-EN-11.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-6	EN-5	<p><u>Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment.</u> Identify and mitigate unavoidable negative impacts of public actions that disproportionately affect <u>those frontline communities that are disproportionately impacted due to existing and historical racial, social, environmental, and economic inequities, and who have limited resources and/or capacity to adapt to a changing environment.</u> people of color and low-income populations</p>	<p>Addresses MPP-EN-4.</p> <p>Add Front Line Communities definition to Glossary.</p> <p>Frontline communities are those that are disproportionately impacted by climate change due to existing and historical racial, social, environmental, and economic inequities, and who have limited resources and/or capacity to adapt. These populations often experience the earliest and most acute impacts of climate change, but whose experiences afford unique strengths and insights into climate resilience strategies and practices. Frontline communities include Black, Indigenous, and People of Color (BIPOC) communities, immigrants and refugees, people living with low incomes, communities experiencing disproportionate pollution exposure, women and gender non-conforming people, LGBTQIA± people, people who live and/or work outside, those with existing health issues, people with limited English skills, and other climate vulnerable groups.</p> <p><i>Share source for definition</i></p> <p>We fully support the new wording, but fear the KC Council will ignore it, specifically, in not closing the CHRLF in 2028 when it reaches its capacity and in allowing the move of an urban-sited Asphalt Facility to a Rural Area site along the Cedar River.</p>
Earth and Habitat			

Development Patterns Correct these top of the page titles.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-7 (proposed numbering)	New Policy	<u>Locate development in a manner that minimizes impacts to natural features through the use of environmentally sensitive development practices that take into account design, materials, construction, and ongoing-maintenance.</u>	Addresses MPP-EN-51 & MPP-EN-2. We strongly support this new policy. We have great concern that urban and urban-serving facilities often are considered to be located in the Rural Area to minimize land-acquisition costs. Such short-term thinking can result in long-term environmental impacts when infrastructure for such facilities eventually are needed or simply when existing infrastructure needs to be expanded to ensure proper functioning of the facility. All the more reason why such urban and urban-serving facilities should be located within the Urban Growth Area.
EN-8	EN-6	Coordinate approaches and standards for defining and protecting critical areas, especially where such areas and impacts to them cross jurisdictional boundaries.	No change.
EN-9 (proposed numbering)	New Policy	<u>Use the best available science when establishing and implementing environmental standards.</u>	Addressing MPP-EN-6.
EN-10	EN-7	Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.	No change.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-11	EN-8	Develop an integrated and comprehensive approach to managing fish and wildlife habitat <u>to accelerate recovery conservation, focusing on enhancing the habitat of iconic species like salmon, orca and other especially protecting</u> endangered, threatened, and sensitive species.	Addresses MPP-EN-16.
<u>EN-12</u> (proposed numbering)	New Policy	<u>Reduce and mitigate air, noise, and light pollution caused by transportation, industries, public facilities, hazards and other sources. Prioritize reducing these impacts on vulnerable populations and areas that have been disproportionately affected.</u>	Addresses MPP-EN-7 & MPP-EN-8. Excellent new Policy, but King County does not follow throughout the Rural Area, especially when approving new Industrial uses and pass-through urban traffic on rural roads.
<u>EN-13</u> (proposed numbering)	New Policy	<u>Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law, in order to promote robust, healthy, and sustainable salmon populations, and other ecosystem functions working closely within Water Resource Inventory Areas that encompass King County, and utilizing adopted watershed plans,</u>	This new policy addresses the Hirst Decision and potential planning, land use and ecological restoration efforts. Shouldn't this also address the root cause such as pollution and polluted runoff ?
EN-14	EN-9	Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area plans.	No change.
<u>EN-15</u> (proposed numbering)	New Policy	<u>Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity. Prioritize places where BIPOC, low income, and frontline community members live.</u>	Addresses MPP-EN-9, and additional text to address inequities
Flood Hazards			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-16	EN-10	Coordinate and fund <u>holistic</u> flood hazard management efforts through the King County Flood Control District.	Minor text edits.
EN-17	EN-11	Cooperate to meet regulatory standards for floodplain development as to . These standards are <u>regularly</u> updated for consistency with relevant federal requirements, including those related to the Endangered Species Act.	Minor text edits The original wording, "Meet...", was stronger and more direct than "Cooperate to meet".
EN-18	EN-12	Work cooperatively <u>Cooperate</u> with the federal, state, and regional agencies and forums to develop regional levee maintenance standards that ensure public safety and protect habitat.	No Change.
Water Resources			
EN-19	EN-13	Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.	Addresses MPP-EN-17.
EN-20	EN-14	Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak storm water runoff rates. Work cooperatively among local, regional, state, national and tribal jurisdictions to establish, monitor and enforce consistent standards for managing streams and wetlands throughout drainage basins.	No change.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-21 (proposed numbering)	New Policy	<u>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including protection of watersheds. In particular, protect wellhead areas that are sources of the region's drinking water supplies.</u>	Addresses MPP-EN-10 While we agree with this new policy, unfortunately King County already is violating it by possibly permitting an Asphalt facility along the Cedar River and above wellhead areas. We cannot understand such conflicts and blatant violation of policy.
EN-22	EN-15	Establish a multijurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.	No change.
Open Space			
EN-23 (proposed numbering)	New Policy	<u>Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation of the Regional Open Space Conservation Plan.</u>	Addresses MPP-EN-12. What "Regional Open Space Conservation Plan" is this referring to: the former "Regional Open Space Strategy" effort or the "Land Conservation Initiative" plan or something else ?
EN-24 (proposed numbering)	New Policy	<u>Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</u>	Addresses MPP-EN-13.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-25 (proposed numbering)	New Policy	Provide parks, trails, and open space within walking distance of urban area residents. Prioritize historically underserved communities for open space improvements and investments.	MPP-EN-15
Restoration & Pollution			
EN-26 (proposed numbering)	New Policy	Reduce and promote alternatives to the use of toxic pesticides, fertilizers, and other products to minimize risks to human health and the environment.	Addresses MPP-EN-19
EN-27 (proposed numbering)	New Policy	Restore ecological function and value to the region's freshwater and marine shorelines, watersheds, drained or degraded wetlands, ponds, and re-routed streams, and estuaries to a natural condition for ecological function, including stormwater management, and filtering and value.	Addresses MPP-EN-20.
EN-28 (proposed numbering)	New Policy	Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, soil, and structural hazards, where they have contributed to racially disparate environmental and health impacts, and to increase environmental resiliency in low-income communities.	Addressing pollution and especially environmental and social justice issues for frequently affected community members and addressing hazard mitigation and resiliency comments from GMPC.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-29 (proposed numbering)	New Policy	<p><u>Adopt policies, regulations, and processes, related to new or existing fossil fuel facilities, that are designed to:</u></p> <ul style="list-style-type: none"> • <u>Protect public health, safety, and welfare from all impacts of fossil fuels facilities;</u> • <u>Mitigate and prepare for any impacts of fossil fuel facility disasters on all communities;</u> • <u>Protect and preserve natural ecosystems from the construction and operational impacts of fossil fuel facilities;</u> • <u>Manage impacts on public services and infrastructure in emergency management, resilience planning, and capital spending;</u> • <u>Ensure comprehensive environmental review, and extensive community engagement, during initial siting, modifications, and on a periodic basis; and</u> • <u>Reduce climate change impacts from fossil fuel facility construction and operations.</u> 	Addresses Fossil Fuels, Fossil Fuel Facilities and Fossil Fuel Facilities Review Process and their role in transforming to clean energy. Add these terms to the glossary.
<p>Climate Change This should include, among other things, VISION 2050 “CC-Action-3: policies and actions to address climate change” (p. 75).</p>			
EN-30 (Proposed numbering)	New Policy	<p><u>Adopt and implement policies that substantially reduce greenhouse gas emissions to meet state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</u></p>	Addresses MPP-CC-1 and MPP-CC-11

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<u>EN-31</u> (proposed numbering)	EN-16	<p>Plan for land use patterns, <u>buildings</u>, and transportation systems that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> • Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates; • Directing growth to Urban Centers and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths; • Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling; • Incorporating energy-saving strategies in infrastructure planning and design; • Encouraging inter-jurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; • Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; • Reducing building energy use through green building <u>and retrofit of existing buildings; and</u> • Increasing the use of low emission vehicles, such as efficient electric-powered vehicles. 	Addresses MPP-CC-2 and revised to include retrofitting of buildings.
<u>EN-32</u> (proposed numbering)	EN-17	Align <u>Establish a countywide greenhouse gas emissions reduction goals and targets that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels with the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</u>	State has targets using 1990 as a base year and most other cities in King County use either 2005 or 2007 as a base year. However, this revision reflects alignment with State and international climate science while acknowledging the goal of keeping global warming under 1.5 degrees Celsius.
<u>EN-33</u> (proposed numbering)	EN-18	Reduce countywide sources of greenhouse gas emissions compared to a 2007 baseline, by 25% by 2020, 50% by 2030, 75% by 2040; and 95% and net zero emissions 80% by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO_{2e}) by 2020, 5 MTCO_{2e}, and 1.5 MTCO_{2e} by 2050.	Acknowledges the State emission reduction target for and is consistent with the 2020 SCAP revisions. Broad K4C city elected official support for strengthening these targets. Unfortunately, the “baseline” is continually moved: 1990, 2005, 2007, ????

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<u>EN-34</u> (proposed numbering)	EN-18A	King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and other local government buildings, on road vehicles, and solid waste at least every two years. King County shall also update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. <u>Encourage cities in King County to develop city specific emissions inventories and data, in partnership with King County.</u>	Added specific language that points KC cities to KC for help and partnership in creating an emission inventory.
<u>EN-35</u> (proposed numbering)	EN-19	Promote energy efficiency, conservation methods, and sustainable energy sources, <u>electrification of the transportation system, reduction of single occupancy trips and vehicle miles traveled, to reduce greenhouse gases to support state, regional, and local climate change reduction goals.</u>	Addresses MPP-CC-3.
<u>EN-36</u> (proposed numbering)	EN-20	Plan and implement land use and building practices, transportation, transportation investments, and building practices including cleaner fuels and vehicles, and alternatives to driving alone, in order to that will greatly reduce pollution and consumption of fossil fuels.	Addresses MPP-EN-21& MPP-CC-12.
<u>EN-37</u> (proposed numbering)	New Policy	<u>Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.</u>	Addresses MPP-CC-10 We believe this is necessary, but new policies, laws, and a lot of money all are needed to make it happen.
<u>EN-38</u> (proposed numbering)	New Policy	<u>Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and urban tree canopy, that sequester and store carbon.</u>	Addresses MPP-CC-4. We consider this new policy critical to help ensure the integrity of the Rural Area. Such sequestration and subsequent storage are key elements of the strategy and ones that could make use of Rural Area farmlands, wetlands, and trees. Also, this could be part of a carbon credit program.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EN-39 (proposed numbering)	New Policy	<u>Support the production and storage of clean renewable energy.</u>	<p>Helps implement the CETA and acknowledges that storage of energy will be integral in the State achieving the 2020 CETA targets.</p> <p>Definitions for Glossary – Clean renewable energy: Includes the production of electricity from wind, solar and geothermal and does not include production of energy created by combustion of fuel that causes greenhouse gas emissions or produces hazardous waste.</p> <p>King County’s definition of renewable energy from 2020 Strategic Climate Action Plan: Renewable energy is energy created from sources that can be replenished in a short period of time. The five renewable sources used most often are biomass (such as wood and biogas), the movement of water, geothermal (heat from within the earth), wind, and solar.</p>

Development Patterns We would like to see separate “Urban Communities and Centers” and “Rural Areas and Natural Resource Lands” chapters, much like as is done in the King County Comprehensive Plan (Chapters 2 and 3, respectively). this would recognize the importance of preserving/protecting the Rural Area. Consider adding two policies: (1) Tighten thresholds for categorical exemptions under SEPA. While thresholds may be raised in urban areas, consider tightening them in rural areas and (2) Fund and conduct permit code enforcement to ensure all required permit conditions are met.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-1	DP-1	<p>All Designate all lands within King County subject to Growth Management Act planning are designated as:</p> <ul style="list-style-type: none"> ● a) Urban land within the Urban Growth Area, where new growth is focused and accommodated; ● b) Rural land, where farming, forestry, and other resource uses are protected, and very low-density residential uses, and small-scale non-residential uses are allowed; or ● c) Resource land, where permanent regionally significant agricultural, forestry, and mining lands are preserved. <p><u>In each of these lands, environmentally sensitive critical areas may exist and these are to be conserved through regulations, incentives, and programs.</u></p>	<p>MPP-DP-40: Protect and enhance significant open spaces, natural resources, and critical areas.</p> <p><i>Reason for change(s): Technical clarification. Addresses critical areas. Sub-bulleting consistency.</i></p>
		Urban Growth Area	
		<u>Urban Lands</u>	

