



# VISION 2050 PLANNING RESOURCES

## Plan Review Manual

May 2021

*Updated September 2022\**



Puget Sound Regional Council

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### Transit Agencies

Community Transit, Everett Transit, Kitsap Transit, Metro King County, Pierce Transit, Sound Transit

\*VISION Consistency Tool for Local Comprehensive Plans (page 32) updated in September 2022 to integrate the GMA requirements of HB 1220 and countywide housing needs.

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## Introduction

Washington's [Growth Management Act](#) establishes the framework for regional and local planning to achieve shared goals and emphasizes intergovernmental coordination and consistency. [VISION 2050](#) is the shared regional plan for moving toward a sustainable future in King, Kitsap, Pierce, and Snohomish counties. VISION 2050 sets forth a pathway that strengthens economic, social, and environmental resiliency, while enhancing the region's ability to cope with adverse trends such as climate change and unmet housing needs. As the region experiences more growth, VISION 2050 seeks to provide housing, mobility options, and services in more sustainable and equitable ways. The combined efforts of local governments and agencies are needed to achieve the region's vision and desired outcomes. Figure 1 shows how the different levels of planning work together to achieve state, regional, and local goals.

Figure 1 Planning Framework



To help coordinate regional and local planning efforts, the Puget Sound Regional Council works with countywide planning groups, local jurisdictions, transit agencies, and others to ensure that adopted regional policies and provisions are addressed in local plans. This happens through the review of countywide planning policies, local comprehensive plans – including subarea plans for regionally designated centers – and transit agency plans.

## Legal Framework

Washington's Growth Management Act provides the framework for planning at all levels in the state, including identifying and protecting critical environmental areas, developing multicounty and countywide planning policies, and crafting local comprehensive plans. Additional guidance is provided by the portion of state law that authorizes and directs the planning efforts and responsibilities of Regional Transportation Planning Organizations.

### Why is plan review important?

The regional review of local, countywide, and transit agency plans provides the opportunity for coordination and collaboration and helps in understanding how individual plans are working collectively to advance shared regional goals.

PSRC is designated as the Regional Transportation Planning Organization (RTPO) for King, Kitsap, Pierce, and Snohomish counties. State law calls for Regional Transportation Planning Organizations to develop and carry out a program to certify the transportation-related

provisions in local comprehensive plans.<sup>1</sup> It mandates the development of regional guidelines and principles to guide both regional and local transportation planning.<sup>2</sup> These guidelines and principles are to address, at a minimum, the following factors: concentration of economic activity, residential density, urban design that supports high-capacity transit, freight transportation and port access, development patterns that promote pedestrian and nonmotorized transportation, circulation systems, economic development, transportation demand management, joint and mixed-use developments, railroad right-of-way corridors, and intermodal connections. In the central Puget Sound region, VISION 2050's multicounty planning policies serve as these guidelines and principles.

PSRC's interlocal agreement also provides for the authority to carry out the functions required under state and federal law. With regard to long range planning, the interlocal agreement calls for PSRC to "carryout RTP functions as prescribed by law, including certification of local comprehensive plans." The Washington Administrative Code (WAC) provides additional guidance and stipulates that "regions shall cooperatively define and establish measures and processes to determine regional consistency with the adopted regional transportation plan."<sup>3</sup> The Plan Review Manual and planning tools further this requirement. "Consistency" means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.<sup>4</sup>

State law also requires RTPs to certify that countywide planning policies are consistent with the Regional Transportation Plan.<sup>5</sup> PSRC is also charged with reviewing Sound Transit's system plans for conformity with the Regional Transportation Plan and a regional equitable transit-oriented development (TOD) strategy.<sup>6</sup> The Growing Transit Communities Strategy

### Certification Requirements

PSRC's certification of transportation-related provisions in local comprehensive plans includes determining:

- Conformity with state requirements for transportation planning in local plans
- Consistency with adopted regional guidelines and principles
- Consistency with the Regional Transportation Plan

*RCW 36.70A.070 and 47.80.026*

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<sup>1</sup> RCW 47.80.023

<sup>2</sup> RCW 47.80.026

<sup>3</sup> WAC 468-86-150

<sup>4</sup> WAC 365-196-210(8)

<sup>5</sup> RCW 47.80.023

<sup>6</sup> RCW 81.104.040, RCW 81.112.350

served as the region's equitable TOD strategy until October 2020, when VISION 2050 was adopted and now serves as the new regional equitable TOD strategy.

Certification of regional center plans first began under PSRC's adopted Policy and Plan Review Process in 2003. VISION 2040, the Plan Review Manual (2010) and the Regional Centers Framework Update (2018) further clarified planning expectations for regional centers. Review and certification of regional center plans advances the goals of VISION 2050 and the Regional Growth Strategy.

### **Growth Management Hearings Board**

PSRC's review and certification function is separate from any challenge to the validity of policies or plans that may be brought before the Growth Management Hearings Board. PSRC's certification action is based on determining consistency with (1) the multicounty planning policies, which serve as the regional guidelines and principles, (2) the regional transportation plan, and (3) Growth Management Act requirements for transportation planning. The Hearings Board has more of a quasi-judicial mandate when it is petitioned to review a set of policies or a plan. While there can obviously be some overlap with issues that are reviewed by the Hearings Board and PSRC, the Hearings Board process is set up to consider a much broader range of provisions from the entire body of requirements in the Growth Management Act.

The Growth Management Hearings Board has addressed regional coordination and consistency in several cases.<sup>7</sup> The Board has asserted that local jurisdictions are obliged to balance local interests with regional interests. It has also identified local comprehensive plans as being the appropriate mechanism for translating regional policies into results. Finally, the Board has stated that amendments to a comprehensive plan may not cause the comprehensive plan to become inconsistent with countywide and multicounty policies.

While appeals to the Growth Management Hearings Board are a separate process, appeals may address certification-related issues or require additional amendments. In some instances, PSRC may choose to delay certification until the Hearings Board process is complete.

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<sup>7</sup> For balancing local, regional, and state interests, see *Rural Residents*, 3310, FDO, at 14. Regarding the local plans as the mechanism for implementing regional policies, see *Aagaard*, 4311c, FDO, at 7. Consistency of local comprehensive plans with countywide planning policies and multicounty planning policies is addressed in *LMI/Chevron*, 8312, FDO, at 44.

## Importance of Certification

As the region grows and changes, adverse trends such as climate change, unmet housing needs, racial and health disparities, increased traffic and congestion, and community resiliency require regional coordination. PSRC's review and certification of local plans and policies ensures regional collaboration and supports local governments and public agencies in addressing challenging regional issues. Certification also ensures that state requirements for transportation planning are being met.

Certification of local comprehensive plans is required by PSRC for cities, counties, and agencies to advance their transportation projects and to be eligible for PSRC's federal transportation funding.

### Types of Plan Review

- ❖ Countywide planning policies
- ❖ Local comprehensive plans
- ❖ Regional center plans
- ❖ Long-range transit plans

In subsequent sections of this manual, the four types of plan review are described in more detail. Tools have been created to help jurisdictions and planning agencies understand how local policies can further VISION 2050's multicounty planning policies and actions to achieve regionally shared goals.

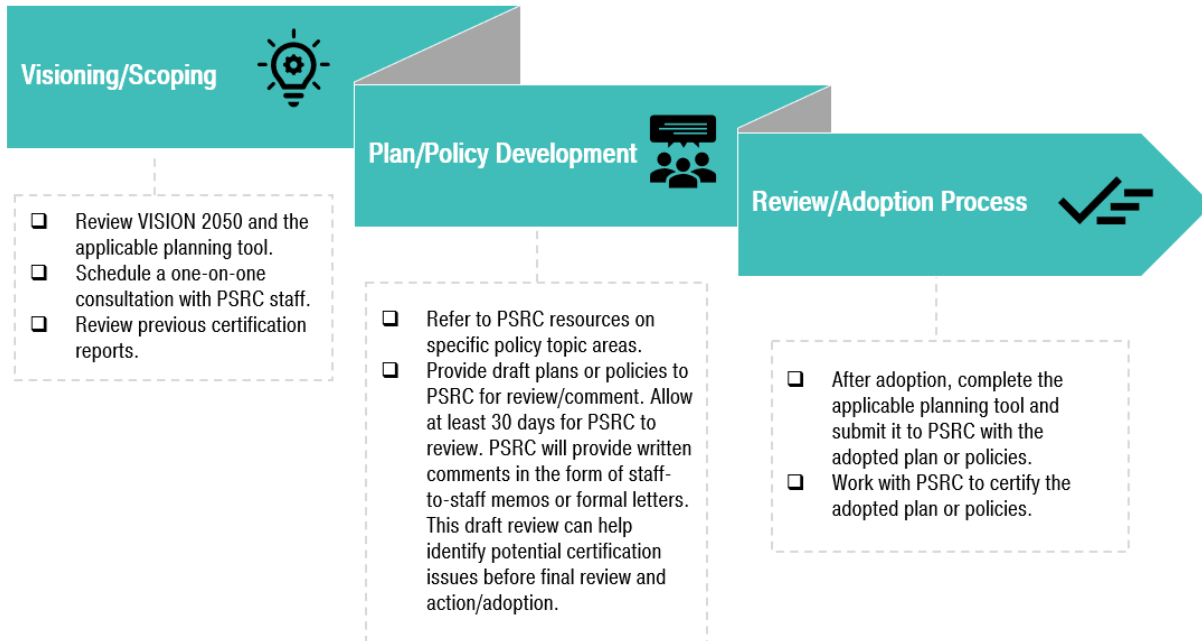


## Plan Review Process

The Plan Review process advances regional coordination and is an opportunity for PSRC staff to collaborate with local staff, elected/appointed officials, and state agency partners as plans and policies are prepared, reviewed, and certified.

**The Plan Review Process Starts Early.** The local planning process benefits from regional coordination early and throughout the process. PSRC’s goal is to help each jurisdiction or agency in the region successfully demonstrate how local plans are consistent with VISION 2050 and state planning requirements well in advance of final adoption. PSRC staff is available to provide technical assistance and support in the development of plan updates or policy amendments.

**Figure 2 Plan Review Process**



**Using the VISION Consistency Tools.** Separate VISION consistency tools have been developed for each type of plan reviewed by PSRC, including countywide planning policies, local comprehensive plans, transit agency long-range plans, and regional center plans. The tools are intended to help integrate VISION 2050 into local plans by highlighting applicable multicounty planning policies, state requirements, and new or expanded focus areas from VISION 2050. The tools may be used at various times in the local planning process:

**Plan Update Scoping:** Use checklist items and discussion questions as guidance for scoping the extent of plan updates. A “new” icon helps denote what policy areas have been updated or emphasized more in VISION 2050.

**Draft Plan Review:** Submit a completed tool with draft plans to PSRC prior to starting the adoption process. Providing early drafts to PSRC helps identify potential consistency issues early in the process.

**Certification Review:** Submit a completed/updated tool with the adopted plan to assist PSRC staff in the review of the plan and preparation of the certification report. This step helps tell the PSRC boards how the plan is working to implement VISION 2050 and meet certification requirements. Note: The PSRC Executive Board is the final decision-making body for plan certification.

**Regional Collaboration:** Highlight innovative policies and programs in the tool to support sharing of best practices across the region and benefit jurisdictions as they apply for planning grants and awards.

**Plan Review Certification Report.** After a plan is adopted, PSRC staff will review the adopted plan and completed VISION consistency tool and work with the jurisdiction or agency to prepare a plan review certification report that includes staff's recommendation for certification and summarizes how the plan addresses or meets the planning expectations of VISION 2050 and applicable state requirements. Information from completed tools help inform this report. The certification report may include comments for the jurisdiction to address in future plan updates. The report is finalized after the jurisdiction or agency has had an opportunity to review the findings and offer revisions. Once completed, the report is transmitted to PSRC's policy boards for their consideration.