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-2	DP-2	<p><u>Accommodate housing and employment growth first and foremost in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit.</u> Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses <u>and schools</u>, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.</p>	<p>MPP-DP-1: Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p> <p>MPP-DP-11: Identify and create opportunities to develop parks, civic places (<u>including schools</u>) and public spaces, especially in or adjacent to centers.</p> <p>MPP-RGS-4: Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision <u>and the goals of the Regional Open Space Conservation Plan.</u> This must be incumbent on each government.</p> <p><i>Reason for change(s): Edits for consistency on role of UGA. Includes schools, consistent with other policies on school siting.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-3	DP-3	<p>Efficiently dDevelop and use residential, commercial, and manufacturing land <u>efficiently</u> in the Urban Growth Area to create healthy and vibrant urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> ● <u>a) Directing concentrations of housing and employment growth to <u>high opportunity areas like designated centers and station areas, consistent with the numeric goals in the regional growth strategy;</u></u> ● <u>b) Encouraging compact development with a mix of compatible residential, commercial, and community activities;</u> ● c) Maximizing <u>Optimizing</u> the use of existing capacity for housing and employment; ● <u>d) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</u> ● <u>e) Coordinating plans for land use, transportation, <u>schools</u>, capital facilities and services.</u> 	<p>MPP-DP-4: Support the transformation of key underutilized lands, such as <u>as surplus public lands or environmentally contaminated lands as brownfields and greyfields</u>, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.</p> <p>MPP-DP-11: Identify and create opportunities to develop parks, civic places (<u>including schools</u>) and public spaces, especially in or adjacent to centers.</p> <p>(Local) MPP-DP-Action-7: <u>Identification and Clean-up of Underused Lands:</u> <u>Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.</u></p> <p>MPP-RGS-6: Encourage efficient use of urban land by maximizing <u>optimizing</u> the development potential of existing urban lands <u>and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy such as advancing development that achieves zoned density.</u></p> <p><i>Reason for change(s): Sub-bulleting consistency. Expands centers framework consistent with later policies. Addresses role of underutilized lands.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-4	DP-4	<p>Concentrate housing and employment growth within the designated Urban Growth Area. Focus housing growth <u>in the Urban Growth Area</u> within cities, countywide designated Urban Regional Centers, Countywide Centers, and locally designated local centers, <u>to promote access to opportunity</u>. Focus employment growth within countywide designated Urban and Manufacturing/Industrial Centers and within locally designated local centers.</p>	<p>MPP-RGS-9: Focus a significant share of population and employment growth in designated regional growth centers.</p> <p>MPP-RGS-10: Focus a significant share of employment growth in designated regional manufacturing/industrial centers.</p> <p><i>Reason for change(s): Refined to focus on centers, and consolidates UGA concepts into earlier policy.</i></p>
DP-5	DP-5	<p>Decrease-Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote walking, bicycling, transit, and other alternatives to auto travel.</p>	

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-6	DP-6	<p>Plan for development patterns Adopt land use and community investment strategies that promote public health <u>and address racially and ethnically disparate health outcomes and promote access to opportunity.</u> by providing all residents with opportunities for <u>employment, safe and convenient daily physical activity, social connectivity, and protection from exposure to harmful substances and environments, and housing in high opportunity areas.</u></p>	<p>MPP-DP-3: Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.</p> <p>MPP-DP-15: Design communities to provide an improved safe and welcoming environments for walking and bicycling.</p> <p>MPP-DP-18: Address existing health disparities and improve health outcomes in all communities.</p> <p><i>Reason for change(s): Direction to examine past housing practices for disparities. Adds missing concepts related to health and health disparities and equity.</i></p>
DP-7	DP-7	<p>Plan for development patterns <u>street networks that provide a high degree of connectivity in order to encourage walking, bicycling, and transit use, and that promote safe and healthy routes to and from public schools.</u></p>	<p>MPP-DP-3: Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.</p> <p><i>Reason for change(s): Revised focus on transportation and connectivity.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-8	DP-8	Increase access to healthy food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities, <u>especially in those areas with limited access to healthy food.</u>	<p>MPP-DP-20: Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.</p> <p><i>Reason for change(s): Addresses social equity.</i></p>
DP-8	DP-8	Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the Urban Growth Area. Urban Separators are intended to protect Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. Changes to Urban Separators are made pursuant to the Countywide Planning Policies amendment process described in policy G-1. Designated Urban Separators within cities and unincorporated areas are shown in the Urban Separators Map in Appendix 3.	
DP-21	DP-10	Discourage incompatible land uses from locating adjacent to general aviation airports throughout the county.	<i>Reason for change(s): Consolidated in DP-21.</i>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<p>DP-X1 (temporary numbering)</p>	<p>New Policy</p>	<p><u>No new Fully Contained Communities shall be approved in unincorporated King County.</u></p>	<p>MPP-DP-34: Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.</p> <p>MPP-DP-35: In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.</p> <p>Although MPP-DP-34's "avoid(ing) new fully contained communities outside of the designated urban growth area" is prudent and the basis for the new policy, it must be recognized that cities on the urban fringe, which approve such massive master-planned developments (e.g., Black Diamond and Covington), cause very similar problems, especially on poorly maintained and continually underfunded County road networks.</p> <p><i>Reason for change(s): Consistent with KC Comp Plan policy U-181: Except for existing Fully Contained Community designations, no new Fully Contained Communities shall be approved in King County. Adds master planned resorts given their similar form and impacts.</i></p>
<p><u>Growth Targets</u></p>			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-11	DP-11	<p>GMPC shall allocate residential and employment growth to each city and <u>urban</u> unincorporated urban-area in the county. This allocation is predicated on:</p> <ul style="list-style-type: none"> ● <u>a)</u> Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council; ● <u>b)</u> Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and <u>potential annexation areas</u> with countywide designated centers and within other larger cities <u>high capacity transit communities</u>, limited development in the Rural Area, and protection of designated Resource Lands; ● <u>c)</u> Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including <u>road, stormwater,</u> sewer and water systems; ● <u>d)</u> Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; ● <u>e)</u> Improving the jobs/housing balance <u>connection consistent with the Regional Growth Strategy, both within</u> between counties in the region and <u>within subareas</u> in the county; <p>[NOTE: This is an extremely important planning concept, but one where the followthrough has proven to be difficult. Cities plan for both housing and commercial growth, but often attract the former, while the latter lags behind or, worse, never materializes at a level that provides the city an adequate tax base to provide needed services and infrastructure for both residents and businesses. This especially is prevalent for cities along the edge of the urban growth boundary (i.e., the "urban fringe"), which quite often businesses have tended to avoid (due to lower population densities, longer supply lines, etc.) or attract primarily retail businesses that often provide only low-paying jobs further adversely impact the tax base. As a result, such cities exhibit a great imbalance, i.e., being housing rich and employment poor. This then results in even more commuters traveling even longer distances. Consequently, we agree policies need to encourage housing in job-rich locations and not hope for jobs to materialize in housing-rich locations, which often appears to be what some cities continue to do.]</p> <ul style="list-style-type: none"> ● <u>f)</u> Promoting sufficient opportunities for <u>equitable</u> housing and employment development that is distributed throughout the Urban Growth Area <u>and within all jurisdictions in a manner that promotes racial and social equity</u>; ● <u>g)</u> Allocating growth to each Potential Annexation Areas within the urban 	<p>MPP-DP-12: Design transportation projects and other infrastructure to achieve community development objectives and improve communities.</p> <p>MPP-RGS-Goal: <u>The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.</u></p> <p>MPP-RGS-8: <u>Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.</u></p> <p>(local) MPP-RGS-Action-7: Regional Growth Strategy (Local): <u>As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.</u></p> <p>(local) MPP-RGS-Action-8: Plan for Jobs-</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-12	DP-12	<p>GMPC shall:</p> <ul style="list-style-type: none"> • <u>a) Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be incorporated used as the land use assumption in state-mandated comprehensive plan updates;</u> • <u>b) Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy G-1;</u> • <u>c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets;</u> • <u>d) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the 2006-2031 planning period are shown in table DP-1</u> • <u>e) Ensure sufficient infrastructure either exists or can be provided to service the growth when setting growth targets.</u> 	<p>MPP-RGS-3: <u>Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.</u></p> <p>(local) MPP-RGS-Action-9: Growth Targets: <u>Countywide planning organizations will work to develop processes to reconcile any discrepancies between city and county adopted targets contained in local comprehensive plans.</u></p> <p><i>Reason for change(s): Sub-bulleting consistency. Provision reflecting collaborative nature of the process. Addresses need to reconcile land use assumptions when establishing growth targets.</i></p> <p><u>Cities on the urban fringe often do not have adequate transportation infrastructure often unduly relying on wholly inadequate King County roads in the Rural Area to accommodate the pass-through commuting traffic they generate.</u></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-13	DP-13	<p>All jurisdictions shall plan to accommodate housing and employment targets in all jurisdictions. This includes:</p> <ul style="list-style-type: none"> • <u>a) Using the adopted targets as the land use assumption for their comprehensive plan;</u> • <u>b) Establishing local growth targets for regional growth centers, where applicable;</u> • c) Adopting <u>Ensuring adopted</u> comprehensive plans and zoning regulations that provide capacity for residential, commercial, and industrial uses that is sufficient to meet 20-year growth needs targets and is consistent with the desired growth pattern described in VISION 2040 <u>2050</u>; • d) Coordinating <u>Ensuring adopted local</u> water, sewer, transportation and other infrastructure plans and investments among agencies, including special purpose district <u>plans</u>, are consistent with adopted targets as well as regional and countywide plans; and • <u>e) Transferring and accommodating unincorporated area housing and employment targets as annexations occur.</u> • <u>f) Identifying infrastructure capacity needs both within and beyond the jurisdiction to accommodate local growth targets at the 6-, 10-, and 20-year horizons.</u> 	<p>MPP-RGS-2: Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local <u>housing and employment growth</u> targets for each designated regional growth center <u>and manufacturing/industrial center.</u></p> <p>MPP-RGS-12: Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit. <u>We expect local political pressures could be intense here and should not not overcome regional economic sense. Also, cities on the urban fringe often do not have adequate bus service, let alone "high-capacity transit," and most like never will.</u></p> <p>(local) MPP-RGS-Action-7: Regional Growth Strategy (Local): As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.</p> <p>(local) MPP-RGS-Action-8: Plan for Jobs-Housing Balance (Local): Countywide planning organizations will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth targets that</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<u>Amendments to the Urban Growth Area</u>			
DP-14	DP-14	Review the Urban Growth Area at least every ten years. In this review consider monitoring reports and other available data. As a result of this review, and based on the criteria established in policies DP-15 and DP-16 through DP-18, King County may propose and then the Growth Management Planning Council may recommend amendments to the Countywide Planning Policies and King County Comprehensive Plan that make changes to the Urban Growth Area boundary.	<i>Reason for change(s): Technical clarification.</i>
DP-15	DP-15	<p>Allow amendment of the Urban Growth Area only when the following steps have been satisfied:</p> <ul style="list-style-type: none"> a) The proposed expansion <u>amendment</u> is under review by the County as part of an amendment process of the King County Comprehensive Plan; b) King County submits the proposal to the Growth Management Planning Council for the purposes of review and recommendation to the King County Council on the proposed amendment to the Urban Growth Area; c) The King County Council approves or denies the proposed amendment; and d) If approved by the King County Council, the proposed amendment is ratified by the cities following the procedures set forth in policy G-1. 	<i>Reason for change(s): Expands role of GMPC, consistent with current practice.</i>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-16	DP-16	<p>Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the <u>contiguous</u> Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: <ul style="list-style-type: none"> 1) is at least <u>a minimum of</u> four times the acreage of the land added to the Urban Growth Area; <u>and</u> 2) is contiguous with the <u>original 1994</u> Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 3) <u>Preserves is onsite and preserves</u> high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or c.) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. 	<p><i>Reason for change(s): Refocuses program to avoid growth in outlying areas. Technical clarifications for consistency with County program.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-17	DP-17	<p>Add land to the Urban Growth Area only if expansion of the Urban Growth Area is warranted based on the criteria in DP-16(a) or DP-16(b), add land to the Urban Growth Area only if and it meets all of the following criteria:</p> <ul style="list-style-type: none"> a) Is adjacent to the existing Urban Growth Area; b) For expansions based on DP-16(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs <u>and is adjacent to the existing Urban Growth Area boundary;</u> b) For expansions based on DP-16(b): <ul style="list-style-type: none"> i) Is adjacent to the original 1994 contiguous Urban Growth Area boundary; ii) Can be efficiently provided with urban services and does not require any supportive facilities, services, roads, or any infrastructure to cross or be located in the Rural Area or new open space area, <u>and does not overly burden King County road networks in the Rural Area;</u> d) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services; e) iii) Is not currently designated as Resource Land; f) iv) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and v) Only residential development is allowed on the new urban land; and vi) For expansions that are adjacent to a municipal boundary, approval shall be g) subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. <u>No development on the property shall occur until the property is annexed by the city. These Urban Growth Area expansions require an agreement between the property owner, the annexing city, and the County.</u> Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change. 	<p>Reason for change(s): Same as DP-16. Policy changes in sub (c) and (g) consistent with 2020 Executive Proposed Comprehensive Plan.</p> <p><u>Why is "sub d)" being removed ?</u></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-18	DP-18	Allow redesignation of Urban land currently within the Urban Growth Area to Rural land outside of the Urban Growth Area if the land is not needed to accommodate projected urban growth, is not served by public sewers, is contiguous with the Rural Area, and: <ul style="list-style-type: none"> a) Is not characterized by urban development; b) Is currently developed with a low density lot pattern that cannot be realistically redeveloped at an urban density; or c) Is characterized by environmentally sensitive areas making it inappropriate for higher density development. 	
Review and Evaluation Program			
DP-19	DP-19	Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are: <ul style="list-style-type: none"> • <u>a) To collect and analyze data on development activity, land supply, and capacity for residential, commercial, and industrial land uses in urban areas;</u> • To evaluate the consistency of actual development densities with current comprehensive plans, and • <u>b) To determine whether jurisdictions are achieving urban densities by comparing growth and development assumptions and targets in the countywide planning policies and comprehensive plans with actual growth and development that has occurred; and</u> • <u>c) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.</u> 	Reason for change(s): Sub-bulleted consistency. Additional provisions in response to changes in state law (not a part of VISION). Re: b) — What about cities that grossly exceed their growth targets and do not possess sufficient infrastructure (nor have any realistic plans and funding mechanisms to support same)?