**Board Review and Action.** The Plan Review Certification Report, along with staff's recommendation regarding certification, is transmitted to PSRC's Growth Management Policy Board and Transportation Policy Board. Both boards make a recommendation to the Executive Board. Action by the Executive Board finalizes the process. The Executive Board may take the following actions:

- **Full certification.** Fully certified plans are consistent with VISION 2050's multicounty planning policies, the Regional Transportation Plan, and applicable requirements of the Growth Management Act and other state laws.
- **Conditional certification.** Plans that are conditionally certified meet a majority of planning requirements for consistency with the multicounty planning policies, the Regional Transportation Plan, and the Growth Management Act; however, they do require limited additional work in order to be in full conformity with criteria for certification. Conditional certifications include a shared agreement and timeframe to address the remaining work items. Jurisdictions with comprehensive plans that are conditionally certified are eligible to apply for regional funding and may proceed with projects submitted into the Regional Transportation Improvement Program, provided that they follow the required conditions of approval.

- **No certification.** The board may choose to not certify plans and policies if they are inconsistent with VISION 2050 or specific requirements of state law.

## Appeals

PSRC works to provide clear expectations for the review process and seeks to engage with jurisdictions throughout the process to find common agreement. An appeals process is identified in PSRC's Interlocal Agreement<sup>8</sup> for jurisdictions wishing to appeal the Executive Board's action. Upon receipt of an appeal, the Executive Board will direct that a five-member board of hearing examiners be constituted from the membership of the Board to resolve the conflict in a manner that would allow the plan or set of policies to be certified.

## Plan Amendments and Periodic Updates

Countywide planning groups, local jurisdictions, and agencies are encouraged to continue to be in communication with PSRC as amendments and periodic updates are developed in order to ensure that their certification status remains up-to-date. The extent of the amendment determines whether additional board review and re-certification is required. Amendments may be submitted to PSRC directly or uploaded to the Washington State Department of Commerce reporting system, PlanView. Local staff are encouraged to connect with PSRC staff to determine if an amendment may require PSRC review and certification.

Amendments require review and re-certification if they substantially change the elements of the plan relevant to the current certification, such as transportation-related components, growth targets or forecasts, or the planning horizon. PSRC may ask for a new VISION consistency tool to be completed to determine whether review and re-certification is required.

**Major amendments.** If a set of policies or a plan is substantively revised or updated, PSRC asks for a new VISION consistency tool to be completed and may prepare a new certification report, including a staff recommendation, for consideration by PSRC's policy boards and Executive Board.

**Limited-scope amendments related to certification.** If only a portion of a set of policies or plan is amended that has bearing on one or more of the transportation-related provisions, only that portion of the VISION consistency tool that relates to the issue(s) being revised may need to be completed. In such instances, only a brief explanation of the amendment(s) would likely be sufficient. Also, rather than a full certification report, a memorandum with a staff recommendation may be sufficient, which would be transmitted to PSRC's boards for consideration.

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<sup>8</sup> Interlocal Agreement for Regional Planning of the Central Puget Sound Area (VII.A.4 and VII.A.5)

**Other minor amendments.** Minor amendments that deal with issues that do not address certification requirements or consistency with VISION 2050 should also be submitted to PSRC. In the case of local comprehensive plans or regional center plans, jurisdictions may opt to transmit drafts of these minor amendments to PSRC at the same time they submit them to the Department of Commerce for state review.

If a portion of a set of policies or plan is amended that does not affect certification, there are two possible outcomes. PSRC's policy boards may be briefed on amendments if they relate to existing regional work, but no certification action would result. For other minor amendments, PSRC staff will acknowledge receipt of the amendment and include it in its collection of policies and plans.

### **Certification Requirements for PSRC Federal Funds Eligibility**

Certification is required for jurisdictions to be eligible for PSRC's federal transportation funds. This includes funding for projects sponsored by an agency other than the local jurisdiction itself. Jurisdictions or agencies who have been conditionally certified may apply for funds if work is underway to revise policies or plans to address conditions of certification.

### **Regional Transportation Improvement Program**

The review of transportation projects in PSRC's Regional Transportation Improvement Program is closely coordinated with the Plan Review Process. Each transportation project proposal (or amendment) for inclusion in the Regional Transportation Improvement Program must demonstrate consistency both with the certified local comprehensive plan and the Regional Transportation Plan.

### **Updates to Regional Plans**

PSRC coordinates updates to VISION to coincide with the GMA-required periodic updates of local comprehensive plans. This ensures multicounty planning policies are revisited and updated to inform countywide planning policies and local plans. When VISION is updated, the Plan Review Manual is also updated to provide guidance for updates to countywide policies and local plans to ensure consistency with new regional policy direction. Countywide policies and local plans should be updated during subsequent review and amendment cycles to reflect updated regional policy direction. The Regional Transportation Plan is the functional transportation plan, guided by VISION 2050's multicounty planning policies, and is updated every four years.

### **Relationship between PSRC and State Department of Commerce**

PSRC's Plan Review process is separate from the 60-day review required by the State Department of Commerce prior to adoption of countywide planning policies, local comprehensive plans, and regional center plans. The Department of Commerce coordinates a review of draft

policies and plans, but this review is separate from PSRC's review. PSRC is the only regional body for the central Puget Sound region that acts to formally certify policies or plans that have been adopted. Note: PSRC does not review or certify regulations or zoning codes.

PSRC and the Department of Commerce do coordinate in developing guidance and materials to review policies and plans. PSRC also shares comment letters and certification reports with the Department of Commerce and also typically receives copies of comments provided by state agencies. PSRC also receives draft materials submitted by jurisdictions through the state's PlanView portal. This coordination between state and regional review affords consistency for countywide planning groups and local jurisdictions as comments are addressed.

# Understanding the Different Types of Review



The following sections dive deeper into the different types of plan review. The legal framework, policy context, and certification focus areas are discussed in more detail. VISION consistency tools help local staff relate VISION 2050’s multicounty planning policies and actions to local plans and demonstrate how policies can achieve regionally shared goals.

## Countywide Planning Policies

**Legal Framework.** Countywide planning policies provide a county-level framework for guiding local planning. Countywide planning policies are adopted by each county and its cities through countywide planning councils and local ratification processes. State law calls for PSRC to certify that countywide planning policies adopted under RCW [36.70A.210](#) for consistency with the Regional Transportation Plan and regional guidelines and principles (RCW 47.80). PSRC's *Interlocal Agreement for Regional Planning of the Central Puget Sound Area* provides additional direction for coordinating planning on interjurisdictional issues. The *Interlocal Agreement* calls for PSRC to develop a process for the review of countywide planning policies (VII-C).

The Growth Management Act (RCW 36.70A.210) identifies policy areas for the countywide planning policies, which include: (1) designation of urban growth areas, (2) contiguous and orderly development and the provision of services, (3) transportation facilities and strategies, (4) siting regional capital facilities, (5) interjurisdictional planning, (6) economic development, and (7) affordable housing. Consistent with the Washington State Administrative Code, the multicounty planning policies address many of the same required topics for the countywide planning policies, in addition to other regional issues.

**Policy context.** Countywide planning policies complement multicounty policies and provide a more specific level of detail to guide county and local comprehensive planning in each of the four counties. The review of countywide planning policies focuses on the consistency of each county's countywide policies with adopted multicounty planning policies.

VISION 2050 calls for countywide planning policies to be updated to reflect revised multicounty planning policies by December 31, 2021 (MPP-RC-13).

**Process.** PSRC staff regularly engages with countywide planning forums and should be involved as groups review and update countywide planning policies. Consulting the VISION consistency tool for countywide planning policies can help ensure consistency with regional plans. PSRC is available to review draft policies as they are developed. This early coordination increases the likelihood of certification after countywide planning policies are ratified.

### Relationship between PSRC's Plan Review and the Growth Management Hearings Board

PSRC's statutory requirement to review and certify countywide planning policies is separate from the functions of the Central Puget Sound Growth Management Hearings Board. The Hearings Board has more of a quasi-judicial mandate when it is petitioned to review a set of

policies. PSRC's certification review is based on determining consistency with (1) the multicounty planning policies, which serve as the regional guidelines and principles and (2) the Regional Transportation Plan. While there can be some overlap with issues that are reviewed by the Hearings Board and PSRC, the Hearings Board process considers a much broader range of provisions from the entire body of requirements in the Growth Management Act.

If a plan or policy is appealed to the Growth Management Hearings Board, PSRC may choose to delay certification until the Hearings Board process is complete.



# VISION Consistency Tool for Countywide Planning Policies

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit [www.psrc.org/our-work/plan-review](http://www.psrc.org/our-work/plan-review).

This tool is intended to help countywide planning organizations integrate VISION 2050 into their countywide planning policies. Countywide planning policies, like multicounty planning policies, provide a framework for guiding local planning in each of the four counties in central Puget Sound. By design, the multicounty planning policies tend to be more general in their treatment of planning issues; countywide policies offer more detail and guidance appropriate for coordination at the county level. The tool can be used at various stages in the countywide process:

**CPP Update Scoping:** Use checklist items as guidance for scoping the extent of policy updates. New or expanded issue areas in VISION 2050 are identified to support this process.

**Draft Review:** Submit draft CPPs to PSRC prior to final review by the countywide planning council. Completing and submitting this tool and providing early drafts to PSRC helps identify potential consistency issues early in the process.

**Certification Review:** Along with the adopted CPPs, the tool will assist PSRC’s review of the policies. Demonstrating inclusion of the necessary information in the checklist helps facilitate certification. *Note: The PSRC Executive Board is the final decision-making body for CPP certification.*

**Regional Collaboration:** The tool provides countywide planning organizations an opportunity to highlight innovative policies and public engagement and supports sharing best practices across the region. Effective and consistent CPPs provide a strong foundation for successful comprehensive plan updates.

## Resources

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [VISION 2040 to VISION 2050](#) – summary of what changed in VISION 2050
- [VISION 2050 Policy Matrix](#) – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050
- [Plan Review webpage](#) – access more information about the review and certification process and find [PSRC guidance](#) and other resources by policy area. See previous [certification reports](#) for areas for future work.

## Discussion Questions | Innovation, Engagement, and Racial Equity

Questions provide an opportunity to highlight the most noteworthy aspects of the plan and the planning process. Responses help tell PSRC boards how the policies are working to implement VISION 2050 and how the policies meet certification requirements.

- What aspects of the updated CPPs would you like to highlight? What was especially innovative, challenging, or noteworthy?
- What innovative public engagement strategies were used in the update process? Did you use strategies to reach communities that have not typically been engaged in planning? How were other agencies and governments, such as tribes, ports, and special purpose districts, engaged through this process? (MPP-RC-1, DP-8)
- How was racial equity considered in the planning process and addressed in the plan? Do you have examples of innovative policies that work to advance racial equity?

### Checklist at a Glance

Policy Area	Policy/Page Reference
<p>⊕ Implement the adopted Framework to provide a process to designate new regional centers, design local centers, including high-capacity transit station areas (MPP-DP-25 and MPP-DP-26)</p>	
<p>⊕ Provide guidance for allowing densities that maximize transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth (MPP-DP-22)</p>	<p>Please indicate where to find the best or most complete example. It is not necessary to list all relevant policies</p>
<p>✓ Provide guidance for center and station joint planning for stations in <u>close proximity</u> (DP-Action-8)</p>	

## Regional Collaboration

The policies support **collaboration for a healthy environment, thriving communities, and opportunities for all**, including coordination with other jurisdictions and agencies, tribes, ports, military installations, and adjacent regions.

Countywide Planning Policies should:

Support regional collaboration	Page/Policy Reference
🌀 Address joint planning & coordination among jurisdictions, agencies, tribes, ports, military installations, special purpose districts, and adjacent regions (MPP-RC-1, RC-4-5)	
🌀 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2)	
🌀 Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities (MPP-RC-5-6)	
✓ Provide guidance for prioritizing transportation investments at the countywide and local level on countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers. (MPP-RC-8)	
✓ Promote existing and new funding sources and tools for implementing the regional vision (MPP-RC-10-11, RC-Action-7, RC-Action-9)	

Additional comments on Regional Collaboration policies [optional]: \_\_\_\_\_

## Regional Growth Strategy

The policies support the **Regional Growth Strategy**, including **focusing growth in designated centers and near transit stations**, to create healthy, equitable, vibrant communities well-served by infrastructure and services. The policies **support rural areas and natural resource lands** continuing to be vital parts of the region that retain important cultural, economic, environmental, and rural lifestyle opportunities over the long term.

Countywide Planning Policies should:

Implement the Regional Growth Strategy	Page/Policy Reference
<ul style="list-style-type: none"> <li>✓ Provide direction for setting local residential and employment targets to implement the Regional Growth Strategy, including:               <ul style="list-style-type: none"> <li>○ Accommodating growth in centers and near high-capacity transit station areas,</li> <li>○ Addressing jobs-housing balance,</li> <li>○ Reducing the rate of rural growth, and</li> <li>○ Supporting infill within the urban growth area and increased densities in locations consistent with the Regional Growth Strategy (MPP-RGS-2, RGS-4, RGS-6, RGS-9-12, RGS-14, RGS-Action-8).</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>✓ Ensure long-term stability and sustainability of the urban growth area (MPP-RGS-5)</li> </ul>	
<ul style="list-style-type: none"> <li>⊗ Support attracting 65% of the region’s residential growth and 75% of the region’s employment growth to regional growth centers and high-capacity transit station areas (MPP-RGS-8)</li> </ul>	
<ul style="list-style-type: none"> <li>⊗ Include a process to reconcile any discrepancies between countywide growth targets and land use assumptions contained in local comprehensive plans (RGS-Action-9)</li> </ul>	

Note: see [Growth Target Guidance](#) for additional information.

Additional comments on Regional Growth Strategy policies [optional]: \_\_\_\_\_

## Environment

The policies support the natural environment by **protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants**. The health of **all residents** and the economy is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development, and transportation on the ecosystem and use the best environmental information available.

Countywide Planning Policies should:

Use best practices in planning for protection of the natural environment	Page/Policy Reference
<ul style="list-style-type: none"> <li>✓ Encourage coordinating environmental strategies among local jurisdictions, tribes, countywide planning groups, and watershed groups (MPP-En-1)</li> </ul>	

✓ Support integrated and interdisciplinary approaches for environmental planning and assessments (MPP-En-2)	
✓ Promote the use of innovative environmentally sensitive development practices and locating development in a manner that minimizes impacts to natural features (MPP-En-5)	
<b>Coordinate jurisdictions' environmental work</b>	<b>Page/Policy Reference</b>
✓ Direct the designation, protection, and restoration of critical areas and habitat (MPP-En-14, En-16)	
✓ Support and incentivize environmental stewardship on private and public lands (MPP-En-10)	
⊗ Address planning for open space, trails, parks, and greenbelts (MPP-En-12, En-15)	
✓ Encourage protection and restoration of native vegetation and tree canopy (MPP-En-9, En-13)	
✓ Promote the protection and restoration of hydrological function and water quality (MPP-RC-15, MPP-En-17-20)	
<b>Ensure all residents have clean air, water, and other elements of a healthy environment</b>	<b>Page/Policy Reference</b>
✓ Promote reducing pollution from transportation and land use, including air toxics, greenhouse gases, and stormwater (MPP-En-3, En-21-22)	
⊗ Support programs to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected (MPP-En-3-4, En-7-8, En-21)	
✓ Provide guidance to meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases (WAC 173-420-080, MPP-En-22)	

Additional comments on Environment policies [optional]: \_\_\_\_\_

## Climate Change

The policies support substantially **reducing emissions of greenhouse gases** that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency and **preparing for climate change impacts**.

Countywide Planning Policies should:

Reduce greenhouse gas emissions in support of state, regional, and local reduction goals	Page/Policy Reference
<ul style="list-style-type: none"> <li>☞ Support achieving regional greenhouse gas emission reduction goals by:               <ul style="list-style-type: none"> <li>☞ Encouraging electrifying the transportation system,</li> <li>☞ Prioritizing transportation investments that reduce emissions,                   <ul style="list-style-type: none"> <li>• Promoting reducing vehicle miles traveled through increasing alternatives to driving alone and using land use strategies that reduce trips and trip length, and</li> <li>• Expanding the use of conservation, alternative energy sources, and energy management technology</li> </ul> </li> </ul> </li> </ul> <p>(MPP-CC-1, CC-3, CC-5, CC-11-12, CC-Action-3)</p>	
<ul style="list-style-type: none"> <li>✓ Support reducing building energy use through green building and retrofit of existing buildings (MPP-CC-2)</li> </ul>	
<ul style="list-style-type: none"> <li>☞ Provide direction for coordinating jurisdictions' work to protect and restore natural resources that sequester and store carbon (MPP-CC-4)</li> </ul>	
Identify and address the impacts of climate change and natural hazards on the region to increase resilience	Page/Policy Reference
<ul style="list-style-type: none"> <li>☞ Address impacts on water, land, infrastructure, health, and the economy (MPP-CC-8-9, PS-21)</li> </ul>	
<ul style="list-style-type: none"> <li>☞ Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain (MPP-CC-10)</li> </ul>	
<ul style="list-style-type: none"> <li>☞ Provide direction for addressing impacts to vulnerable populations and areas that have been or will be disproportionately affected by climate change (MPP-CC-6)</li> </ul>	

Additional comments on Climate Change policies [optional]: \_\_\_\_\_

## Land Use/Development Patterns

The policies promote **healthy, walkable, compact, and equitable transit-oriented communities** that maintain unique character and local culture, while **conserving rural areas and creating and preserving open space and natural areas**.

Countywide Planning Policies should:

<b>Reduce disparities in access to opportunity in support of equitable outcomes</b>	<b>Page/Policy Reference</b>
<ul style="list-style-type: none"> <li>⊗ Support inclusive community planning (MPP-DP-2, DP-8)</li> </ul>	
<ul style="list-style-type: none"> <li>⊗ Encourage targeted public and private investments to reduce disparities in access to opportunity and expand employment opportunities to improve the region’s shared economic future (MPP-DP-2, Ec-8, Ec-13)</li> </ul>	
<ul style="list-style-type: none"> <li>⊗ Provide guidance for evaluating planning in regional growth centers and high-capacity transit station areas for the potential physical, economic, and cultural displacement of marginalized residents and businesses. Promote a range of strategies to mitigate displacement impacts (MPP-DP-23, Ec-12)</li> </ul>	
<b>Further implement the <a href="#">Regional Centers Framework</a> and <a href="#">Regional Growth Strategy</a></b>	<b>Page/Policy Reference</b>
<ul style="list-style-type: none"> <li>⊗ Implement the adopted Framework to provide a process to designate new candidate regional centers, designate countywide centers, and encourage designation of local centers, including high-capacity transit station areas (MPP-DP-25-26)</li> </ul>	
<ul style="list-style-type: none"> <li>⊗ Provide guidance for encouraging densities that maximize transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth (MPP-DP-22)</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Provide guidance for center and station area planning (DP-Action-8)</li> </ul>	
<b>Continue to transition urban unincorporated areas</b>	<b>Page/Policy Reference</b>
<ul style="list-style-type: none"> <li>✓ Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas into cities. Provide direction for joint planning in unincorporated urban growth areas, including:               <ul style="list-style-type: none"> <li>○ Coordinating the provision of services,</li> <li>○ Establishing development standards for urban unincorporated areas that are consistent with those of adjacent cities, and</li> <li>○ Affiliating unincorporated urban areas with cities with a view toward annexation (MPP-RGS-16, DP-27-30, DP-Action-6)</li> </ul> </li> </ul>	
<b>Reduce rural growth over time and protect natural resource lands and the environment</b>	<b>Page/Policy Reference</b>

✓ Provide direction for a full range of strategies, including zoning and development standards, incentives, infrastructure investments, funding for conservation easements, housing tools, and economic development to reduce rural area growth rates over time (MPP-RGS-4, RGS-14-15, RGS-Action-7, DP-32-39, DP-45)	
✓ Include provisions to ensure the long-term integrity and productivity of natural resource lands, including minimizing impacts from adjacent non-resource lands (MPP-DP-41, DP-43)	
✓ Monitor the sustainability of designated resource lands and work to prohibit conversion of these lands to other uses (MPP-DP-42)	
<b>Promote healthy communities and reduce health disparities</b>	<b>Page/Policy Reference</b>
⊗ Make reduction of health disparities and improvement of health outcomes across the county a priority when developing and carrying out countywide and local plans (MPP-RC-3)	
<b>Continue limiting incompatible uses</b>	<b>Page/Policy Reference</b>
⊗ Provide guidance on incompatible uses near airports, military installations, manufacturing/industrial centers, and tribal reservation lands (MPP-DP-48-51)	
⊗ Address potential impacts of development on culturally significant sites and tribal treaty fishing, hunting, and gathering grounds (MPP-DP-7)	

Additional comments on Land Use/Development Patterns policies [optional]: \_\_\_\_\_

## Housing

The policies provide direction for a coordinated approach to address housing as a regional issue. The policies guide the **preservation, improvement, and expansion of the housing stock** to provide a range of **affordable, accessible, healthy, and safe housing choices** to every resident. Policies continue to **promote fair and equal access to housing for all people**.

Countywide Planning Policies should:

<b>Promote fair and equal access to housing for all people</b>	<b>Page/Policy Reference</b>
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✓ Provide direction for increasing housing production opportunities to address near and long-term supply, including diverse types and styles to meet the needs of residents throughout all stages of life. (MPP-H-1, H-2, H-6)	
✓ Provide direction to address current and future housing affordability needs, with an emphasis on housing near transit and in centers. (MPP-H-2-5, H-7-8)	
⊗ Promote jobs-housing balance by providing housing choices that are accessible and attainable to workers. (MPP-H-1, H-6)	
⊗ Provide direction to expand housing capacity for moderate density housing, i.e., “missing middle” (MPP-H-9)	
⊗ Provide direction to identify and mitigate displacement as part of the housing planning process (MPP-H-12)	





Additional comments on Housing policies [optional]: \_\_\_\_\_

## Economy

The policies support a prospering and sustainable economy by supporting **businesses and job creation**, investing in **all people and their health**, sustaining **environmental quality**, and creating great **central places, diverse communities, and high quality of life**.

Countywide Planning Policies should:

<b>Promote investments in communities and equitable economic prosperity for all people</b>	<b>Page/Policy Reference</b>
✓ Support recruitment and retention efforts and other activities that work to foster a positive business climate and diversify employment opportunities with a focus on living wage jobs (MPP-Ec-1, Ec-2, Ec-7, Ec-9)	
✓ Focus employment growth into regional, countywide, and local centers (MPP-RGS-8-11, Ec-21-22)	
✓ Support the growth of industry clusters, including those recognized in the Regional Economic Strategy that provide goods and services for export (MPP-Ec-3)	

 Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes (MPP-Ec-8, Ec-16)	
 Promote strategies and policies that expand access to opportunity and remove barriers for economically disconnected communities (MPP-Ec-13-14)	
 Support, recognize, and empower the contributions of the region's culturally and ethnically diverse communities, institutions, and Native Tribes (MPP-Ec-15, Ec-17, Ec-20)	
 Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure (MPP-Ec-12)	

Additional comments on Economy policies [optional]: \_\_\_\_\_


## Transportation

The policies support a **sustainable, equitable, affordable, safe, and efficient multimodal transportation** system, with specific emphasis on an **integrated regional transit network** that supports the **Regional Growth Strategy** and promotes vitality of the **economy, environment, and health**

Countywide Planning Policies should:

Implement the Regional Transportation Plan and the Regional Growth Strategy	Page/Policy Reference
✓ Focus system improvements to support existing and planned development as allocated by the Regional Growth Strategy (MPP-RC-7-9, T-7-8, T-15)	
 Prioritize multimodal investments in centers and high-capacity transit station areas (MPP-RC-7-10, T-12-13, T-19)	
✓ Include provisions that recognize goal of developing an integrated, multimodal transportation system, considering mobility and access needs both within and beyond the borders of individual jurisdictions (MPP-T-7, T-11)	
✓ Provide guidance for maintenance and preservation of existing transportation assets and infrastructure to provide safe, efficient, and reliable movement of people and goods (MPP-T-1-2, T-4, T-26)	

✓ Provide direction for improved transportation system management, preservation, and demand management programs and strategies (MPP-T-2-3, T-12-13, T-15)	
✓ Provide direction for alternatives to driving alone through policies, programs, priorities, and investments (MPP-T-12-13)	
✓ Provide guidance for improving street patterns and facilities for walking, biking, and transit use (MPP-T-16-17)	
✓ Provide guidance for identifying stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6)	
✓ Provide guidance for pursuit of alternative transportation financing methods, such as user fees, tools, and other pricing mechanisms (MPP-T-6)	
🌀 Support strategies and actions to prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)	
<b>Support people and communities</b>	<b>Page/Policy Reference</b>
🌀 Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9)	
✓ Design transportation projects and other infrastructure to achieve community development objectives and improve communities (MPP-DP-12)	
✓ Ensure mobility choices for people with special needs (MPP-T-10)	
✓ Provide guidance to develop a transportation system that promotes human health and improves the safety of the transportation system to achieve the state’s goal of zero deaths and serious injuries. (MPP-T-4-5)	
<b>Support the economy and the movement of people and goods</b>	<b>Page/Policy Reference</b>
✓ Provide guidance to identify and support key facilities and improvements that connect the region to major transportation hubs such as ports, airports, and designated freight routes (MPP-T-24-25)	
✓ Provide guidance to coordinate with providers of major regional infrastructure, such as freight, rail, and commercial aviation (MPP-Ec-4-5, T-27-28)	
<b>Protect the environment and support a sustainable transportation system</b>	<b>Page/Policy Reference</b>

 Provide guidance to develop clean transportation programs and facilities, including actions to reduce air pollution and greenhouse gas emissions from transportation, expand electrification of the transportation network, and enhance environmental quality, including water quality, stormwater management, and fish passage (MPP-En-18, CC-3, CC-12, T-29-30, T-32)	
<b>Advance intergovernmental coordination</b>	<b>Page/Policy Reference</b>
✓ Provide guidance for addressing coordination and joint planning for transportation facilities and services, including changes in technology and mobility patterns. (RCW 36.70A.070(6)(a)(v); MPP-T-33-34)	
✓ Provide guidance for establishing comprehensive concurrency programs that address level-of-service standards for multimodal types of transportation and include implementation strategies (MPP-DP-52-54)	

Additional comments on Transportation policies [optional]: \_\_\_\_\_

## Public Services

The policies **promote more efficient use of existing services**, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies.