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-20	DP-20	<p>If necessary based on the findings of a periodic buildable lands evaluation report, adopt reasonable measures, other than expansion of the Urban Growth Area, to increase land capacity for housing and employment growth within the Urban Growth Area by making more efficient use of urban land consistent with current plans and targets. The County and its cities, through the Growth Management Planning Council, will collaboratively determine whether reasonable measures other than amending the Urban Growth Area are necessary to ensure sufficient additional capacity if a countywide urban growth capacity report determines that:</p> <ul style="list-style-type: none"> a) the current Urban Growth Area is insufficient in capacity to accommodate the housing and employment growth targets; or b) any jurisdiction contains insufficient capacity to accommodate the housing and employment growth targets, has not made sufficient progress toward achieving the housing and employment growth targets, or has not achieved urban densities consistent with the adopted comprehensive plan. <p>Reasonable measures should be adopted to help implement local targets in a manner consistent with the Regional Growth Strategy.</p>	<p>Reason for change(s): Codifies collaborative process, consistent with current practices.</p> <p>The language in this policy is of concern, as this could result in even more pressure to expand the UGA.</p>
DP-X2 (temporary numbering)	New Policy	<p>Adopt any necessary reasonable measures in comprehensive plans, and these may include increased land capacity for housing and employment or other measures to promote growth that is consistent with planned urban densities and adopted housing and employment targets. Jurisdictions will report adopted reasonable measures to the GMPC and will collaborate to provide data periodically on the effectiveness of those measures.</p>	<p>Reason for change(s): Codifies collaborative process, consistent with current practices.</p> <p>Throughout these CPP policies there appears to be great concern that cities will not achieve their growth targets, but no concern for those that grossly exceed their growth targets, thereby exerting undue pressure on King County infrastructure and the integrity of the Rural Area.</p>
<p><u>Joint Planning and Annexation</u></p>			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-21	DP-21	<p>Coordinate the preparation of comprehensive plans <u>with among</u> adjacent and other affected jurisdictions, <u>military facilities, tribal governments, ports, airports, and other related entities</u> as a means to avoid or mitigate the potential cross-border impacts of urban development <u>and encroachment of incompatible uses.</u></p>	<p>MPP-DP-7: Consider the <u>potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.</u></p> <p>MPP-DP-48: Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.</p> <p>MPP-DP-49: Protect military lands from encroachment by incompatible uses and development on adjacent land.</p> <p>MPP-DP-50: Protect industrial lands <u>zoning and manufacturing/industrial centers</u> from encroachment by incompatible uses and development on adjacent land.</p> <p>MPP-DP-51: Protect tribal reservation lands <u>from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.</u></p> <p><i>Reason for change(s): Consolidates collaboration with other entities into one joint planning policy.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-22	DP-22	<p>Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Ensure that <u>Affiliate all Potential Annexation Areas with adjacent cities and ensure they do not overlap or leave urban unincorporated urban islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas, and low- and high-income residential areas should be annexed holistically rather than in a manner that leaves residential urban unincorporated urban areas stranded. Annexation is preferred over incorporation.</u></p>	<p>MPP-DP-27: Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, <u>while promoting economical administration and services,</u> annexation is preferred over incorporation.</p> <p>MPP-RGS-16: <u>Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.</u></p> <p><i>Reason for change(s): Consolidates annexation topics. New provision to support holistic approaches to annexation boundary decisions, rather than piecemeal annexations.</i></p>
DP-23	DP-23	<p>Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Potential Annexation Area in order to provide <u>increase the provision of urban services to those areas. Annexation is preferred over incorporation. To move Potential Annexation Areas towards annexation, cities and the County shall work to establish pre-annexation agreements that identify mutual interests, and ensure coordinated planning and compatible development, until annexation is feasible.</u></p>	<p>MPP-DP-29: <u>Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.</u></p> <p><i>Reason for change(s): New provision to require pre-annexation area agreements. This is based on workplan action 17, which developed an annexation plan.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-24	DP-26	<p>Develop agreements between King County and cities with Potential Annexation Areas to apply city-compatible development standards that will guide land development prior to annexation. <u>Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues.</u></p>	<p>MPP-DP-28: Support joint planning between cities, and counties, <u>and service providers</u> to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.</p> <p>MPP-RGS-16: <u>Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.</u></p> <p><i>Reason for change(s): Expands lists of potential strategies</i></p>

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-25	DP-24	<p>Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities <u>or existing special purpose districts</u> to coordinate the provision of a full range of urban services to areas to be annexed.</p> <p><i>Note: IJT still working on this policy</i></p>	<p>MPP-DP-29: <u>Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.</u></p> <p>MPP-DP-30: Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county <u>or an existing utility district</u> as an interim approach.</p> <p><i>Reason for change(s): Recognizes that special districts have an important role in some locations. New provision with processes for resolving boundary issues. New provision to allow boundaries to change following negotiation or GMPC involvement.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-26	DP-25	<p>Within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, <u>Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009,</u> through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city’s comprehensive plan after the following steps have been taken:</p> <ul style="list-style-type: none"> a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city’s intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and; b) The cities with the Potential Annexation Area overlap and the county have either: <ul style="list-style-type: none"> 1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or 2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice. 	
DP-27	DP-27	<p>Evaluate proposals to annex or incorporate <u>urban</u> unincorporated land based on the following criteria, <u>as applicable</u>:</p> <ul style="list-style-type: none"> a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary; b) The ability of the annexing or incorporating jurisdiction to <u>efficiently</u> provide urban services at standards equal to or better than the current service providers; and c) <u>The effect of the Annexation annexation or incorporation in a manner that will avoid avoiding or creating unincorporated islands of development;</u> d) <u>The ability to serve the area in a manner that addresses social equity and promotes access to opportunity; and</u> e) <u>Based upon joint outreach to community, the ability and interest of a city in moving forward with a timely annexation of the area, consistent with these criteria.</u> 	<p><i>Reason for change(s): New criteria addressing a range of topics, supporting annexation work plan findings.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-28	DP-28	<p>Resolve the issue of unincorporated road islands within or between cities. Annexation of Roadways and shared streets within or between cities, but still under King County jurisdiction, should be annexed by considered by cities that are adjacent cities to them. Cities and the county shall work to establish timeframes for annexation of these road islands.</p>	<p><i>Reason for change(s): Encourages timelines to facilitate resolution.</i></p>
Centers			
Urban Centers			
DP-29	DP-29	<p>Concentrate Focus housing and employment growth within into designated Urban Regional Growth Centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p>	<p>MPP-DP-22: <u>Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.</u></p> <p>MPP-RGS-8: <u>Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.</u></p> <p><i>Reason for change(s): Combined DP-29 and DP-33 into single policy.</i></p>
DP-30	DP-30	<p>Designate Urban Regional Growth Centers in the Countywide Planning Policies where city-nominated locations meet the criteria in policies DP-31 and DP-32 and where the city's commitments will help ensure the success of the center. Urban the King County Centers Designation Framework. Urban Regional Growth Centers will be limited in number and located on existing or planned high capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. The Land Use Map in Appendix 1 shows the locations of the designated Urban Centers.</p>	<p><i>Reason for change(s): Technical clarifications.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<p>DP-31</p> <p>Criteria moved to in Appendix 6: King County Centers Designation Framework</p>	<p>DP-31</p>	<p>The King County Centers Designation Framework, adopted in Appendix 6, establishes designation processes and timelines, minimum existing and planned density thresholds, and subarea planning expectations. King County designated centers are shown on the Land Use Map in Appendix 1.</p> <p>Allow designation of new Urban Centers where the proposed Center:</p> <p>a) Encompasses an area up to one and a half square miles, and</p> <p>b) Has adopted zoning regulations and infrastructure plans that are adequate to accommodate</p> <p>— i) A minimum of 15,000 jobs within one-half mile of an existing or planned high-capacity transit station;</p> <p>— ii) At a minimum, an average of 50 employees per gross acre within the Urban Center; and</p> <p>— iii) At a minimum, an average of 15 housing units per gross acre within the Urban Center.</p>	<p>MPP-DP-21: Provide a regional framework for designating and evaluating regional growth centers.</p> <p>MPP-DP-24: Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.</p> <p>(Local) MPP-DP-Action-8: Center Plans and Station Area Plans: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.</p> <p><i>Reason for change(s): Adds new appendix 3, which is the Centers Designation Framework Matrix.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<p>DP-32</p> <p>Criteria moved to in Appendix 6: King County Centers Designation Framework</p>	<p>DP-32</p>	<p>Establish subarea plans for designated regional and countywide centers that comport with the expectations in the King County Centers Designation Framework adopted in Appendix 6.</p> <p>Adopt a map and housing and employment growth targets in city comprehensive plans for each Urban Center, and adopt policies to promote and maintain quality of life in the Center through:</p> <ul style="list-style-type: none"> • A broad mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction; • A range of affordable and healthy housing choices; • Historic preservation and adaptive reuse of historic places; • Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center; • Strategies to increase tree canopy within the Urban Center and incorporate low-impact development measures to minimize stormwater runoff; • Facilities to meet human service needs; • Superior urban design which reflects the local community vision for compact urban development; • Pedestrian and bicycle mobility, transit use, and linkages between these modes; • Planning for complete streets to provide safe and inviting access to multiple travel modes, especially bicycle and pedestrian travel; and <p>Parking management and other strategies that minimize trips made by single-occupant vehicle, especially during peak commute periods.</p>	<p>MPP-DP-44: Work to conserve valuable rural and resource lands through techniques, such as conservation programs, Encourage the use of innovative techniques, including the transfer of development rights, and the purchase of development rights, and conservation incentives. Use these techniques to Focus growth within the urban growth area, (especially cities), to lessen pressures to convert rural and resource areas to residential uses more intense urban type development, while protecting the future economic viability of sending areas and sustaining rural and resource based uses.</p> <p>We have found this especially true with mining lands that, once exhausted of their mineral wealth, become prime targets for residential development with owners seeking zoning changes. Although “growth” is focussed “within the urban growth area (UGA),” such pressures will continue, since the lands outside the UGA, generally, often are much less costly to acquire and develop.</p> <p>(Local) MPP-DP-Action-9: Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.</p> <p>Reason for change(s): Links to expectations from PSRC that will need to be met to be designated regionally.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-X3 (temporary numbering)	New Policy	<u>Evaluation of the potential physical, economic, and cultural displacement of marginalized residents and businesses in Regional Growth Centers and high-capacity transit station areas should be conducted. Use a range of strategies to mitigate identified displacement impacts.</u>	<p>MPP-DP-23: <u>Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.</u></p> <p><i>Reason for change(s): New policy addressing equity issues, consistent with MPP.</i></p>
N/A	DP-33	Form the land-use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit service.	<i>Reason for change(s): Duplicative of other policies.</i>
Local Centers			
DP-X4 (temporary numbering)	New Policy	<u>Designate Countywide Centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework. Countywide Centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</u>	<p>MPP-DP-26: Establish <u>Implement the adopted a common framework to designate countywide centers among the countywide processes for designating subregional centers to ensure compatibility within the region.</u></p> <p>MPP-RGS-11: <u>Encourage growth in designated countywide centers.</u></p> <p><i>Reason for change(s): Establishes new countywide center process.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-38	DP-38	Identify in comprehensive plans local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.	<p>MPP-DP-25: Support the development of centers within all jurisdictions, including <u>high-capacity transit station areas and countywide and local centers.</u> town-centers and activity nodes.</p> <p><i>Reason for change(s): Technical change.</i></p>
N/A	DP-34	Concentrate manufacturing and industrial employment within countywide designated Manufacturing/ Industrial Centers. The Land Use Map in Appendix 1 shows the locations of the designated Manufacturing/Industrial Centers.	<i>Reason for change(s): Replaced by edits in DP-37, referencing the new Framework.</i>
N/A Criteria moved to in Appendix 6: King County Centers Designation Framework	DP-35	<p>Adopt in city comprehensive plans a map and employment growth targets for each Manufacturing/ Industrial Center and adopt policies and regulations for the Center to:</p> <ul style="list-style-type: none"> • Provide zoning and infrastructure adequate to accommodate a minimum of 10,000 jobs; • Preserve and enhance sites that are appropriate for manufacturing or other industrial uses; • Strictly limit residential uses and discourage land uses that are not compatible with manufacturing and industrial uses, such as by imposing low maximum size limits on offices and retail uses that are not accessory to an industrial use; • Facilitate the mobility of employees by transit and the movement of goods by truck, rail, air or waterway, as appropriate; • Provide for capital facility improvement projects which support the movement of goods and manufacturing/industrial operations; • Ensure that utilities are available to serve the center; • Avoid conflicts with adjacent land uses to ensure the continued viability of the land in the Manufacturing/ Industrial Center for manufacturing and industrial activities; and <p>Attract and retain the types of businesses that will ensure economic growth and stability.</p>	<i>Reason for change(s): Replaced by edits in DP-37, referencing the new Framework.</i>
<u>Manufacturing/ Industrial Centers</u>			
DP-36	DP-36	Minimize or mitigate potential health impacts of the activities in Manufacturing/Industrial Centers on residential communities, schools, open space, and other public facilities.	

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-37	DP-37	<p>Designate and accommodate industrial growth in additional Manufacturing/ Industrial a <u>network of Regional Industrial Employment and Industrial Growth centers, and Countywide Industrial Centers to support economic development and family wage jobs in King County. Designate these centers</u> in the Countywide Planning Policies pursuant to the procedures described in policy G-1 based on nominations from cities and after determining that:</p> <ul style="list-style-type: none"> a) the nominated locations meet the criteria set forth in policy DP-35 the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for Regional Manufacturing/-Industrial Centers; b) the proposed center's location will promote a countywide system of Manufacturing/ Industrial Centers with the total number of centers representing a realistic growth strategy for the county; and c) the city's commitments will help ensure the success of the center. 	<p>MPP-RGS-10: Focus a significant share of employment growth in designated regional manufacturing/industrial centers.</p> <p><i>Reason for change(s): Recognizes the typology, and the role of accommodating growth.</i></p> <p>It is <u>not</u> stated such "Regional Industrial Employment & Industrial Growth Centers" shall <u>not</u> be located in the Rural Area. Also, is there still an Appendix 1 with a Land-Use Map that shows the location of the RMICs ?</p>
Urban Design and Historic Preservation			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-39	DP-39	<p>Develop neighborhood planning and design processes that encourage infill development, redevelopment, and reuse of existing buildings and that, where appropriate based on local plans, enhance the existing community character and mix of uses. <u>Plan for neighborhoods or subareas to encourage infill and redevelopment, provision of adequate public spaces, and reuse of existing buildings and underutilized lands, as well as enhance public health, existing community character, and mix of uses. Neighborhood and subarea planning will include equitable engagement with priority populations.</u></p>	<p>MPP-DP-2: <u>Reduce disparities in access to opportunity for the region’s residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.</u></p> <p>MPP-DP-4: Support the transformation of key underutilized lands, such as <u>surplus public lands or environmentally contaminated lands as brownfields and greyfields</u>, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.</p> <p>MPP-DP-10: Design public buildings and spaces that contribute to a sense of community and a sense of place.</p> <p>MPP-DP-17: Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.</p> <p>(Local) MPP-DP-Action-7: <u>Identification and Clean-up of Underused Lands:</u> <u>Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.</u></p> <p><i>Reason for change(s): Addresses equity in</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-40	DP-40	<p>Promote a high quality of design and site planning in publicly funded and private development throughout the Urban Growth Area. <u>Where appropriate, provide for connectivity in the street network to accommodate walking, bicycling, and transit use, in order to promote health and well-being.</u></p>	<p>MPP-DP-3: Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a <u>to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.</u></p> <p>MPP-DP-12: Design transportation projects and other infrastructure to achieve community development objectives and improve communities.</p> <p>MPP-DP-15: Design communities to provide an improved <u>safe and welcoming</u> environments for walking and bicycling.</p> <p>MPP-DP-16: Incorporate provisions addressing <u>Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.</u></p> <p><i>Notes: Addresses transportation issues in urban design.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-41	DP-41	<p>Preserve significant historic, <u>visual</u>, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. <u>Celebrate cultural resources that reflect the diversity of the community.</u> Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character.</p>	<p>MPP-DP-5: Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.</p> <p>MPP-DP-6: Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.</p> <p>MPP-DP-9: Support urban design, historic preservation, and arts to enhance quality of life, <u>support local culture</u>, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.</p>
DP-42	DP-42	<p>Design new development to create <u>Create</u> and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. <u>Prioritize neighborhoods with historical underinvestment in green infrastructure. Use natural features crossing jurisdictional boundaries to help determine the routes and placement of infrastructure connections and improvements.</u></p>	<p>MPP-DP-13: Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.</p> <p>MPP-DP-14: Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.</p> <p><i>Reason for change(s): Expands integration with natural systems in planning.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-43	DP-43	Design communities, neighborhoods, and individual developments using techniques that reduce heat absorption, particularly in Urban Centers, Regional and Countywide Centers and residential neighborhoods with less tree canopy and open spaces.	<i>Reason for change(s): Technical change. Reflects importance of healthy and complete communities.</i>
DP-44	DP-44	Adopt <u>flexible</u> design standards, <u>incentives</u> , or guidelines that foster <u>green building</u> , <u>multimodal transportation</u> , and infill development that is compatible with <u>enhances</u> the existing or desired urban character.	<p>MPP-DP-19: Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.</p> <p>MPP-DP-46: Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.</p> <p>MPP-DP-47: Streamline development standards and regulations for residential and commercial development <u>and public projects</u>, especially in centers <u>and high-capacity transit station areas</u>, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.</p> <p><i>Reason for change(s): Expands the range of tools to be considered.</i></p>
Rural Area and Resource Lands			
<u>Rural Area</u>			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-X5 (temporary numbering)	New Policy	Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure to expand existing King County road networks in the Rural Area, nor for conversion of nearby Rural or Resource lands, nor pressure for extending urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area.	<p>MPP-DP-31: Promote transit service to and from existing cities in rural areas.</p> <p>MPP-DP-37: Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.</p> <p>MPP-RGS-13: Direct Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to prevent <u>avoid</u> the conversion of rural land into commercial uses.</p> <p><i>Reason for change(s): Codifies existing role of freestanding Cities in the Rural Area, and recognizes the important role they play in their contexts.</i></p>

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-45	DP-45	Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, reduce <u>and avoid</u> the need for new rural infrastructure, maintain rural character, and protect <u>open spaces</u> and the natural environment. <u>Limit public investment in capital projects to focus on maintaining rural service levels and safety; and avoid roadway expansions.</u>	<p>MPP-DP-33: Do not allow urban net densities in rural and resource areas.</p> <p><i>Reason for change(s): Adds open space lands to character of rural areas.</i></p> <p>MPP-DP-45: Avoid <u>growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.</u></p> <p>MPP-RGS-4: Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision <u>and the goals of the Regional Open Space Conservation Plan.</u></p> <p>MPP-RGS-14: <u>Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.</u></p>

Development Patterns **Correct these top of the page titles.**

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-46	DP-46	<p>Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none"> a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. d) Prohibit upzones; consider downzones if property owner requested. Establish clear criteria for all rural zoning categories to protect rural character and control rural development. e) Reduce subsidies for rural development by adopting impact fees for transportation, fire facilities, and other public facilities that recover capital costs of serving development. <p>Allow limited clustering within development sites to avoid <u>prevent</u> development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p>	<p>MPP-DP-33: Do not allow urban net densities in rural and resource areas.</p>
DP-47	DP-47	<p>Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities. <u>Transit service may cross non-urban lands to serve cities in the Rural Area.</u></p>	<p>MPP-DP-37: Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.</p> <p>MPP-DP-38: Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.</p> <p><i>Reason for change(s): Supports transit service in outlying areas, when economic viable.</i></p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-48	DP-48	Establish rural development standards to <u>and strategies to ensure all development</u> protects the natural environment, <u>including farmlands and forest lands</u> , by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource based activities.	<p>MPP-DP-32: Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.</p> <p>MPP-DP-36: Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.</p> <p>MPP-DP-39: Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.</p> <p>MPP-DP-41: Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.</p> <p><i>Reason for change(s): Expands from standards to include strategies to protect these resources.</i></p>
DP-49	DP-49	Prevent or, if necessary, mitigate negative impacts of urban development to the adjacent Rural Area. Mitigate negative impacts of industrial-scale development that occurs within the Rural Area. Prevent industrial-scale development within the Rural Area.	
DP-50	DP-50	Except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report), limit new nonresidential uses located in the Rural Area to those that are demonstrated to serve the Rural Area, unless the use is dependent upon a rural location. Such uses shall be of a size, scale, and nature that is consistent with rural character.	<p>MPP-DP-37: Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.</p> <p>Several of us served on the 2011/2012 SSTF and do not recall this statement being included in the final agreement.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-51	DP-51	Allow cities that own property in the Rural Area to enter into interlocal agreements with King County to allow the cities to provide services to the properties they own as long as the cities agree to not annex the property or serve it with sewers or any infrastructure at an urban level of service. The use of the property must be consistent with the rural land use policies in the Countywide Planning Policies and the King County Comprehensive Plan.	MPP-DP-41: Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.
Resource Lands			
DP-52	DP-52	Promote and support forestry, agriculture, mining and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy.	<p>MPP-DP-39: Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.</p> <p>We understand "mining" is listed because it always has been an allowed use on rural- and forest-zoned lands. However, we do not want to encourage any new mines. Note the MPP only identifies "agriculture and forestry."</p>
DP-53	DP-53	Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit <u>Avoid redesignation to non-resource uses and limit</u> the subdivision of land so that parcels remain large enough for commercial resource production.	<p>MPP-DP-42: Support the sustainability of designated resource lands. Do not convert these lands to other uses.</p> <p><i>Reason for change(s): Expands policy to address range of issues.</i></p>
DP-54	DP-54	Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources, <u>habitat, and workers.</u>	<i>Reason for change(s): Addressing equity and environment.</i>
DP-55	DP-55	Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.	MPP-DP-42: Support the sustainability of designated resource lands. Do not convert these lands to other uses.