Countywide Planning Policies should:

<b>Provide adequate public facilities and services to support growth</b>	<b>Page/Policy Reference</b>
✓ Protect and enhance the environment and public health and safety when providing services and facilities (MPP-PS-1)	
✓ Coordinate the planning for services and facilities among counties, cities, tribes, and special purpose districts in a manner that supports the Regional Growth Strategy, including addressing long-term needs and the use of conservation and demand management (MPP-PS-3-4, PS-8-9, PS-13-14, PS-23-25)	

✓	Provide guidance to locate urban services and regional facilities in urban areas; facilities and utilities in rural areas should be at a size and scale appropriate for rural locations. (T-22, PS-5-7, PS-30)	
✓	Protect water quality by serving new development within urban areas with sanitary sewer systems and replacing failing septic systems (MPP-PS-10-12)	
⊗	Consider the potential impacts of climate change on public facilities and support the necessary investments to move to low-carbon energy sources (MPP-PS-13-15, PS-20-21)	
⊗	Plan for affordable and equitable access of public services, including drinking water and telecommunication infrastructure, to all communities, especially the underserved (MPP-PS-2, PS-16, PS-22)	
✓	Encourage interjurisdictional coordination of public safety and emergency management (MPP-PS-17, T-31)	
⊗	Provide guidance to locate community facilities and services in centers and near transit, with consideration for climate change, economic, social and health impacts (MPP-PS-18, PS-20, PS-29)	
⊗	Provide guidance to work with school districts on school siting and design, including strategies to provide adequate urban capacity for new schools and to avoid serving urban students with schools in the rural area (MPP-PS-26-28)	

Additional comments on Public Services policies [optional]: \_\_\_\_\_

## Local Comprehensive Plans

**Legal Framework and Certification Requirements.** PSRC works with local governments to ensure that planning is coordinated and meets regional and state requirements. PSRC's process for the review of local comprehensive plans is established by the consistency requirements of the Growth Management Act, as well as state-required guidelines for evaluating comprehensive plans and directives in PSRC's Interlocal Agreement and adopted Policy and Plan Review Process.

**Certification Focus Areas.** PSRC reviews and certifies the transportation-related provisions of local comprehensive plans based on:<sup>9</sup>

- Transportation planning requirements in the Growth Management Act
- Adopted regional guidelines and principles (VISION 2050 multicounty planning policies)
- The Regional Transportation Plan

### GMA Transportation Planning Requirements

PSRC's review of local comprehensive plans includes determining conformity with transportation planning requirements in the Growth Management Act<sup>10</sup>. The Growth Management Act requirements for transportation elements include:

- Land use assumptions and forecasts of travel demand that are internally consistent and consistent with adopted countywide population and employment growth targets.
- Service and facility needs, including inventories of existing facilities, and level-of-service standards and concurrency provisions that address multiple modes of travel, planned land uses and densities, and state highways.
- Transportation financing and investments, including a 20-year financing plan and reassessment strategy to address potential funding shortfalls.
- Intergovernmental coordination with neighboring cities, counties, and regional and state agencies.
- Demand management, including programs to implement the Commute Trip Reduction Act.
- Pedestrian and bicycle planning, including project funding and capital investments, education, and safety.
- Land uses adjacent to airports, identifying relevant facilities, existing and planned uses, and policies that discourage incompatible uses.

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<sup>9</sup> RCW 47.80.023

<sup>10</sup> RCW 36.70A.070(6)

- Air quality, including policies and programs that promote the reduction of criteria pollutants and commit to meeting the requirements of applicable federal and state air quality legislation.

### **Consistency with VISION 2050 (Regional Guidelines and Principles)**

State law requires regional “guidelines and principles” for regional transportation planning organizations.<sup>11</sup> VISION 2050’s multicounty planning policies serve as the adopted regional guidelines and principles and guide both regional and local planning. Local comprehensive plans should address each of the main policy topic areas in VISION 2050, as demonstrated in the planning tool, including implementation of the Regional Growth Strategy.

While PSRC will review and provide comments on a jurisdiction’s entire comprehensive plan for consistency with VISION 2050, the focus areas for certification include policy areas with a nexus with transportation planning. For the 2024 local plan updates, the following areas will be the focus for staff review and certification recommendations, recognizing that final determination to certify a plan is made by the Executive Board:

- Planning for growth consistent with the Regional Growth Strategy and Regional Centers Framework
- Addressing climate change and air quality through reduction of transportation-related greenhouse gas emissions and pollution
- Promoting equitable transit-oriented development (TOD), including coordination with transit agencies
- Increasing housing supply and choices near transit and job centers

### **Consistency with the Regional Transportation Plan**

To be certified, the transportation-related provisions in local comprehensive plans need to demonstrate that they are consistent with the Regional Transportation Plan, which also serves as the functional transportation element of VISION 2050 and advances the multicounty planning policies. Certification of plans is a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with projects submitted into the Regional Transportation Improvement Program.

Local plans demonstrate consistency with the Regional Transportation Plan through:

- Transportation project lists, including financing strategies
- Transportation modeling based on shared regional growth assumptions
- Advancement of transportation-related multicounty planning policies

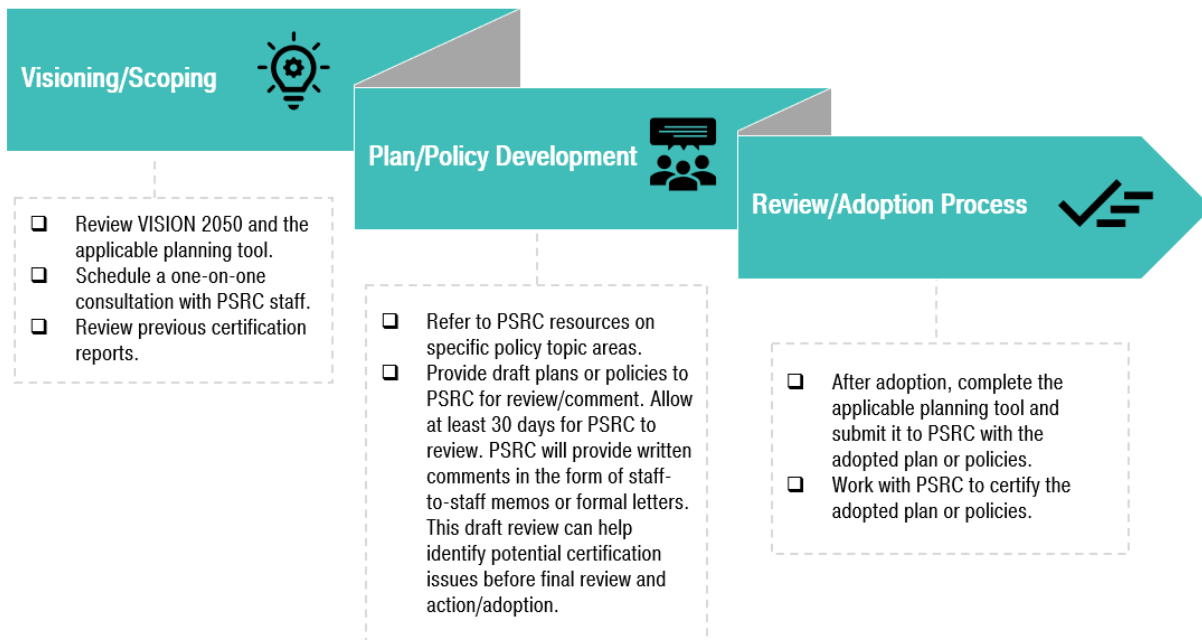
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<sup>11</sup> RCW 47.80.026

## Policy Context and Plan Review Process

Every county, city, and town in the region maintains a comprehensive plan to shape the future of their community. Local comprehensive plans are at the heart of planning under Washington’s Growth Management Act and are the primary vehicle for implementing VISION 2050.

A stated expectation in VISION 2050 is that the review process for local plan updates be clear, predictable, and efficient. Early communication on expectations for updates and reviews is key in achieving these objectives. As jurisdictions develop their comprehensive plan updates, PSRC provides review and feedback in three phases: scoping consultation, early review of draft plan elements, and review of adopted plans for certification (see Figure 3).



**Figure 3 Plan Review Process**

**Scoping consultation.** Jurisdictions should meet with PSRC staff to review the plan update schedule and discuss new provisions in VISION 2050 and the Growth Management Act to address. In addition to the Plan Review Manual, PSRC coordinates with countywide planning groups and holds workshops on VISION 2050 and the plan review process, including expectations for updates and plan certification. PSRC staff are available to provide technical assistance throughout the planning process.

**Draft review.** Once draft plan elements are prepared, PSRC staff can provide an early review. Jurisdictions should complete and submit the VISION consistency tool with the draft plan elements to assist in PSRC staff’s review. Specific timing for draft review depends on the



jurisdiction's process, but PSRC strongly recommends submitting the draft plan before the Commerce 60-day review period to allow adequate time to review and respond to feedback. A comment letter or preliminary plan certification report may be provided to jurisdiction staff if PSRC staff is given ample time (at least 30 days) to review all draft plan elements and supporting documents. During draft plan review, PSRC staff will provide recommendations to make the plan more consistent with the transportation planning requirements in the Growth Management Act, adopted regional guidelines and principles (multicounty planning policies), and the Regional Transportation Plan. PSRC staff will identify potential certification issues during this early review and can provide additional assistance and review to ensure certification and other important issues are resolved before the plan is finalized and adopted.

**Plan adoption.** After a jurisdiction adopts their comprehensive plan, it should be submitted to PSRC with an updated VISION consistency tool. PSRC staff will review the plan and work with local staff to prepare the certification report. Local staff will have the opportunity to review and provide feedback on the certification report before it is finalized.

**Board review and certification.** Once the certification report is finalized, along with staff's recommendation regarding certification, it is transmitted to PSRC's Growth Management Policy Board and Transportation Policy Board. Both boards act on the recommendation and then forward it to the Executive Board. Action by the Executive Board finalizes the process. The Executive Board may take the following actions:

- **Full certification.** Fully certified plans are consistent with VISION 2050's multicounty planning policies, the Regional Transportation Plan, and applicable requirements of the Growth Management Act and other state laws.
- **Conditional certification.** Plans that are conditionally certified meet a majority of planning requirements for consistency with the multicounty planning policies, the Regional Transportation Plan, and the Growth Management Act; however, they do require limited additional work in order to be in full conformity with criteria for certification. Conditional certifications include a shared agreement and timeframe to address the remaining work items. Jurisdictions with conditionally certified plans are eligible to apply for regional funding and may proceed with projects submitted into the Regional Transportation Improvement Program, provided that they follow the required conditions of approval.
- **No certification.** The board may choose to not certify plans and policies if they are inconsistent with VISION 2050 or specific requirements of state law.