Development Patterns **Correct these top of the page titles.**

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-56	DP-56	Retain the Lower Green River Agricultural Production District as a regionally designated resource that is to remain in unincorporated King County.	
DP-57	DP-57	Discourage Prevent incompatible land uses adjacent to designated Resource Lands to prevent avoid interference with their continued use for the production of agricultural, mining, or forest products.	MPP-DP-43: Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.
DP-58	DP-58	Support <u>agricultural, farmland, and aquatic uses that enhance the food system, and promote</u> local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.	MPP-DP-20: Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods. <i>Reason for change(s): Recognizes importance of these lands to food issues.</i>
DP-59	DP-59	Support institutional procurement policies that encourage purchases of locally grown food products.	
DP-60	DP-60	Ensure that extractive industries <u>and industrial-scale operations on resource lands maintain environmental quality and minimize negative impacts on adjacent lands, and ensure full reclamation and restoration of the land after closure.</u>	

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-61	DP-61	<p>Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Resource Lands and focus urban development within the Urban Growth Area. <u>Prohibit redesignations of resource lands (forest, agriculture, mineral) to rural residential uses.</u></p> <p>We support the various aspects of this policy, but are concerned about the specific details of actual examples of closed mines that seek re-development into large residential tracts, while still being the subject of the state's model toxics control act (MTCA) and remain highly polluted and under rigorous long-term monitoring. we also have seen examples where mining, materials processing, composting facilities, and solid waste landfills have either been expanded in footprint or become far busier than originally intended—all to the detriment (i.e., noise, air and water pollution, road congestion, etc.) of nearby rural area residents, thus becoming more and more incompatible in their rural locations. We are glad to see the "to residential uses" addition made to the "Reason for Change" column.</p>	<p>MPP-DP-44: Work to conserve valuable rural and resource lands through techniques, such as conservation programs, Encourage the use of innovative techniques, including the transfer of development rights, and the purchase of development rights, and conservation incentives. Use these techniques to Focus growth within the urban growth area, (especially cities), to lessen pressures to convert rural and resource areas to residential uses more intense urban type development, while protecting the future economic viability of sending areas and sustaining rural and resource based uses.</p>

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
DP-62	DP-62	<p>Use transfer of development rights to shift potential development from the Rural Area and Resource Lands into the Urban Growth Area, especially cities. Implement transfer of development rights within King County through a partnership between the county and cities that is designed to:</p> <ul style="list-style-type: none"> • <u>a)</u> Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; • <u>b)</u> Preserve rural and resource lands of compelling interest countywide and to participating cities; • <u>c)</u> Identify appropriate transfer of development rights receiving areas within cities; • <u>d)</u> Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); • <u>e)</u> Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; • <u>f)</u> Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and. <p>Be compatible with existing within-city transfer of development rights programs.</p>	<p><i>Reason for change(s): Sub-bulleting consistency.</i></p> <p>VISION 2050 contains a section at the end of its “Development Patterns” chapter called “supporting growth through concurrency.” It contains three MPPs. Yet, the CPPs have nothing equivalent. In particular, we recommend adding a new “DP” similar to the following:</p> <p>MPP-DP-52 Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.</p> <p>We fully support modernizing concurrency to introduce a “regional” perspective. The “sil mentality” of concurrency testing never made sense and has proven to be a failure. Also, we fully support eliminating the omission of not requiring concurrency testing for Highways of Statewide Significance (HSS), which essentially gave them a pass, thus making local concurrency testing incomplete, at best, and largely ineffective, at worst. we have been told by state legislators this was never their intent. it must be fixed.</p>
<p>Housing While we understand the desire to establish “housing targets,” we are wary that, in the absence of meaningful levels of potential employment opportunities, a severely skewed “job-housing balance” could and, most likely will, be the unintended result. In fact, achieving “housing targets” is insufficient without also concentrating on attracting jobs. Consequently, we urge that local comprehensive plans couple and, thus, focus on both jobs and housing simultaneously and describe how a “job-housing balance” will be achieved and maintained.</p>			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H- Overar ching Goal	Housing Overarc hing Goal	<p>The housing needs of all economic and demographic groups are met within all jurisdictions. <u>Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to:</u></p> <ul style="list-style-type: none"> • <u>preserve, improve, and expand their housing stock;</u> • <u>promote fair and equitable access to housing for all people;</u> • <u>and take actions that eliminate race-, place-, ability-, and income-based housing disparities.</u> 	MPP Goal, RAHTF Overall Goal: reflects actions to take an equity orientation
Housing Inventory and Needs Analysis			

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes																																																																																										
H-1	H-1	<p>Address the countywide need for housing affordable to households with moderate, low, and very low, and extremely low incomes, (including those with special needs), at a level that calibrates with the jurisdiction's identified affordability gap for those households. The countywide need for housing in 2044 by percentage of Area Median Income (AMI) is: 50-80% of AMI (moderate) 16% of total housing supply 30-50% of AMI (low) 12% of total housing supply 30% and below AMI (very low) 12% of total housing supply. 30% and below AMI (extremely low) 15% of total housing supply, 31-50% of AMI (very low) 15% of total housing supply, and 51-80% of AMI (low) 19% of total housing supply.</p> <p>Table H-1 provides additional context on the countywide need for housing.</p> <p>Table H 1: King Countywide Need At or Below 30% AMI Between 31% AMI and 50% AMI Between 51% AMI and 80% AMI At or Below 80% AMI</p> <p>Housing Units by Affordability (2019)</p> <table border="1"> <tr> <td>Number of Units</td> <td>44,000</td> <td>122,000</td> <td>180,000</td> <td>346,000</td> </tr> <tr> <td>As Share of Total Units</td> <td>5%</td> <td>13%</td> <td>19%</td> <td>36%</td> </tr> </table> <p>Additional Affordable Housing Units Needed (2019-2044)</p> <table border="1"> <tr> <td colspan="5"><u>Additional Housing Units Needed to Address Existing Conditions</u></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>105,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>31,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>23,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>159,000</td> </tr> <tr> <td colspan="5"><u>Housing Units Needed to Address Growth Through 2044</u></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>39,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>32,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>33,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>104,000</td> </tr> <tr> <td colspan="5">Total Additional Affordable Housing Units Needed</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>144,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>63,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>56,000</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>263,000</td> </tr> </table> <p>Total Affordable Housing Units Needed by 2044 (Includes Current Housing Units)</p> <table border="1"> <tr> <td>Number of Units</td> <td>188,000</td> <td>185,000</td> <td>236,000</td> <td>609,000</td> </tr> </table>	Number of Units	44,000	122,000	180,000	346,000	As Share of Total Units	5%	13%	19%	36%	<u>Additional Housing Units Needed to Address Existing Conditions</u>									105,000					31,000					23,000					159,000	<u>Housing Units Needed to Address Growth Through 2044</u>									39,000					32,000					33,000					104,000	Total Additional Affordable Housing Units Needed									144,000					63,000					56,000					263,000	Number of Units	188,000	185,000	236,000	609,000	<p>MPP-H-1, RAHTF Goal 6: incorporates an adjusted RAHTF approach of defining countywide need as the number of units needed to eliminate cost burden by low-income households by 2044. Ensures strategies are calibrated with the countywide need. Changes to the AMI categories per new Growth Management Act (GMA) definitions. Supports distributional equity.</p>
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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-2	H-2	<p>Address <u>Prioritize</u> the need for housing affordable to households at less than 30% AMI (<u>extremely very low income</u>) <u>by implementing tools such as;</u> recognizing that this is where the greatest need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively.</p> <ul style="list-style-type: none"> • <u>capital, operations, and maintenance funding;</u> • <u>complementary land use regulations;</u> • <u>welcoming communities;</u> • <u>supportive policies; and</u> • <u>collaborative actions by all jurisdictions.</u> 	<p>MPP-H-4, RAHTF Overall Goal: aligns with the new GMA AMI categories and broadens the types of inputs that make housing for extremely low-income households feasible. Supports distributional equity.</p>