## **Relationship between PSRC's Plan Review and the Growth Management Hearings Board**

PSRC's statutory requirement to review and certify local comprehensive plans is separate from the functions of the Central Puget Sound Growth Management Hearings Board. The Hearings Board has more of a quasi-judicial mandate when it is petitioned to review a set of policies or a plan. PSRC's certification review is based on determining consistency with (1) the multicounty planning policies, which serve as the regional guidelines and principles, (2) the Regional Transportation Plan, and (3) Growth Management Act requirements for transportation planning. While there can be some overlap with issues that are reviewed by the Hearings Board and PSRC, the Hearings Board process considers a much broader range of provisions from the entire body of requirements in the Growth Management Act.

If a plan or policy is appealed to the Growth Management Hearings Board, PSRC may choose to delay certification until the Hearings Board process is complete.

## **Consistency with Countywide Planning Policies**

Local comprehensive plans are required to be consistent with both countywide planning policies and multicounty planning policies. While PSRC certifies both countywide planning policies and local comprehensive plans, PSRC does not review local comprehensive plans for consistency with countywide planning policies. Each county adopts its own unique set of countywide planning policies, which may address topics or expectations beyond what is required by the multicounty planning policies. Each county and its cities have their own mechanisms for developing and maintaining their respective countywide planning policies.

# VISION Consistency Tool for Local Comprehensive Plans

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit [www.psrc.org/our-work/plan-review](http://www.psrc.org/our-work/plan-review).

This tool is intended to help cities and counties integrate VISION 2050 into their local comprehensive plans. VISION 2050's multicounty planning policies serve as the adopted regional guidelines and principles required in state law to guide both regional and local planning. The tool also identifies transportation planning requirements of the Growth Management Act (GMA). The tool may be used at various times in the local planning process:

**Plan Update Scoping:** Use checklist items as guidance for scoping the extent of plan element updates. New or expanded issue areas in VISION 2050 are identified to support this process.

**Draft Plan Review:** Submit draft plans to PSRC prior to Planning Commission and Council review. Completing and submitting this tool and providing early drafts to PSRC help identify potential consistency issues early in the process.

**Certification Review:** Along with the adopted plan, the tool will assist in PSRC's review of the plan. Demonstrating inclusion of the necessary information in the checklist helps facilitate certification. *Note: The PSRC Executive Board is the final decision-making body for plan certification.*

**Regional Collaboration:** The tool provides cities and counties an opportunity to highlight innovative policies and programs. This supports sharing of best practices across the region and benefits jurisdictions as they apply for planning grants and awards.

Updates made in September 2022 integrate the GMA requirements of HB 1220 and countywide housing needs into PSRC's plan review process, including housing for all income levels and addressing racially disparate impacts.

## Resources

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [VISION 2040 to VISION 2050](#) – summary of what changed in VISION 2050
- [VISION 2050 Policy Matrix](#) – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050
- [Plan Review webpage](#) – access more information about the review and certification process and find [PSRC guidance](#) and other resources by policy area. See previous [certification reports](#) for areas for future work.

## Discussion Questions | Innovation, Engagement, and Racial Equity

Questions provide an opportunity to highlight the most noteworthy aspects of the plan and the planning process. Responses help tell PSRC boards how the plan is working to implement VISION 2050 and how the plan meets certification requirements.

- What aspects of the updated plan would you like to highlight? What was especially innovative, challenging, or noteworthy?
- What innovative public engagement strategies were used in the update process? Did you use strategies to reach communities that have not typically been engaged in planning? How were other agencies and governments, such as tribes, ports, and special purpose districts, engaged through this process? (MPP-RC-1, DP-8)
- Racial equity and access to opportunity have been elevated as critical regional issues in VISION 2050. How has your community addressed racial equity in the comprehensive plan update? Do you have lessons learned from your experience about how to advance racial equity? (MPP-RC-3)

### Checklist at a Glance

Support regional collaboration	Page/Policy Reference
✓ Include a statement of intent to coordinate with other jurisdictions, agencies, tribes, ports, military installations, special purpose districts, and adjacent regions (RCW 36.70A.070(6)(a)(v), MPP-RC-1, RC-4-5) <div style="background-color: #008080; color: white; padding: 2px; display: inline-block; margin-top: 5px;">Indicates new or expanded emphasis in VISION</div>	
⚙️ Coordinate with other jurisdictions, agencies, tribes, ports, military installations, special purpose districts, and adjacent regions (RCW 36.70A.070(6)(a)(v), MPP-RC-1, RC-4-5)	Indicate where to find the best or most complete example. It is not necessary to list all
⚙️ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities so that all people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2) <div style="background-color: #008080; color: white; padding: 2px; display: inline-block; margin-top: 5px;">Provides relevant VISION 2050 policies or</div>	

## Regional Collaboration

The plan supports **collaboration for a healthy environment, thriving communities, and opportunities for all**, including coordination with other jurisdictions and agencies, tribes, ports, military installations, and adjacent regions.

Policies and programs should:

<b>Support regional collaboration</b>	<b>Page/Policy Reference</b>
✓ Include a statement about how the plan relates to countywide planning policies, VISION 2050, and planning requirements of the Growth Management Act	
✿ Coordinate with other jurisdictions, agencies, tribes, ports, military installations, special purpose districts, and adjacent regions (RCW 36.70A.070(6)(a)(v), MPP-RC-1, RC-4-5)	
✿ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2)	
✿ Address land use, transportation, and housing opportunities and challenges related to military installations, when applicable (MPP-RC-6)	
✓ Prioritize investments in centers, including regional centers, countywide centers, high-capacity transit areas with a station area plan, and other local centers (MPP-RC-8-9)	
✓ Explore funding sources, changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools to meet infrastructure and other needs (MPP-RC-10-11, RC-Action-7, RC-Action-9)	

Additional comments on Regional Collaboration or additional documents to share [optional]: \_\_\_\_\_

# Regional Growth Strategy

The plan **focuses growth in designated centers and near transit stations** to create healthy, equitable, vibrant communities well-served by infrastructure and services. The plan **supports rural and resource lands** as vital parts of the region that retain important cultural, economic, environmental, and rural lifestyle opportunities over the long term.

The plan should:

Implement the Regional Growth Strategy	Page/Policy Reference
✓ Incorporate housing and employment targets (MPP-RGS-1-2)	
✓ Use land use assumptions substantially consistent with countywide growth targets (RCW 36.70A.070, WAC 365-196-430, VISION 2050 Regional Growth Strategy)	
✓ Demonstrate sufficient zoned development capacity to accommodate targets (RCW 36.70A.115)	
✓ Use consistent land use assumptions throughout plan (RCW 36.70A.070, WAC 365-196-430) <sup>12</sup>	

Note: see [Growth Target Guidance](#) for additional information.

## Population, Employment, and Housing Growth

*(add information from local plan and insert/delete rows as needed, based on regional centers or county regional geographies)*

	Adopted Growth Target*	Land Use Assumptions for Travel Demand Modeling (numbers/notes, as applicable)	Zoned Development Capacity (can be greater than target)	Page Reference
<b>County or citywide**</b>				
Population				
Employment				

<sup>12</sup> The Transportation Element must be based on the land use assumptions in the Comprehensive Plan - A problem sometimes encountered in the certification of transportation-related provisions in local comprehensive plans is the use of different planning assumptions in the transportation element from the land use element. Comprehensive plans are to be internally consistent, which means that the same land use assumptions must be used for planning for housing, transportation, and other provisions in the plan.

Housing				
<b>Centers (as applicable)</b>				
Population				
Employment				
Housing				

\*Include targets as applicable. Some counties adopt only housing and employment targets, and not population targets. If more explanation would be helpful, provide additional information about land use assumptions for modeling in space provided below.

\*\*Counties: Attach additional tables or add rows to address multiple regional geographies.

Policies and programs should:

Maintain a stable urban growth area with densities and capacity that support the Regional Growth Strategy	Page/Policy Reference
✓ Encourage infill development and increased density in locations consistent with the Regional Growth Strategy (MPP-RGS-6)	
⚠ Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit (MPP-RGS-12)	
⚠ <b>Metropolitan Cities:</b> Provide additional housing capacity in response to rapid employment growth, particularly through increased zoning for middle density housing (MPP-RGS-7)	
✓ <b>Counties:</b> Accommodate the region's growth first and foremost in the urban growth area (MPP-RGS-4)	
✓ <b>Counties:</b> Ensure long-term stability and sustainability of the urban growth area (MPP-RGS-5)	
Support growth in designated centers and near high-capacity transit	Page/Policy Reference
⚠ Where applicable, focus a significant share of growth in designated regional growth centers, high-capacity transit station areas, manufacturing/industrial centers, and countywide centers (MPP-RGS-8-11) <sup>13</sup>	

<sup>13</sup> The region has a goal to attract 65% of new residential growth and 75% of employment growth to regional growth centers and high-capacity transit station areas.

✓ Include growth targets for designated regional growth centers and manufacturing/industrial centers (MPP-RGS-2)	
<b>Manage and reduce rural growth and protect resource lands</b>	<b>Page/Policy Reference</b>
✓ <b>Counties:</b> Identify steps to reduce rural growth over time to maintain rural landscapes and lifestyles and protect resource lands and the environment (MPP-DP-40-43)	
✓ <b>Counties:</b> Include a full range of strategies, including zoning and development standards, incentives, infrastructure investments, funding for conservation easements, housing tools, and economic development to reduce rural growth rates and protect natural resource lands over time (MPP-RGS-14-15, RGS-4, RGS-Action-7)	
✓ <b>Counties:</b> Locate commercial, retail, and community services that serve rural residents in neighboring cities and existing activity areas (MPP-RGS-13, DP-37)	
⊗ <b>Counties:</b> Avoid growth that cannot be sufficiently served by roads, utilities, and services at rural levels of service (MPP-DP-45)	
✓ <b>Counties:</b> Address vested development that conflicts with regional and local growth management objectives (MPP-DP-36)	

Additional comments on the Regional Growth Strategy or additional documents to share [optional]: \_\_\_\_\_

## Environment

Local plans support the natural environment through policies on **protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants**. The health of all residents and the economy is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development, and transportation on the ecosystem and use the best environmental information available.

Policies and programs should:

<b>Protect and restore the environment</b>	<b>Page/Policy Reference</b>
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✓ Protect critical areas, habitat, and water quality and coordinate planning with adjacent jurisdictions, tribes, countywide planning groups, and watershed groups (MPP-En-1, En-6, En-11-12, En-14, En-16, En-Action-3)	
✓ Advance integrated and interdisciplinary approaches for environmental planning and assessments (MPP-En-2)	
✓ Promote innovative and environmentally sensitive development practices in siting, design, materials selection, construction, and maintenance (MPP-En-5)	
🌱 Support programs to ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected (MPP-En-3-4, En-7-8, En-21)	
🌱 Support and incentivize environmental stewardship on private and public lands (MPP-En-10)	
🌱 Identify open space, trail, and park resources and needs, and develop programs for protecting and enhancing these areas (MPP-En-11-12, En-15, En-Action-4)	
✓ Protect and restore native vegetation and tree canopy (MPP-En-9, En-13)	
🌱 Protect and restore hydrological functions and water quality, including restoring shorelines and estuaries, removing fish-blocking culverts, reducing use of toxic products, and retrofitting basins to manage stormwater (MPP-En-16-20)	
✓ Ensure all federal and state air quality standards are met and reduce emissions of air toxics and greenhouse gases (WAC 173-420-080, MPP-En-22)	

Additional comments on Environment or additional documents to share [optional]: \_\_\_\_\_

# Climate Change

The plan supports substantially **reducing emissions of greenhouse gases** that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency and **preparing for climate change impacts**.