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-3	H-3	<p>Conduct an inventory and analysis <u>in each jurisdiction</u> of existing and projected housing needs of all economic and demographic segments of the population in each jurisdiction and summarize the findings in the housing element. The <u>inventory analysis and analysis inventory</u> shall include:</p> <ul style="list-style-type: none"> a. Characteristics of the existing housing stock, including supply, affordability and diversity of housing types; b. Characteristics of populations, including projected growth and demographic change; c. The housing needs of very low, low, and moderate income households; and d. The housing needs of special needs populations. a. <u>affordability gap of the jurisdiction's housing supply as compared to countywide need percentages from policy H-1 (see table H-2 in Appendix);</u> b. <u>number of existing housing units by housing type, age, number of bedrooms, occupants per room, condition, tenure, and AMI limit (for income-restricted units);</u> c. <u>percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction;</u> d. <u>number of units, including number of income-restricted units, within a half-mile walkshed of high capacity or frequent transit stations and regional and countywide centers;</u> e. <u>household characteristics, by race/ethnicity:</u> <ul style="list-style-type: none"> i. <u>income (median and by AMI bracket)</u> ii. <u>tenure</u> iii. <u>size</u> iv. <u>housing cost burden and severe housing cost burden;</u> 	<p>H-Action-4: Local Housing Needs: requires reporting findings from housing needs analysis in the comprehensive plan. Specifies in more detail what should be included in a housing needs analysis includes housing condition, calculation of the jurisdictional affordability gap, distribution of diverse housing types, needs of BIPOC communities, and development capacity near transit. Revisions to align with new GMA AMI definitions. Supports distributional equity and reparative policies.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-4	New Policy	<u>Evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. Identify gaps in existing partnerships, policies, and dedicated resources for meeting the countywide need and eliminating racial and other disparities in access to housing and neighborhoods of choice.</u>	H-Action-4: Local Housing Needs, RAHTF Goal 1: new policy to evaluate effectiveness of housing efforts.
H-5	New Policy	<u>Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</u>	MPP-H-5, MPP H-12, RAHTF Goal 5: new policy to understand contributing factors to regional and local housing disparities by race. Supports reparative policies.
Regional Collaboration			
H-6	H-14 and H-15	Work cooperatively among jurisdictions to provide mutual support in meeting countywide housing growth targets and affordable housing needs. Collaborate in developing sub-regional and countywide housing resources and programs, including funding, to provide affordable housing for very low, low-, and moderate-income households. <u>Collaborate with diverse partners (e.g. employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g. funding, surplus property) and programs to meet countywide housing need.</u>	MPP-H-11, RAHTF Goal 7: Merged two similar policy concepts together and clarified who jurisdictions should collaborate with.
H-7	H-16	Work cooperatively with the Puget Sound Regional Council and other agencies to identify ways to expand that provide technical assistance to local jurisdictions in developing, implementing to support the development, implementation, and monitoring the success of strategies that achieve the goals of this chapter promote affordable housing that meets changing demographic needs. Collaborate in developing and implementing a housing strategy for the four-county central Puget Sound region.	MPP-H-Action-2, MPP H-Action-1, RAHTF Goal 1: broadens the intent of working with other agencies.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-8	New Policy	Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing and monitoring strategies that achieve the goals of this chapter. <u>Prioritize the needs and solutions articulated by these disproportionately impacted populations.</u>	MPP-H-Action-6: Displacement, RAHTF Goal 5, RAHTF Goal 7: new policy recognizes the need to ensure that housing policy development, decision-making, and implementation is inclusive and serves those most disproportionately impacted by the housing crisis. Supports process equity.
Strategies to Meet Housing Needs			
H-9	New Policy	Adopt intentional, targeted actions that repair harms to Black, Indigenous, and People of Color (BIPOC) households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-5). <u>Promote equitable outcomes in partnership with communities most impacted.</u>	MPP-H-5, MPP-H-12, RAHTF Goal 5, RAHTF Goal 7: new policy to repair harm to communities impacted by exclusionary land use policy in partnership with those impacted. Supports reparative policies and cross-generational and process equity.
H-10	H-5	Adopt policies, <u>incentives</u> , strategies, actions, and regulations at the local and countywide levels that promote housing supply, affordability, and diversity, including those that address a significant share of the countywide need for housing affordable to very- that increase the supply of long-term income-restricted housing for extremely low, very low, and moderate low-income households and households with special needs. <u>These strategies should address the following:</u> <ul style="list-style-type: none"> a. Overall supply and diversity of housing, including both rental and ownership; b. Housing suitable for a range of household types and sizes; c. Affordability to very low, low, and moderate income households; d. Housing suitable and affordable for households with special needs; e. Universal design and sustainable development of housing; and f. Housing supply, including affordable housing and special needs housing, within Urban Centers and in other areas planned for concentrations of mixed land uses. 	MPP-H-3, MPP H-Action-5, RAHTF Goal 6, RAHTF Goal 7: references incentives and more clearly specifies the reason for adoption. Includes a new provision for meeting the countywide need and needs of special needs populations. Supports distributional equity.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-11	H-7	<p>Implement strategies to overcome cost barriers to housing affordability, and implement strategies to overcome them. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p>	<p>MPP-H-10, MPP H-Action-7, MPP H-Action-8, RAHTF Goal 2, RAHTF Goal 6: adds greater specificity about the type of barriers that need to be overcome to meet countywide need.</p>
H-12	New Policy	<p><u>Prioritize the use of local and regional resources (e.g. funding, surplus property) for income-restricted housing, particularly for extremely low-income households, special needs populations, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-9.</u></p>	<p>MPP-H-4, MPP-H-5, RAHTF Goal 2, RAHTF Goal 5: new policy to support equitably meeting the greatest needs. Supports distributional and cross-generational equity.</p>
H-13	H-9	<p>Plan for Increase housing choices for everyone—particularly those earning lower wages—in locations accessible to or within a reasonable commute that is accessible to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and building policies in place that allow and the workforce in them so people of all incomes can live near or within commuting distance of their places of work. Encourage housing production at a-levels that improves the jobs-housing balance of housing to employment throughout the county across all income levels.</p>	<p>MPP H-2, MPPH-6, RAHTF Goal 6: sharpens focus on housing choice and achieving a jobs/housing balance tailored to the needs of the county’s low-wage workforce. Supports distributional equity.</p> <p>GMA concurrency requirements could help here to give this some teeth.</p>
H-14	New Policy	<p><u>Expand the supply and range of housing types—including affordable units—at densities sufficient to maximize the benefits of transit investments throughout the county.</u></p>	<p>MPP-H-7, RAHTF Goal 3: new policy encourages more housing units and types to achieve affordability near transit and areas targeted for growth. Supports distributional equity.</p>
H-15	H-10	<p>Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit-oriented development and planning for mixed uses in transit station areas.</p> <p><u>Support the development and preservation of income-restricted affordable housing that is within walking distance to high capacity and frequent transit.</u></p>	<p>MPP-H-8, RAHTF Goal 3: encourages the development and preservation of affordable housing near transit. Supports distributional equity.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-16	H-4	<p><u>Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</u></p> <ul style="list-style-type: none"> a. <u>Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</u> b. <u>Expanding Provide zoning capacity for moderate density housing throughout within each the jurisdiction, especially in areas currently zoned for lower density single-family detached housing, in the Urban Growth Area and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy for a range of housing types and densities, sufficient to accommodate each jurisdiction's overall housing targets and, where applicable, housing growth targets in designated Urban Centers.</u> c. <u>Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</u> d. <u>Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</u> 	<p>MPP-H-2, MPP-H-3, MPP-H-9, MPP H-Action-5, MPP H-Action-7, RAHTF Goal 6: promote more affordable housing options in more places, moderate density housing, and inclusionary and incentive zoning to support housing choice. Supports distributional and cross-generational equity.</p> <p>What is meant by "jurisdiction" and why was "in the UGA" removed from "sub b." ?</p>
H-17	New Policy	<p><u>Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize:</u></p> <ul style="list-style-type: none"> a. <u>supporting long-term affordable homeownership opportunities for households earning at or below 80% AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</u> b. <u>remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.</u> 	<p>MPP-H-5, RAHTF Goal 5, RAHTF Goal 6: new policy to promote affordable homeownership to further reduce the racial homeownership gap. Supports cross-generational and distributional equity.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-18	H-6	<u>Promote equitable development and adopt anti-displacement strategies, including dedicated funds for land acquisition and affordable housing production and preservation. Mitigate displacement that may result from planning, public and private investments, and market pressure. Implement anti-displacement measures prior to or concurrent with development capacity increases and capital investments. Preserve existing affordable housing units, where appropriate, including acquisition and rehabilitation of housing for long-term affordability.</u>	MPP-H-12, MPP H-Action-6: Displacement, RAHTF Goal 5: addresses displacement risk and expands concept beyond housing preservation. Supports distributional equity.
H-19	H-13	<u>Implement, Ppromote and enforce fair housing policies and practices so that every person in the county has equitable access and opportunity to thrive in their communities of choice, and plan for communities that regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people. include residents with a range of abilities, ages, races, incomes, and other diverse characteristics of the population of the county.</u>	RAHTF Goal 5: adds greater specificity about the fair housing practices. Supports distributional equity.
H-20	<u>New Policy</u>	<u>Adopt and implement policies that protect housing stability for renter households; expand protections and supports for low-income renters and renters with disabilities.</u>	RAHTF Goal 4: new policy to promote housing stability for low-income renters and people with disabilities. Supports distributional equity.
H-21	H-11	<u>Encourage the maintenance of existing housing stock in order to ensure that the condition and quality of the housing is safe and livable. Adopt and implement programs and policies that ensure healthy and safe homes.</u>	RAHTF Goal 4: Promotes actions to ensure healthy and safe homes. Supports distributional equity.
H-22	H-12	<u>Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable active living and healthy eating access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by reducing exposure to harmful environmental-s. hazards and pollutants.</u>	No MPP or RAHTF Plan Alignment: broadens elements that support resident health and well-being. Supports distributional and cross-generational equity.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
Measuring Results			

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
H-23	H-17	<p>Monitor housing supply, affordability, and diversity, including progress toward meeting a significant share of the progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhoods of choice. Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting. for affordable housing for very low, low, and moderate income households. Monitoring should encompass:</p> <p><u>Jurisdictions, including the county for unincorporated areas, will report annually to the county:</u></p> <ul style="list-style-type: none"> a. Number and type of new <u>Total housing units;</u> b. Number of units lost to demolition, redevelopment, or conversion to non-residential use; c. Number of new <u>Total income-restricted units by AMI limit, for which the city is a party to affordable housing covenants on the property title that are affordable to very low, low, and moderate income households;</u> d. Of total housing <u>Number of affordable units, net new housing units created during the reporting period, and what type of housing was constructed, broken down by at least single-family, moderate density housing types, high density housing types newly preserved and units acquired and rehabilitated with a regulatory agreement for long term affordability for very low, low, and moderate income households;</u> e. Of total income-restricted units, net new income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, created during the reporting period <u>Housing market trends including affordability of overall housing stock;</u> f. Percentage of total zoned residential capacity by type of housing allowed, including but not limited to single-family, moderate density, and high density <u>Changes in zoned capacity for housing, including housing densities and types;</u> g. New strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction <u>The number and nature of fair housing complaints and violations; and</u> h. Jurisdiction's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for BIPOC households and other population groups identified through policy <p>H-5. Housing development and market trends in Urban Centers</p>	<p>MPP H-Action-2, MPP H-Action-4, RAHTF Goal 1: makes monitoring a shared responsibility of local jurisdictions and regional partners, via existing reports and monitoring tools. Narrows to data that can reasonably be collected annually and adds new data to understand changes in outcomes for those most disproportionately impacted.</p>

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H-24	New Policy	<u>The county will annually provide transparent, ongoing information measuring jurisdictions' progress toward meeting countywide affordable housing need, according to H-23, using public-facing tools such as the King County's Affordable Housing Dashboard.</u>	MPP-H-Action-2, RAHTF Goal 1: new policy to reflect the county's role in monitoring progress toward meeting the countywide affordable housing need and to increase accountability
H-25	H-18	Review and amend, a minimum every five years, the countywide and local housing policies and strategies and actions when, especially where monitoring in Policy H-23 and H-24 indicates that adopted strategies are not resulting in adequate affordable housing to meet the jurisdiction's share of the countywide need. Consider amendments to land use policies and the land use map where they present a significant barrier to the equitable distribution of affordable housing.	No MPP or RAHTF Plan Alignment: Reflects that a five-year timeline does not line up with the eight-year planning cycle. Adds reference to policies stating what data should be monitored to determine whether adopted strategies are resulting in adequate affordable housing to meet the jurisdiction's share of countywide need. Adds considerations for equitable distribution of affordable housing.
n/a	H-8	H-8 Tailor housing policies and strategies to local needs, conditions and opportunities, recognizing the unique strengths and challenges of different cities and sub-regions. Jurisdictions may consider a full range of programs, from optional to mandatory, that will assist in meeting the jurisdictions's share of the countywide need for affordable housing.	Deleted; concepts covered elsewhere
<p>Economy We consider many of the policies in this chapter as critical to ensuring the integrity of the Rural Area as the region grows. we support policies to promote a better "balance between jobs and housing." We do see some major problems with compatibility due to old "legacy" industrial zoning in the Rural Area. Two examples are: The proposed move of an Asphalt Facility from the City of Covington, inside the Urban Growth Area, to the Rural Area along the Cedar River, the Enumclaw Recycling Center, and the once-proposed Marijuana Factory in a residential neighborhood near a church in the Rural Area. None of these examples are in "Cities in the Rural Areas."</p>			
EC-1	EC-1	Coordinate local and countywide economic policies and strategies with VISION 2040 <u>2050</u> and the Regional Economic Strategy.	

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EC-2	EC-2	Support economic growth that accommodates employment growth targets (see table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. <u>Prioritize growth of a diversity of middle--wage jobs and prevent the loss of such jobs from the region.</u>	Adds middle wage jobs for economic equity/ MPP-EC-21, MPP-EC-9
EC-3	EC-3	Identify and Support <u>advanced manufacturing, aerospace, tourism, creative economy, food and agriculture, and technology</u> industry clusters and <u>related</u> subclusters within King County that are as integral components of the Regional Economic Strategy or that may otherwise emerge as having significance to King County's economy. <i>Note: IJT is still working on this policy</i>	Identifies key industries for King County/MPP-EC-3
EC-4	EC-4	Evaluate the performance of economic development policies and strategies in business development and <u>middle wage</u> job creation. Identify and track key economic metrics to help jurisdictions and the county as a whole evaluate the effectiveness of local and regional economic strategies.	Adds middle wage jobs for economic equity/ MPP-EC-9
Business Development			
EC-5	EC-5	Help businesses thrive through: <ul style="list-style-type: none"> • Transparency, efficiency, and predictability of local regulations and policies; • Communication and partnerships between business, government, schools, and research institutions; and • Government contracts with local businesses. 	No change/MPP-EC-2
EC-6	EC-6	Foster the retention and development of those businesses and industries that export their goods and services outside the region <u>manufacture goods and provide services for export.</u>	More accurately describes King County's economy/MPP-EC-3
EC-7	EC-7	Promote an economic climate that is supportive of business formation, expansion, and retention, and <u>emphasizes the importance of small businesses, and fosters a supportive environment for locally-, women-, and BIPOC-owned businesses.</u>	MPP-EC-1, MPP-EC-7

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EC-8	EC-8	Foster a broad range of public-private partnerships to implement economic development policies, programs and projects, <u>including partnerships involving community groups, and ensure such partnerships share decision-making power with and spread benefits to community groups. Use partnerships to foster connections between employers, local vocational and/educational programs and community needs.</u>	Equity/MPP-EC-13
EC-9	EC-9	Identify, and support, and leverage the retention of key regional and local assets to the economy, <u>including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities., and port facilities.</u>	MPP-EC-4 and MPP-EC-5
EC-10	EC-10	Support the regional food economy including the production, processing, wholesaling, and distribution of the region's agricultural food and food products to all King County communities. Emphasize increasing-improving access to these for <u>communities with limited presence of healthy, affordable, culturally-relevant food options.</u>	Equity/MPP-EC-23
People			
EC-11	EC-11	Work with schools and other institutions to increase graduation rates and sustain a highly-educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region's industry clusters. Identify partnership and funding opportunities where appropriate. <u>Align workforce development efforts with BIPOC and immigrant communities.</u>	Equity/MPP-EC-10 and MPP-EC-11
EC-12	EC-12	Celebrate the cultural diversity of local communities as a means to enhance <u>social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.</u>	Equity/MPP-EC-20

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EC-13	EC-13	Reduce the <u>Eliminate and correct for historical and ongoing disparities in income and employment opportunities for BIPOC and other communities that have been economically disadvantaged populations, including minorities and women by committing resources to human services, community development, housing, economic development, and public infrastructure. Steer investments to community and economic development initiatives that elevate economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</u>	Equity/MPP-EC-13, MPP-EC-15, MPP-EC-12, MPP- EC-14
Places			
EC-14	EC-14	Foster economic and employment growth in designated <u>Regional, Countywide, and Local Urban Centers and Manufacturing/ Industrial Centers</u> through local investments, planning, and financial policies.	No change/ MPP-EC-21, MPP-EC-22 and MPP-EC-14
EC-15	EC-15	Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.	No change/MPP-EC-6
EC-16	EC-16	Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g. grocery stores and farmers markets), and transportation choices.	No change
EC-17	EC-17	<u>Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable and minimizes impacts on businesses complements economic prosperity. Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.</u>	MPP-EC-16 and MPP-EC-8