Policies and programs should:






Reduce greenhouse gas emissions in support of state, regional, and local reduction goals	Page/Policy Reference
<ul style="list-style-type: none"> <li>☸ Support achieving regional greenhouse gas emission reduction goals by:               <ul style="list-style-type: none"> <li>☸ Electrifying the transportation system,                   <ul style="list-style-type: none"> <li>• Reducing vehicle miles traveled through increasing alternatives to driving alone and using land use strategies that reduce trips and trip length, and</li> <li>• Expanding the use of conservation, alternative energy sources, and energy management technology (MPP-CC-1, CC-3, CC-5, CC-11-12, CC-Action-3)</li> </ul> </li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>✓ Reduce building energy use through green building and retrofit of existing buildings (MPP-CC-2, CC-Action-3, DP-46)</li> </ul>	
<ul style="list-style-type: none"> <li>☸ Protect and restore natural resources that sequester and store carbon (MPP-CC-4)</li> </ul>	
<ul style="list-style-type: none"> <li>☸ Address impacts to vulnerable populations and areas that have been or will be disproportionately affected by climate change (MPP-CC-6, CC-8, CC-Action-3, CC-Action-4)</li> </ul>	
<ul style="list-style-type: none"> <li>☸ Identify and address the impacts of climate change and natural hazards on the region to increase resilience (MPP-CC-7-10, CC-Action-4)</li> </ul>	
<ul style="list-style-type: none"> <li>☸ Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain (MPP-CC-10)</li> </ul>	

Additional comments on Climate Change or additional documents to share [optional]: \_\_\_\_\_

## Land Use/Development Patterns


The plan supports the further development of **healthy, walkable, compact, and equitable transit-oriented communities** that maintain unique character and local culture. The plan supports **conserving rural areas and creating and preserving open space and natural areas**.

Policies and programs should:

Build thriving urban communities	Page/Policy Reference
<ul style="list-style-type: none"> <li> Support inclusive community planning (MPP-DP-2, MPP-DP-8)</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Support the development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit, and walking (MPP-RGS-6, DP-1, DP-3)</li> </ul>	
<ul style="list-style-type: none"> <li> Reduce disparities in access to opportunity and expand employment opportunities to improve the region’s shared economic future (MPP-DP-2, Ec-8, Ec-13)</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Coordinate with local, state, and federal agencies to identify underused lands such as surplus public lands or environmentally contaminated lands and:                             <ul style="list-style-type: none"> <li>✓ Promote infill or redevelopment in growth centers and existing neighborhoods in a manner that supports the Regional Growth Strategy (MPP-DP-4)</li> <li>✓ Develop strategies for cleaning up brownfield and contaminated sites (DP-Action-7)</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li> Preserve historic, visual, and cultural resources and consider potential impacts to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds (MPP-DP-5-7)</li> </ul>	
<ul style="list-style-type: none"> <li> Support inclusive engagement to ensure land use decisions do not negatively impact historically marginalized communities (MPP-DP-8)</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Support the design of transportation and infrastructure projects that achieve community development objectives and improve communities (MPP-DP-12-15, DP-17)</li> </ul>	
Promote healthy communities	Page/Policy Reference
<ul style="list-style-type: none"> <li> Reduce health disparities and improve health outcomes (MPP-RC-3, DP-18)</li> </ul>	
Support centers as connections to opportunity	Page/Policy Reference

✓ Identify one or more central places as locations for more compact, mixed-use development (MPP-DP-22, DP-25)	
✿ <b>Jurisdictions with or planning for high-capacity transit stations:</b> Identify high-capacity station areas and plan for densities <sup>14</sup> that maximize benefits of transit investments (MPP-DP-22, DP-Action-8)	
✿ <b>Jurisdictions with or planning for light rail stations:</b> Support the adoption of subarea plans for light rail station areas (DP-Action-8)	
✓ <b>Jurisdictions with regional centers:</b> Support the update of regional center subarea plans to be consistent with the revised Center Plan Tools (DP-Action-8)	
✿ Evaluate planning in areas for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts (MPP-DP-23, Ec-12)	
<b>Support annexation and incorporation</b>	<b>Page/Policy Reference</b>
✓ Work towards annexation and the orderly transition of unincorporated urban areas by: <ul style="list-style-type: none"> <li>• Joint planning and urban development standards for urban unincorporated areas</li> <li>• Affiliating all unincorporated urban growth areas with adjacent cities</li> <li>✿ Planning for phased growth of communities to be economically viable, supported by planned urban infrastructure, and served by public transit (MPP-RGS-16, DP-27-30)</li> </ul>	
<b>Preserve rural areas and natural resource lands</b>	<b>Page/Policy Reference</b>
✓ <b>Counties:</b> Work to ensure that development in rural areas is rural in character (MPP-DP-32-35, DP-37-38)	
✓ <b>Counties:</b> Work to ensure the sustainability of designated resource lands through programs that support economic vitality, encourage conservation, and avoid incompatible adjacent land uses (MPP-DP-39, DP-41-43)	

<sup>14</sup> VISION 2050 calls for transit-oriented development near stations located in or near manufacturing/industrial centers to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality.



Conserve and enhance important uses	Page/Policy Reference
<p>✓ <b>As applicable</b>, limit incompatible uses adjacent to:</p> <ul style="list-style-type: none"> <li>• Military lands (MPP-DP-49)</li> <li>• Manufacturing/industrial centers (MICs) and industrial zoning (MPP-DP-50)</li> <li>•  Tribal reservation lands (MPP-DP-51)</li> </ul>	







Additional comments on Land Use/Development Patterns or additional documents to share [optional]: \_\_\_\_\_

## Housing

The plan guides the **preservation, improvement, and expansion of the housing stock** to provide a range of **affordable, accessible, healthy, and safe housing choices** to every resident. It continues to **promote fair and equal access to housing for all people**.

Policies and programs should:

Assess housing needs	Page/Policy Reference
<p> Address affordable housing needs by developing a housing needs assessment and evaluating the effectiveness of existing housing policies, and documenting strategies to achieve housing targets and affordability goals. This includes documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations (H-Action-4)</p>	
Increase housing supply and choices	Page/Policy Reference
<p>✓ Increase housing supply and densities to meet the region’s current and projected needs at all income levels consistent with the Regional Growth Strategy (MPP-H-1)</p>	
<p>✓ Expand the diversity of housing types for all income levels and demographic groups, including low, very low, extremely low, and moderate-income households (MPP-H-2-6, H-9)</p>	
<p> Expand housing capacity for moderate density housing, i.e., “missing middle” (MPP-H-9)</p>	

<p> Promote jobs-housing balance by providing housing choices that are accessible and attainable to workers. Include jobs-housing balance in housing needs assessments to better support job centers with the needed housing supply (MPP-H-1, H-6, H-Action-4)</p>	
<p>✓ Expand housing choices in centers and near transit (MPP-H-7-8)</p>	
<p>✓ Promote flexible standards and innovative techniques to encourage housing production that keeps pace with growth and need (MPP-H-10)</p>	
<p><b>Support the development and preservation of affordable housing</b></p>	<b>Page/Policy Reference</b>
<p> Use inclusionary and incentive zoning to provide more affordable housing when creating additional housing capacity (H-Action-5)</p>	
<p> <b>Jurisdictions planning for high-capacity transit stations:</b> Create and preserve affordable housing near high-capacity transit<sup>15</sup> (MPP-H-8, H-Action-1)</p>	
<p><b>Address inequities in access to housing</b></p>	<b>Page/Policy Reference</b>
<p> Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations and work with communities to develop anti-displacement strategies in when planning for growth (MPP-H-12, H-Action-6)</p>	
<p> Promote homeownership opportunities while recognizing historic inequities in access to homeownership opportunities for communities of color (MPP-H-5)</p>	
<p> Identify and begin to undo local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect and areas of disinvestment and infrastructure availability</p>	

Additional comments on Housing or additional documents to share [optional]: \_\_\_\_\_

<sup>15</sup> Transit-oriented development near stations located in or near manufacturing/industrial centers need to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region’s overall economic vitality.

## Economy

The plan includes an **economic development element (Ec-Action-5)** that promotes a **prospering and sustainable economy** by supporting **businesses and job creation and investing in all people**.

Policies and programs should:




Promote a prosperous and sustainable economy for all people	Page/Policy Reference
<ul style="list-style-type: none"> <li>✓ Identify and enhance industry clusters, including those recognized in the Regional Economic Strategy that provide goods and services for export (MPP-Ec-3, Ec-4)</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Focus retention and recruitment efforts and activities to foster a positive business climate and diversify employment opportunities by specifically targeting:               <ul style="list-style-type: none"> <li>• Businesses that provide living wage jobs                   <ul style="list-style-type: none"> <li>🌱 Locally, women-, and minority-owned small businesses and start-up companies</li> <li>🌱 Established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience (MPP-Ec-1, Ec-3, Ec-4, Ec-7, Ec-9, Ec-16)</li> </ul> </li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>🌱 Promote strategies and policies that expand access to opportunity and remove barriers for economically disconnected communities (MPP-Ec-13-14)</li> </ul>	
<ul style="list-style-type: none"> <li>🌱 Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure (MPP-Ec-12)</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Develop a range of employment opportunities to create a closer balance between jobs and housing (MPP-Ec-18)</li> </ul>	
<ul style="list-style-type: none"> <li>🌱 Promote environmental and socially responsible business practices, especially those addressing climate change, resilience, and improved health outcomes (MPP-Ec-8, Ec-16)</li> </ul>	
<ul style="list-style-type: none"> <li>🌱 Support, recognize, and empower the contributions of the region’s culturally and ethnically diverse communities, institutions, and Native Tribes (MPP-Ec-15, Ec-17, Ec-20)</li> </ul>	

Additional comments on Economic Development or additional documents to share [optional]: \_\_\_\_\_

## Transportation

The plan promotes a **sustainable, equitable, affordable, safe, and efficient multimodal transportation system**, with specific emphasis on an **integrated regional transit network that supports the Regional Growth Strategy** and promotes vitality of the economy, environment, and health.

Policies and programs should:

Implement the Regional Transportation Plan	Page/Policy Reference
✓ Promote the development of an efficient, multimodal transportation system that supports the Regional Growth Strategy in collaboration with other jurisdictions and agencies (MPP-T-7)	
✓ Work to develop and operate a safe and convenient system for all users and the movement of freight and goods (MPP-T-11)	
✓ Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system (RCW 36.70A.070(6)(a)(vi), MPP-T-3)	
✓ Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development (MPP-T-12-13, T-15)	
 Increase the resilience of the transportation system and support security and emergency management (MPP-T-31)	
 Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)	
Support the Regional Growth Strategy	Page/Policy Reference
✓ Focus system improvements to connect centers and support existing and planned development as allocated by the Regional Growth Strategy (MPP-RC-7-9, T-7-8, T-15)	
 Prioritize multimodal investments in centers and high-capacity station areas (MPP-RC-7-10, T-12-13, T-19)	




✓ Promote the design of transportation facilities that support local and regional growth centers and high-capacity transit station areas and fit the community in which they are located (MPP-T-19-21)	
✓ Support a safe and welcoming environment for walking and bicycling (MPP-DP-15): <ul style="list-style-type: none"> <li>• Include a pedestrian and bicycle component and collaborative efforts to identify planned improvements for pedestrian and bicycle facilities and corridors (RCW 36.70A.070(6)(a)(vii))</li> <li>• Improve local street patterns and design to promote walking and biking (MPP-T-16-17)</li> </ul>	
✓ Support alternatives to driving alone, including walking, biking, and transit use, through design of local streets, land use development tools, and other practices (MPP-T-16-18)	
✓ <b>Counties:</b> Avoid construction of major roads or capacity expansion on existing facilities in rural and resource areas (MPP-T-22, DP-38)	
<b>Support people</b>	<b>Page/Policy Reference</b>
🌀 Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services (MPP-T-9)	
✓ Ensure mobility choices for people with special needs (MPP-T-10)	
<b>Support the economy</b>	<b>Page/Policy Reference</b>
✓ Recognize the critical role of safe, reliable, and efficient movement of people and goods (MPP-Ec-6, T-1, T-23)	
✓ Identify and support key facilities and improvements that connect the region to major transportation hubs such as ports, airports, and designated freight routes (MPP-T-24-25)	
✓ Promote coordination with providers of major regional infrastructure, such as freight rail and commercial aviation (MPP-Ec-4-5, T-27-28)	
<b>Protect the environment</b>	<b>Page/Policy Reference</b>
🌀 Promote clean transportation programs and facilities, including actions to reduce air pollution and greenhouse gas emissions from transportation (MPP-CC-3, CC-12, T-29-30)	
🌀 Reduce stormwater pollution from transportation facilities and improve fish passage (MPP-T-32)	