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EC-18	EC-18	Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for, manufacturing/ industrial, commercial and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.	No change/MPP-EC-19 and MPP-EC-23
EC-19	EC-19	<p>Support Manufacturing/ Industrial Centers by adopting industrial siting policies that limit the loss of industrial lands <u>and jobs</u>, maintain the region's economic diversity, and support <u>family-wage jobs the evolution of Manufacturing / Industrial Centers</u> to reflect industrial business trends including technology and automation. Prohibit or strictly limit non-supporting or incompatible activities that can interfere with the retention or operation of industrial businesses, especially in Manufacturing/ Industrial Centers.</p> <p><i>Note: IJT is still working on this policy.</i></p>	<p>Advances MIC findings in King County/MP-EC-22</p> <p><u>MPP-DP-50</u></p>
EC-20	EC-20	Facilitate redevelopment of contaminated sites through local, county and state financing and other strategies that assist with funding environmental remediation.	No change

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EC-21	EC-21	Encourage economic activity within Rural Cities that does not create adverse impacts to the surrounding Rural Area and Resource Lands and will not create the need to provide urban services and facilities to those areas	<p>No change/MPP-EC-19, MPP-EC-23</p> <p>The CPPs here should reflect RCW 36.70A.011 (our emphases):</p> <p>"The legislature finds that this chapter is intended to recognize the importance of rural lands and rural character to Washington's economy, its people, and its environment, while respecting regional differences. Rural lands and rural-based economies enhance the economic desirability of the state, help to preserve traditional economic activities, and contribute to the state's overall quality of life. . . . [T]he legislature finds that in defining its rural element under RCW 36.70A.070(5), a county should foster land use patterns and develop a local vision of rural character that will: Help preserve rural-based economies and traditional rural lifestyles; encourage the economic prosperity of rural residents; foster opportunities for small-scale, rural-based employment and self-employment; permit the operation of rural-based agricultural, commercial, recreational, and tourist businesses that are consistent with existing and planned land use patterns; be compatible with the use of the land by wildlife and for fish and wildlife habitat; foster the private stewardship of the land and preservation of open space; and enhance the rural sense of community and quality of life."</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
EC-22 (proposed numbering)	New Policy	<u>Encourage commercial and mixed use development that provide a range of job opportunities throughout the region to create a much closer balance and match between the location of jobs and housing.</u>	New policy proposed based on MPP-EC-18
EC-23 (proposed numbering)	New Policy	<u>Develop and implement systems that provide a financial safety net during economic downturns and recovery, and direct resources in ways that reduce inequities and build economic resiliency for those communities most negatively impacted by asset poverty.</u>	COVID-informed new equity policy suggestion We need more detail here, as the NEW POLICY is vague.
EC-24 (proposed numbering)	New Policy	<u>Protect culturally significant economic assets and advance the interests of BIPOC business communities during public investment decisions.</u>	New policy related to equity.
EC-25 (proposed numbering)	New Policy	<u>Stabilize and prevent economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contractions, and redevelopment. Track and respond to key indicators of displacement and mitigate risks through data collection, analyses, and adaptive responses.</u>	New policy related to equity. MPP-EC-12
Transportation Our proposed policy changes emphasize a regional perspective with the additional intent to preserve rural areas from urban impacts.			
Supporting Growth			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-1	T-1	<p>Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an <u>equitable and sustainable</u> multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION <u>2050 2040, the Regional Transportation 2040 Plan, and the Regional Growth Strategy</u> as the policy and funding framework for creating a system of Urban Centers and Manufacturing/ Industrial Centers linked by a <u>multimodal network including</u> high-capacity transit, <u>frequent</u> bus transit and an interconnected system of <u>roadways</u>, freeways and high-occupancy vehicle lanes.</p>	<p>Minor text update, MPP-T-7</p>

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-2	T-2	<p>Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area. Minimize through-travel on rural roads between urban centers by prioritizing capacity improvements on federally-classified arterials that serve vehicular travel between centers, and by prioritizing increased transit service between centers to maximally remove vehicle-miles of travel from the road system between centers. This strategy also benefits environmental concerns about climate change. Implement rural road design standards for all routes not federally classified as arterials, to maximally support preservation of rural lifestyles with facilities for pedestrians, bicycles, and equestrians, traffic-calming strategies to discourage through-travel, and speed-control measures consistent with maximum safety of rural residents. On a regionally coordinated basis implement development regulations that condition urban development in cities on avoidance of rural area impacts by concurrent development of inter-city capacity improvements and transit services as anticipated by this policy.</p> <p>RATIONALE</p> <p>Policy T-2 means well, but misrepresents the actual problem confronting the rural area—the current failure of state highways to provide adequate capacity for existing travel volumes between cities, leading to large diversions of city-to-city traffic onto rural roads as a bypass to the overloaded state highways. Upgrading rural roads to serve city-to-city movements is the wrong answer. Issaquah-Hobart Rd is a good example. we have independently studied the user patterns of this corridor and recently determined that ~75% of the traffic passing through Hobart is coming from cities to the south, and a majority of that is actually coming from the Enumclaw area (in the pre-black diamond master-planned development era). Other studies have found most of the traffic entering issaquah from the south passes through to cities such as Bellevue and Redmond.</p> <p>Continued in “Reason for Change/MPP/Notes” column on right.</p>	<p>No Change, MPP-T-22</p> <p>We conclude such traffic is passing through Hobart and Ravensdale as a bypass around congestion on SR-169 from Renton to/through Maple Valley, not to mention I-405. This is not fair, just, or equitable to Rural Area residents. the state highway system is chartered to provide for travel between cities, and should therefore provide adequate capacity for at least the existing travel volumes and that the regional growth vision be supported by transit solutions as well in this corridor. If the regional strategy to discourage sprawl in outlying areas will be to tacitly allow congestion to grow on state highways like SR-169, then justice for Rural Area residents requires a collateral policy and action plan to protect rural roadways from the spillover effects such as now witnessed daily on the corridor between sr 18 and the city of Black Diamond via the continuous route consisting of the Issaquah-Hobart Rd, 276th Avenue SE, Landsburg Rd, and Ravensdale Way corridor. also, traffic travelling north via Issaquah-Hobart Rd is passing through Enumclaw, but actually coming from cities in pierce county such as Buckley and Bonney Lake. one possibility for protecting such rural roads may be to declassify them from arterial to collector status with enforcement efforts to discourage through traffic between cities.</p> <p>There are other similar corridors with similar issues between the Black Diamond/Enumclaw area and the auburn/Kent urban area, and in northeast King County between Duvall and the Woodinville/Kirkland/Redmond Urban Area.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-3	T-3	Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.	No Change, MPP-13 We often review and provide comment on various city comprehensive plan updates, both annual and major. Unfortunately, we see little to no coordination of such plans among cities. It appears we must rely only on the PSRC certification process of such plans when it comes to ensuring some regional coordination among cities. Unfortunately, that process lacks sufficient teeth to really keep cities in line.
T-X1 (temporary numbering)	New Policy	<u>Reduce the need for new capacity roadway improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of the current system.</u>	New Policy, MPP-T-3
T-X2 (temporary numbering)	New Policy	<u>Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.</u>	New Policy, MPP-T-12
T-4	T-4	Develop station area plans for high capacity transit stations and mobility transithubs <u>based on community engagement processes</u> . Plans should reflect the unique characteristics, local vision for each station area including transit supportive land uses, transit rights-of-way, stations and related facilities, multi-modal linkages, <u>safety improvements</u> , place-making elements <u>and minimize displacement</u> .	Updated text, MPP-T-19

Development Patterns Correct these top of the page titles.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-5	T-5	<p>Support countywide growth management and climate objectives <u>including both mobility needs and climate change concerns</u> by prioritizing transit service to areas where <u>the maximum reduction of vehicle-miles of travel is achievable. This would entail transit service within existing urban areas where</u> existing housing and employment densities support transit ridership <u>and also emphasize transit connections between growth centers where planned travel growth would inappropriately utilize rural roads and add long-distance commuter travel to the regional transportation system</u> and to Urban Centers and other areas planned for housing and employment densities that will support transit ridership. Address the mobility needs of transit-dependent populations in allocating transit service and provide at least a basic level of service throughout the Urban Growth Area.</p>	<p>MPP-T-15, MPP-T-18</p> <p><u>Similar to VMT comments we've added under T-8.</u></p>
T-X3 (temporary numbering)	New Policy	<p><u>Provide transit and mobility services where they are needed most and address the needs of black, indigenous, and people of color, people with low and no-income, and people with special transportation needs in allocating transit and mobility service. Provide the appropriate service level to support the land uses in Urban Growth Areas.</u></p>	<p>Previous policy seemed to include two separate ideas, MPP-T-10</p>
T-X4 (temporary numbering)	New Policy	<p><u>Implement transportation programs and projects that promote access to opportunity for black, indigenous, and people of color, people with low and no- incomes, and people with special transportation needs.</u></p>	<p>New policy, MPP-T-9</p>
T-X5 (temporary numbering)	New Policy	<p><u>Implement transportation programs and projects that prevent and mitigate the displacement of black, indigenous, and people of color, people with low and no- incomes, and people with special transportation needs.</u></p>	<p>New policy, MPP-T-9</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-6	T-6	<p>Encourage transit ridership by integrate designing transit facilities and services as well as non-motorized infrastructure so that they are integrated with public spaces and private developments to create an safe and inviting waiting and transfer environments and encourage transit ridership countywidepublic realm.</p>	Updated text, MPP-T-15
T-7	T-7	<p>Advocate for policies and actions in Ensure state and capital improvement policies and actions programs that promote equity and sustainability, are consistent with the Regional Growth Strategy, and support VISION 2050, 2040 and the Countywide Planning Policies.</p>	Updated text, MPP-T-8
T-8	T-8	<p>Prioritize state, regional and local funding to transportation investments that support countywide adopted growth targets and are focussed on multi-modal mobility and safety, equity, and climate change goals, as well as centers (local, countywide and regional) where applicable.</p> <p>Add a new Policy: Strengthen the linkage of transportation with land use by replacing all existing concurrency and impact fee systems with a new regional system used by all jurisdictions and using vehicle-miles of travel (VMT) to measure development impacts, system performance, mitigation costs, and concurrency, in an equitable manner that also accounts for transit service, alongside road capacity where appropriate. Design the regional impact fee system to support regional plans, provide new multi-modal capacity on a schedule commensurate with the pace of new growth, provide for uniformity of transportation-impact analysis and mitigation across all jurisdictions, and reduce the complexity of local development reviews.</p>	<p>Updated text, MPP-T-8</p> <p>We encourage following the example of California, which, last year, removed “level of service (los)” from the California Environmental Quality Act (CEQA) as it’s measure of transportation impacts and replaced it with Vehicle Miles Traveled (VMT).</p>
Mobility			
T-X6 (temporary numbering)	New Policy	<p>Advocate for and pursue new, innovative, sustainable, and progressive transportation funding methods including user fees, tolls, and other pricing mechanisms, that reduce the volatility of transit funding and funds the maintenance, improvement, preservation and operation of the transportation system, and that improve the correlation between vehicle-mile traveled and funds obtained.</p>	New Policy, MPP-RC-11, MPP-RC-12, T-Action -1, T-Action-2

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-9	T-9	Promote the mobility of people and goods through a multi-modal transportation system based on regional priorities consistent with VISION-2040 2050 and local comprehensive plans <u>with enforcement of continuity and consistency of plans among adjacent jurisdictions as required by GMA. Require consistency of city and county plans for routes connecting both areas.</u>	Minor text update, MPP-T-1
T-X7 (tempo rary number ing)	New Policy	<u>Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</u>	New Policy, MPP-T-3, MPP-T-8
T-10	T-10	Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and <u>infrastructure to address current and future capacity needs</u> in cooperation with responsible agencies, affected communities, and users.	Updated text, MPP-T-27
T-X8 (tempo rary number ing)	New Policy	<u>Promote coordination planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially historically marginalized communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones.</u>	New Policy, MPP-T-28
T-11	T-11	Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area, <u>with emphasis on providing additional lanes for truck travel in high volume corridors to alleviate conflicts between trucks and automobiles.</u> Minimize community impacts.	Updated text, MPP-T-14, MPP-T-24, MPP- T-25