✓ Incorporate environmental factors into transportation decision-making, including attention to human health and safety (MPP-DP-44, T-4-5, T-29-32)	
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The plan should:

<b>Provide facilities inventories and identify service needs</b>	<b>Page/Policy Reference</b>
✓ Include mapped inventories for each element of the transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries (RCW 36.70A.070, RCW 36.70A.108, MPP-T-7, T-15-17)	
✓ Include state facilities and reflect related (regional/state) level-of-service standards (RCW 36.70A.070, RCW 36.70A.108)	
✓ Develop a comprehensive concurrency program that addresses level-of-service standards for multimodal types of transportation and include implementation strategies (RCW 36.70A.070, RCW 36.70A.108, MPP-DP-52-54)	
✓ Provide travel demand forecasts and identify state and local system projects, programs, and management necessary to meet current and future demands and to improve safety and human health (RCW 36.70A.070, MPP-T-4-5)	
✓ Identify maintenance and system preservation projects and programs necessary to maintain the ability of the transportation system to provide safe, efficient, and reliable movement of people, goods, and services (RCW 36.70A.070, MPP-T-1-2, T-4)	
<b>Finance transportation investments</b>	<b>Page/Policy Reference</b>
✓ Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (MPP-RC-11-12, T-6)	
✓ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms (MPP-T-6)	
✓ Include a 20-year financing plan, as well as an analysis of funding capability for all transportation modes (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6, T-15)	

✓ Include a reassessment strategy to address the event of a funding shortfall (RCW 36.70A.070(3), RCW 36.70A.070(6)(a)(iv), WAC 365-196-415, WAC 365-196-430, MPP-RC-11-12, T-6)	
<b>Address land uses adjacent to airports</b>	<b>Page/Policy Reference</b>
✓ <b>Airport-adjacent communities:</b> Identify and address any airports within or adjacent to the jurisdiction (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)	
✓ <b>Airport-adjacent communities:</b> Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses (RCW 36.70.547, 36.70A.070(6)(a)(iii)(A), MPP-DP-48)	
 <b>Airport-adjacent communities:</b> Promote coordinated planning and effective management to optimize the region’s aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities (MPP-T-28)	

Additional comments on Transportation or additional documents to share [optional]: \_\_\_\_\_

## Public Services

The plan supports development with adequate **public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.**

Policies and programs should:

<b>Provide adequate public facilities and services to support growth</b>	<b>Page/Policy Reference</b>
✓ Protect and enhance the environment and public health and safety when providing services and facilities (MPP-PS-1)	
✓ Promote coordinated planning for services and facilities with counties, cities, tribes, and special purpose districts in a manner that supports the Regional Growth Strategy, including addressing long-term needs, supply, and the use of conservation and demand management (MPP-PS-3-4, PS-8-9, PS-13-14, PS-23-25)	

✓	Protect water quality by replacing failing septic systems and serving new urban development with sanitary sewer systems (MPP-PS-10-12)	
⚙️	Consider the potential impacts of climate change on public facilities and support the necessary investments to move to low-carbon energy sources (MPP-PS-13-15, PS-20-21)	
⚙️	Promote affordable and equitable access of public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities (MPP-PS-2, PS-16, PS-22)	
✓	Encourage planning and coordination of emergency management and public safety programs (MPP-PS-17, T-31)	
⚙️	Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit, with consideration for climate change, economic, social and health impacts (MPP-PS-18, PS-20, PS-29, DP-11)	
⚙️	Promote working with school districts on school siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new schools and to avoid serving urban students with schools in the rural area (MPP-PS-26-28)	
✓	<b>Counties:</b> Avoid providing urban services and regional facilities in rural areas. Facilities and utilities in rural areas should be at a size and scale appropriate for rural locations. (MPP-PS-5-7, PS-30)	

Additional comments on Public Services or additional documents to share [optional]: \_\_\_\_\_

# Center Plans

## Policy Context and Legal Framework

PSRC designates regional growth centers and regional manufacturing/industrial centers. The [Regional Centers Framework](#) is an integral part of the Regional Growth Strategy and a key component of VISION 2050.

For new center designations, PSRC requires that a center plan is submitted with the designation application. The center plan, which can be an element of a comprehensive plan or a stand-alone subarea plan, is reviewed for certification concurrent with the designation review.

Existing regional centers are also expected to complete a center plan. Per the Regional Centers Framework, jurisdictions with regional centers are expected to have center plans consistent with VISION 2050 by 2025, when PSRC will conduct centers monitoring.

## Certification Focus Areas

Center plans are reviewed for consistency with VISION 2050, Growth Management Act requirements for subarea planning, and established criteria in the Regional Centers Framework (2018). The planning tools for center plans indicate what policies from VISION 2050 should be reflected in center plans.

## Plan Review Process

Jurisdictions are updating or creating new center plans at varying times. PSRC's review and certification of regional center plans is ongoing as plans are developed and adopted. Jurisdictions with regional centers are encouraged to coordinate with PSRC throughout the planning process.

**Scoping consultation.** Jurisdictions should meet with PSRC staff during plan scoping to understand relevant provisions from VISION 2050, the Regional Centers Framework, and the Growth Management Act. Reviewing the planning tool and previous certification reports during this consultation will ensure consistency with regional plans.

**Draft review.** Once a draft plan is prepared, PSRC staff can provide an early review. Jurisdictions should complete and submit the VISION consistency tool with the draft plan to assist in PSRC staff's review. During draft plan review, PSRC staff will provide recommendations to make the plan more consistent with regional plans. PSRC staff will identify potential certification issues during this early review and can provide additional assistance and review to ensure certification and other important issues are resolved before the plan is finalized and adopted.

**Plan Adoption.** After a plan is adopted, it should be submitted to PSRC with an updated VISION consistency tool. PSRC staff will review the plan and work with local staff to prepare the certification report. Local staff will have the opportunity to review and provide feedback on the certification report before it is finalized.

**Board Review and Certification.** Once the certification report is finalized, along with staff's recommendation regarding certification, it is transmitted to PSRC's Growth Management Policy Board and Transportation Policy Board. Both boards act on the recommendation and then forward it to the Executive Board. Action by the Executive Board finalizes the process. The Executive Board may take the following actions:

- **Full certification.** A fully certified plan is consistent with VISION 2050 and the Regional Centers Framework.
- **Conditional certification.** A plan that is conditionally certified meets a majority of planning requirements; however, limited additional work is required in order to be in full conformity with criteria for certification. Conditional certifications include a shared agreement and timeframe to address the remaining work items.
- **No certification.** The board may choose to not certify a plan if it is inconsistent with VISION 2050 or the Regional Centers Framework.

### **Relationship between PSRC's Plan Review and the Growth Management Hearings Board**

PSRC's review and certification of regional center plans is separate from the functions of the Central Puget Sound Growth Management Hearings Board. The Hearings Board has more of a quasi-judicial mandate when it is petitioned to review a set of policies or a plan. PSRC's certification review is based on determining consistency with VISION 2050 and the Regional Centers Framework. While there can be some overlap with issues that are reviewed by the Hearings Board and PSRC, the Hearings Board process considers a much broader range of provisions from the entire body of requirements in the Growth Management Act.

If a plan or policy is appealed to the Growth Management Hearings Board, PSRC may choose to delay certification until the Hearings Board process is complete.

## VISION Consistency Tool for Regional Growth Center Plans

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit [www.psrc.org/our-work/plan-review](http://www.psrc.org/our-work/plan-review).

This tool is designed to assist jurisdictions in developing, updating, or amending center plans and identifies key planning expectations for Regional Growth Center plans (beyond the general requirements for comprehensive plans). These expectations are based on [VISION 2050](#) and the [Regional Centers Framework](#) (2018). The tool can be used at various times in the center planning process:

**Plan Scoping:** Use checklist items as guidance for scoping the extent of center plans.

**Draft Plan Review:** Submit draft center plans to PSRC prior to adoption. Completing and submitting this tool and providing early drafts to PSRC helps identify potential consistency issues early in the process.

**Certification Review:** Along with the adopted plan, a completed tool will assist PSRC’s review of the plan. Demonstrating inclusion of all of the necessary information in the checklist helps facilitate certification. *Note: The PSRC Executive Board is the final decision-making body for plan certification.*

**Regional Collaboration:** The tool provides an opportunity for jurisdictions to highlight innovative policies and programs and supports sharing of best practices across the region.

**Regional Centers Monitoring:** PSRC will conduct another centers monitoring period in 2025, following the 2024 local plan updates. This tool helps jurisdictions ensure updated center policies address regional guidance and that Framework criteria is met.

**Relationship to the Comprehensive Plan** Center plans can be a separate element in the comprehensive plan or developed as a stand-alone subarea plan. When done as a subarea plan, it must be fully consistent with the comprehensive plan and the requirements of the Growth Management Act.

## Resources

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [Regional Centers Framework](#) (2018) and [Centers webpage](#) – access centers planning resources
- [Plan Review webpage](#) and [Certification Reports](#)– access information about the review and certification process, find [PSRC resources](#) by policy area, and view jurisdictions’ past reports to identify areas for future review
- [VISION 2040 to VISION 2050](#) – summary of what changed in VISION 2050
- [VISION 2050 Policy Matrix](#) – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050

## Checklist at a Glance

The plan should:	Page Reference
<ul style="list-style-type: none"> <li>✓ Describe key economic development opportunities within the center, including those recognized in the Regional Centers Framework</li> </ul>	
<ul style="list-style-type: none"> <li>☑ Demonstrate the center's market potential for accommodating future population and job growth.<sup>1</sup></li> </ul>	
The plan should include policies and identify programs that:	Page/Policy Reference
<ul style="list-style-type: none"> <li>✓ Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.</li> </ul>	
<ul style="list-style-type: none"> <li>⊕ Reduce the risk of... strategies.</li> </ul>	

Indicate where to find the best or most complete example. It is not necessary to list all relevant pages/policies. Some items may be addressed by the comprehensive plan or other plans, programs, or strategies.

## Center Plan Concept (Vision) / Regional Collaboration

The plan should:	Page Reference
<ul style="list-style-type: none"> <li>✓ Include a vision statement that promotes accommodating growth through compact, pedestrian- and transit-oriented development.</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Describe the center's role within the city, county, and region.</li> </ul>	
<ul style="list-style-type: none"> <li>✓ Clearly identify the area as a designated regional growth center and describe the relationship of the center plan to the jurisdiction's comprehensive plan, countywide planning policies, and VISION 2050.</li> </ul>	
<ul style="list-style-type: none"> <li>⊕ Describe or reference how equitable community engagement shaped the plan's goals, policies, and strategies.</li> </ul>	
The plan should include policies and identify programs that:	Page/Policy Reference
<ul style="list-style-type: none"> <li>⊕ Encourage coordination with tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable.</li> </ul>	
<ul style="list-style-type: none"> <li>⊕ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities.</li> </ul>	
<ul style="list-style-type: none"> <li>⊕ Prioritize local investments in the center, including a list of specific transportation planning investments and programs and other public infrastructure investments.</li> </ul>	



## Environment and Climate Change

The plan should:	Page Reference
✓ Identify significant environmental features in or near the center, including streams and shorelines.	
✓ Describe existing and planned parks, trails, and open space, including public and civic spaces.	
🌀 Recognize the role of land use, development, and transportation on greenhouse gas emissions.	
The plan should include policies and identify programs that:	Page/Policy Reference
✓ Protect and enhance critical/environmentally sensitive areas, parks, and open spaces.	
🌀 Identify and minimize gaps in equitable access to parks and open spaces.	
✓ Support innovative stormwater management.	
🌀 Avoid or mitigate environmental impacts for vulnerable populations.	
🌀 Support achievement of state and regional greenhouse gas emissions reduction goals.	
✓ Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.	
🌀 Expand electric transportation infrastructure.	
✓ Promote innovative green building practices in design, materials selection, construction, and maintenance.	
🌀 Encourage retrofitting of existing buildings to reduce building energy use.	