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-12	T-12	<p>Address the needs of people who do not drive, non-driving populations, either by choice or circumstances (e.g. elderly, teens, low income, and persons with disabilities), in the development and management of local and regional transportation systems <u>by locating transit and related services where non-driving populations are concentrated and by prioritizing facility improvements and operational practices to increase the safety of pedestrians, bicyclists, and equestrians on all roads, consistent with guidelines from the American Association of State Highway and Transportation Officials (AASHTO) and other sources of engineering best practices.</u></p>	<p>Updated text, MPP-T-1</p> <p>RATIONALE: Many rural roads are narrow, lack shoulders, and are generally unsafe for non-motorized users of all kinds, having been built long ago to serve only low volumes of rural traffic. With rising traffic volumes due to urban influences, this is a rising safety issue. The Complete Streets concept has urban origins but the principles are equally useful for rural areas.</p>
T-13	T-13	<p>Consider mobility options, connectivity, active transportation access, and safety in the Siting and design of transit stations and transit mobility hubs, to promote connectivity and access for pedestrian and bicycle patrons especially those that are serviced by high-capacity transit.</p>	<p>Updated text, MPP-T-1</p>
T-X9 (tempo rary number ing)	New Policy	<p><u>Invest in transportation to improve economic and living conditions so that industries and workers are retained and attracted to the region, and to improve quality of life for all workers.</u></p>	<p>New Policy, MPP-T-23</p>
T-X10 (tempo rary number ing)	New Policy	<p><u>Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.</u></p>	<p>New Policy, MPP-T-34</p>
<p>System Operations</p>			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-14	T-14	Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, <u>extend useful life of assets</u> , and avoid more costly replacement projects.	Updated text, MPP-T-2
T-15	T-15	Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.	No Change, MPP-21
T-X11 (temporary numbering)	New Policy	<u>Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated designs standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</u>	New Policy, MPP-T-32
T-16	T-16	Protect the <u>Develop a resilient</u> transportation system (e.g. roadway, rail, transit, nonmotorized, air, and marine) <u>and protect</u> against major disruptions <u>and climate change impacts</u> . by <u>Developing</u> prevention, <u>adaptation, mitigation</u> , and recovery strategies and by <u>coordinating</u> disaster response plans.	Updated text, MPP-T-31
T-17	T-17	Promote the use of tolling and other <u>pricing strategies and transportation system management and operations tools</u> strategies to effectively manage the transportation system <u>and provide an equitable, stable, and sustainable transportation funding source</u> and improve mobility.	Updated text, MPP-T-3 <u>Possible pricing strategies such as tolling, road user charges, and development impact mitigation charges, in combination with state and regionally assessed taxes for transportation system support, all integrated for the economic health of the region are supported by VISION 2050 MPP-T-6 — “Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.”</u>

Development Patterns Correct these top of the page titles.

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-X12 (tempo rary number ing)	New Policy	Promote roads and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists <u>as an essential feature consistent with the Complete Streets concept</u> whenever feasible and cost effective.	New Policy, MPP-T-17
T-19	T-19	Design roads and streets , including retrofit projects, to accommodate a range of motorized and non-motorized travel modes <u>within the travel corridor</u> in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists <u>Rural facilities should emphasize priority for non-motorized safety and mobility consistent with the Complete Streets concept.</u>	Updated text, MPP-T-11
T-20	T-20	Develop a transportation system that minimizes negative impacts to <u>communities, especially BIPOC and historically marginalized communities, including impacts to human health, and the environment such as</u> including noise and exposure to environmental toxins generated by vehicle emissions.	Updated text, MPP-T-5
T-21	T-21	Provide <u>equitable</u> opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists <u>and equestrians where applicable</u> , in the local transit, countywide, and regional transportation plans and systems.	Updated text, MPP-T-16
T-22	T-22	Plan and develop a countywide transportation system that <u>supports the connection between land use and transportation, and essential travel</u> that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease <u>reduce</u> vehicle miles traveled, <u>including financial strategies to charge road users appropriately for vehicle-miles of usage.</u>	Updated text MPP-T-5

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
T-23	T-23	Apply technologies, programs, and other strategies (e.g. intelligent transportation systems (ITS), first and last mile connections) where needed to that optimize the use of existing infrastructure and support equity in order to improve mobility, reduce congestion and vehicle miles traveled, increase energy-efficiency, reduce greenhouse-gas emissions , and reduce the need for new infrastructure.	Updated text, MPP-T-30, MPP-T-33
T-24	T-24	Promote the expanded use of alternative fuel (e.g. electric) and zero emission vehicles by the general public with measures such as converting transit and public and private fleets, applying incentive programs, and providing for electric vehicle charging stations throughout the Urban Growth Area.	Updated text, MPP-T-29
N/A	T-18	Develop a countywide monitoring system to determine how transportation investments are performing over time consistent with Transportation 2040 recommendations.	Policy removed Monitoring still is needed to prevent increased urban intercity travel on Rural Area roads.
Public Facilities and Services			
Urban & Rural Levels of Service			
PF-1	PF-1	Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 20402050. Protect rural areas from encroachments from urban areas as required by GMA and consistent with principles of environmental or social justice.	
Collaboration Among Jurisdictions			
PF-X1 (temporary numbering)	New Policy	Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	MPP-PS-2 Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities. Affordable and equitable provisions added

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
PF-2	PF-2	Coordinate among jurisdictions and service providers to p Provide reliable and cost-effective services to the public <u>through coordination among jurisdictions and service providers.</u>	MPP-PS-7 Obtain urban services from cities or appropriate regional service providers. Encourage cities, counties, and special service districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.
PF-3	PF-3	Cities are <u>Recognize cities as</u> the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.	MPP-PS-17 Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.
Utilities			
<u>Water Supply</u>			
PF-4	PF-4	Develop plans for long-term water provision to support growth and to address the potential impacts of climate change <u>and fisheries protection</u> on regional water resources.	MPP-PS-21 Consider the potential impacts from of climate change and fisheries protection on the region's water supply.
PF-5	PF-5	Support efforts to e Ensure that all <u>residents</u> consumers have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.	MPP-PS-22 Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.
PF-6	PF-6	Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to provide reliable and cost-effective sources of water for all users <u>and needs, including for</u> residents, businesses, fire districts, and aquatic species.	

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
PF-7	PF-7	Plan and locate water systems in the Rural Area that are appropriate <u>appropriately sized</u> for rural uses and densities and <u>that</u> do not increase the development potential of <u>in</u> the Rural Area.	
PF-8	PF-8	Recognize and support agreements with water purveyors in adjacent cities and counties to promote effective conveyance of water supplies and to secure adequate supplies for emergencies.	
PF-9	PF-9	Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.	
PF-10	PF-10	Encourage <u>Require</u> water reuse and reclamation, <u>where feasible</u> , especially for high-volume non-potable water users such as parks, schools, and golf courses.	Strengthens the language, while still acknowledging reuse and reclamation may not be feasible everywhere.
<u>Sewage Treatment and Disposal</u>			
PF-11	PF-11	Require all development in the Urban Growth Area to be served by a public sewer system except: <ul style="list-style-type: none"> a) single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or b) development served by alternative technology other than septic systems that: <ul style="list-style-type: none"> • provide equivalent performance to sewers; • provide the capacity to achieve planned densities; and • will not create a barrier to the extension of sewer service within the Urban Growth Area. 	
PF-12	PF-12	Prohibit sewer service in the Rural Area and on Resource Lands except: <ul style="list-style-type: none"> a) where needed to address specific health and safety problems threatening existing structures; or b) as allowed by Countywide Planning Policy DP-47; or c) as provided in Appendix 5 of the (March 31, 2012 School Siting Task Force Report). Sewer service authorized consistent with the policy shall be provided in a manner that does not increase development potential in the Rural Area.	

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<u>Solid Waste</u>			
PF-13	PF-13	Reduce the solid waste stream and encourage reuse and recycling. <u>Develop a plan and shall close all municipal landfills within the County by 20xx and to process or transport the waste stream going forward in an environmental manner that protects the health and safety of all residents.</u>	
<u>Energy</u>			
PF-14	PF-14	Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.	
PF-15	PF-15	<u>Invest in, and p</u> Promote the use of, <u>low-carbon,</u> renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	MPP-PS-15 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources. <u>Solar is viable and new development should be physically oriented (i.e., streets laid out and roofs constructed) to allow for solar installations on residential and commercial properties so property owners can take advantage of state incentive programs. there appears to be a disconnect here and it's mostly a design issue that is easily solvable through planning and proper implementation.</u>
<u>Telecommunications</u>			

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
PF-16	PF-16	<p>Plan for the <u>equitable</u> provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision and <u>affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.</u></p>	<p>MPP-PS-16 Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.</p> <p>Adding in additional policy for equity in access to internet (as existing policy is focused on telecommunication infrastructure for growth and development).</p> <p>There should be efforts to incentivize using alternatives to travel now that some are more accustomed to remote working. The County should look at this in a systematic way - even if only to enhance opportunities for free Wi-Fi at public libraries.</p>
<u>Human and Community Services</u>			
PF-17	PF-17	Provide human and community services to meet the needs of current and future residents in King County communities through coordinated planning, funding, and delivery of services by the county, cities, and other agencies.	
<u>Locating Facilities and Services</u>			
PF-18	PF-18	Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 of the <u>(March 31, 2012 School Siting Task Force Report)</u> <u>and as provided specifically for in Pierce County by RCW 36.70A.211.</u> Locate these facilities in places that are well served by transit and pedestrian and bicycle networks.	<p>MPP-PS-18 Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently.</p> <p>MPP-PS-21 Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
PF-19	PF-19	<p>Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 of the (March 31, 2012 School Siting Task Force Report) and as provided specifically for in Pierce County by RCW 36.70A.211 and 1. Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p>	<p>MPP-PS-22 Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.</p>
PF-19A	PF-19A (2016)	<p>Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available, to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts. Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries.</p> <p><u>Commencing in January 2016 and continuing every two years thereafter, each jurisdiction and the school district(s) serving the jurisdiction shall confer to share information and determine if there is development capacity and the supporting infrastructure to site the needed school facilities.</u></p> <p>If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:</p> <ul style="list-style-type: none"> • Shared public facilities such as play fields, parking areas and access drives • School acquisition or lease of appropriate public lands • Regulatory changes such as allowing schools to locate in additional zones or revised development standards • School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs <p>In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.</p>	<p>Several members of our Councils/Associations/Organization served on the 2011/2012 School Siting Task Force. We do not support this, as new schools should not be located in the Rural Area.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
<u>Siting Public Capital Facilities</u>			

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2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
PF-20	PF-20	<p>Site or expand public capital facilities of regional or statewide importance within the county in a way <u>using a process that incorporates broad public involvement and</u> equitably disperses impacts and benefits and supports while supporting the Countywide Planning Policies. Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.</p> <p><i>Note: IJT still working on this policy</i></p>	<p>MPP-PS-29 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.</p> <p>Policy includes the concept that regional facilities can have impacts <u>and</u> benefits. (Only the negative impacts are reflected in MPP-PS-29.) Both are carried over into the proposed edit, along with the MPP concept of siting/expanding in consideration of historically marginalized communities that have been disproportionately burdened.</p> <p>The proposed edit also considers that while equity (as a regional planning objective) will be considered when making siting/expansion decisions, there should also be consideration of the ground to be made up for the historically marginalized communities. (Adopted PF-20 looks at equitable dispersion of impacts and benefits of <u>future</u> siting/expansion decisions, without explicitly indicating that past decisions that may have resulted in inequities re: location will also be part of the picture.</p> <p>New proposed Policy CPP PF 20 proposes adding a provision for a siting process for EPF that incorporates environmental justice and broad stakeholder involvement to ensure equitable distribution.</p> <p>Our proposed addition is in concert with VISION 2050's MPP-PS-30.</p>

2021 CPP #	2012 CPP #	Policy/Action	Reason for Change/MPP/ Notes
PF-X2 (temporary numbering)	New Policy	<u>Consider climate change, economic, and health impacts when siting and building essential public services and facilities.</u>	MPP-PS-20 Consider climate change, economic, and health impacts when siting and building essential public services and facilities.
Public Facility and Disaster Preparedness			
PF-X3 (temporary numbering)	New Policy	<u>Plan for public safety services and programs, including emergency management, and support interjurisdictional coordination.</u>	MPP-PS-17 Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.
PF-X4 (temporary numbering)	New Policy	<u>Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.</u>	MPP-PS-19 Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.