## Land Use / Development Patterns

The plan should:	Page Reference
☑ Include the size of the center and describe whether the center boundary changed as part of the planning process. The plan should fully encompass the designated regional center and demonstrate defined boundaries and shape for the center, including consistency with size requirements for regional centers. Urban Growth Centers should be between 200-640 acres in	

size. Metro Growth Centers should be between 320-640 acres in size (may be larger if served by an internal, high-capacity transit system).	
✓ Describe and map the mix, distribution, and location of existing and future land uses (such as residential, commercial, civic, public, etc.).	
☑ Include the existing activity unit <sup>16</sup> density of the center. Urban Growth Centers should have a minimum existing density of 18 activity units per acre. Metro Growth Centers should have a minimum existing density of 30 activity units per acre.	
🌀 Recognize the role of the center in achieving the adopted VISION 2050 goal of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas.	
<b>The plan should include policies and identify programs that:</b>	<b>Page/Policy Reference</b>
☑ Establish residential and employment growth targets that accommodate a significant share of the jurisdiction's growth, in support of VISION 2050 and the Regional Growth Strategy. Residential densities and building intensities should have capacity to accommodate higher levels of growth. <sup>17</sup> Urban Growth Centers should plan for densities of at least 45 activity units per acre. Metro Growth Centers should plan for densities of at least 85 activity units per acre. <b>Please complete Table 1 below.</b>	
☑ Encourage a mix of complementary uses, with a goal for a minimum mix of at least 15% planned residential and employment activity in the center.	
✓ Establish design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit. Eliminate superblocks through innovative site design and public/private partnerships.	
✓ Promote infill development, particularly on underutilized parcels.	
✓ Increase access to opportunity, including employment and education opportunities and improved neighborhood quality of life.	

<sup>16</sup> An activity unit is a person or a job.

<sup>17</sup> Growth targets are the amount of growth a jurisdiction has agreed, through the countywide process, to plan for throughout its comprehensive plan elements over the 20-year horizon of the comprehensive plan. The targets include both the baseline density (current) plus the 20-year growth. Distinct from growth targets, zoned development capacity is not time-bound and, therefore, can allow higher levels of development.

Table 1 Growth Targets	Existing (Baseline) Conditions	Adopted Center Growth Target*	Zoned Development Capacity (meet or exceed target)	Page Reference
Population				
Housing Units				
Employment				

\*The plan's land use assumptions for travel modeling must be consistent with the adopted center growth targets.

## Housing

The plan should:	Page Reference
<ul style="list-style-type: none"> <li>Document the total existing housing units, including a breakdown by type, affordability (including subsidized housing), and special housing needs.</li> </ul>	
<ul style="list-style-type: none"> <li>Assess future housing need in the center as part of the jurisdiction-wide housing needs assessment.</li> </ul>	
The plan should include policies and identify programs that:	Page/Policy Reference
<ul style="list-style-type: none"> <li>Address density standards and development regulations to ensure a variety of housing types for all major household income categories are allowed.<sup>18</sup></li> </ul>	
<ul style="list-style-type: none"> <li>Demonstrate how housing targets and goals will be met.</li> </ul>	
<ul style="list-style-type: none"> <li>Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.</li> </ul>	
<ul style="list-style-type: none"> <li>Encourage coordination with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the center.</li> </ul>	

<sup>18</sup> VISION 2050 uses the following household income categories and definitions to track regional housing affordability: Middle (80-120% of area median income (AMI)); Moderate (50%-80% of AMI); Low (Below 50% of AMI); and Very Low (Below 30% of AMI).

## Economy

The plan should:	Page Reference
✓ Describe key economic sectors and industry clusters in the center, including those recognized in the Regional Economic Strategy.	
☑ Demonstrate the center’s market potential for accommodating future population and job growth. <sup>19</sup>	
The plan should include policies and identify programs that:	Page/Policy Reference
✓ Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.	
☑ Reduce the risk of commercial displacement through a variety of anti-displacement strategies.	
☑ Expand access to economic opportunities through actions such as adopting a priority hire ordinance, encouraging workforce development partnerships, and identifying pipeline education or training opportunities.	

## Transportation

The plan should:	Page Reference
☑ Describe relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, ferry, and express bus) and local transit. Existing and planned transit service in the center should be referenced.	
✓ Demonstrate coordination with transit agencies.	
✓ Identify planned transportation investments, programs, and resources, including transit, pedestrian and bicycle facilities, and projects to eliminate superblocks or modal conflicts and promote safety and connectivity.	

<sup>19</sup> A market study is recommended for all jurisdictions with centers. Market studies are required for designation of new centers and regional growth centers that have existing density levels below the level required for new centers at the time of the 2025 monitoring review. See pages 9-10 of the [Regional Centers Framework](#) for more information.

✓ Include a map of existing and planned pedestrian and bicycle facilities and determine what links are required to improve connectivity.	
✓ Include a map of the existing street pattern and determine what links are required to improve connectivity.	
✓ Include a mode-split goal.	
<b>The plan should include policies and identify programs that:</b>	<b>Page/Policy Reference</b>
✓ Support an integrated multimodal transportation network, including pedestrian and bicycle facilities, and linkages to adjacent neighborhoods and districts.	
✓ Plan for streets that serve all users, including pedestrians, bicyclists, transit users, vehicles, and – where appropriate – freight.	
✓ Support context-sensitive design of transportation facilities.	
✓ Encourage environmentally friendly street (“green street”) treatments.	
✓ Adopt level-of-service standards and concurrency provisions tailored for the center to encourage transit.	
✓ Establish a parking management strategy that addresses supply of parking, on-street parking, and mitigating effects of parking.	
✓ Identify strategies to achieve a mode-split goal that advances a more sustainable mix of auto, transit, and non-motorized trips.	

## Public Services

<b>The plan should:</b>	<b>Page Reference</b>
✓ Describe or reference local capital plans for infrastructure specific to the center, as well as their financing (such as sewer, water, gas, electric, telecommunications).	
<b>The plan should include policies and identify programs that:</b>	<b>Page/Policy Reference</b>
✓ Ensure facilities are provided consistent with targeted growth.	
✓ Ensure availability of public services, including K-12 education, to meet the needs of businesses and residents.	

## Discussion Questions | Innovation, Engagement, and Racial Equity

The following questions address the Regional Centers Framework's intention for more inclusive, equitable development and engagement in centers and the desired outcomes for equity. Responses are an opportunity for the jurisdiction to highlight the most noteworthy aspects of the plan and the planning process. Responses also help tell PSRC boards how the plan is working to implement VISION 2050 and how the plan meets certification requirements.

- How were different stakeholders (e.g., community members, business owners, tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable) engaged during the planning process? Were any new or innovative engagement techniques employed to reach historically underrepresented groups?
- How was racial equity considered in the planning process and addressed in the plan? Do you have examples of innovative policies that work to advance racial equity?
- Are there any additional innovative policies or programs to highlight from the center plan?

## VISION Consistency Tool for Regional Manufacturing/Industrial Center Plans

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit [www.psrc.org/our-work/plan-review](http://www.psrc.org/our-work/plan-review).

This tool is designed to assist jurisdictions in developing, updating, or amending center plans and identifies planning expectations for Regional Manufacturing/Industrial Center plans (beyond the general requirements for comprehensive plans). These expectations are based on [VISION 2050](#) and the [Regional Centers Framework](#) (2018). The tool can be used at various times in the planning process:

**Plan Scoping:** Use checklist items as guidance for scoping the extent of center plans.

**Draft Plan Review:** Submit draft center plans to PSRC prior to adoption. Completing and submitting this tool and providing early drafts to PSRC helps identify potential consistency issues early in the process.

**Certification Review:** Along with the adopted plan, a completed tool will assist PSRC’s review of the plan. Demonstrating inclusion of all of the necessary information in the checklist helps facilitate certification. *Note: The PSRC Executive Board is the final decision-making body for plan certification.*

**Regional Collaboration:** The tool provides an opportunity for jurisdictions to highlight innovative policies and programs and supports sharing of best practices across the region.

**Regional Centers Monitoring:** PSRC will conduct another centers monitoring period in 2025, following the 2024 local plan updates. This tool helps jurisdictions ensure updated center policies address regional guidance and that Framework criteria is met.

**Relationship to the Comprehensive Plan** Center plans can be a separate element in the comprehensive plan or developed as a stand-alone subarea plan. When done as a subarea plan, it must be fully consistent with the comprehensive plan and the requirements of the Growth Management Act.

## Resources

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [Regional Centers Framework](#) (2018) and [Centers webpage](#) – access centers planning resources
- [Plan Review webpage](#) and [Certification Reports](#)– access information about the review and certification process, find [PSRC resources](#) by policy area, and view jurisdictions’ past reports to identify areas for future review
- [VISION 2040 to VISION 2050](#) – summary of what changed in VISION 2050
- [VISION 2050 Policy Matrix](#) – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050

## Checklist at a Glance

The plan should:		Page Reference
✓ Describe key economic strategies for the center, including those recognized in the Regional Economic Strategy.	Indicates criteria from the Regional Centers	
☑ Demonstrate the center's market potential for accommodating future population and job growth.		
The plan should include policies and identify programs that:		Page/Policy Reference
☑ Identify strategies to support or retain manufacturing/industrial industries and jobs (i.e., workforce, apprenticeships, land value policies, parcel aggregation, etc.).		
⊕ Work to reduce the center's carbon footprint through strategies.	Indicates new or expanded emphasis in VISION 2050	

Indicate where to find the best or most complete example. It is not necessary to list all relevant pages/policies. Some items may be addressed by the

## Center Plan Concept (Vision) / Regional Collaboration

The plan should:	Page Reference
✓ Include a vision statement that commits to accommodating employment growth and preservation of an urban industrial land base.	
✓ Describe the center's economic role within the city, county, and region.	
✓ Clearly identify the area as a designated regional manufacturing/industrial center and describe the relationship of the center plan to the jurisdiction's comprehensive plan, countywide planning policies, and VISION 2050.	
⊕ Describe or reference how equitable engagement with community and relevant stakeholders shaped the plan's goals, policies, and strategies.	
The plan should include policies and identify programs that:	Page/Policy Reference
⊕ Encourage coordination with tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable. <sup>20</sup>	
⊕ Prioritize local investments in the center, including a list of specific transportation and other public infrastructure investments and programs.	

<sup>20</sup> Coordination with ports is required for jurisdictions with Container Port Elements under RCW 36.70A.085.



## Environment and Climate Change

The plan should:	Page Reference
✓ Identify significant environmental features in or near the center, including streams and shorelines.	
✓ Describe existing parks, trails, and open spaces, including public and civic spaces.	
⊗ Recognize the role of land use, development, and transportation on greenhouse gas emissions.	
The plan should include policies and identify programs that:	Page/Policy Reference
✓ Promote the rehabilitation of critical/environmentally sensitive areas.	
✓ Support innovative stormwater management.	
⊗ Avoid or mitigate environmental impacts for vulnerable populations.	
⊗ Support achievement of state and regional greenhouse gas emissions reduction goals.	
✓ Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.	
⊗ Expand electric transportation infrastructure such as charging infrastructure for heavy duty equipment.	
✓ Promote innovative green building practices in design, materials selection, construction, and maintenance.	
⊗ Encourage retrofitting of existing buildings to reduce building energy use.	

## Land Use / Development Patterns

The plan should:	Page Reference
<input checked="" type="checkbox"/> Include the size of the center and describe whether the center boundary changed as part of the planning process. The plan should fully encompass the designated regional center and demonstrate defined boundaries and shape for the center, including consistency with size requirements for regional centers. Industrial Growth Centers should be at least 2,000 acres in size.	

✓ Describe and map the existing land uses and zoning in the center for industrial and manufacturing uses. Include how much of the total land area in the center is zoned for core industrial uses. <sup>21</sup>	
☑ Include the existing number of jobs in the center. Industrial Employment Centers should have at least 10,000 existing jobs. Industrial Growth Centers should have at least 4,000 existing jobs.	
☑ Include the share of existing industrial employment. Regional manufacturing/industrial centers must retain a minimum 50% industrial employment. <sup>22</sup>	
<b>The plan should include policies and identify programs that:</b>	<b>Page/Policy Reference</b>
☑ Establish employment growth targets that accommodate a significant share of the jurisdiction’s manufacturing/industrial employment growth, in support of VISION 2050 and the Regional Growth Strategy. Policies should demonstrate capacity to accommodate employment growth targets. <sup>23</sup> Industrial Employment Centers should plan for at least 20,000 jobs. Industrial Growth Centers should plan for at least 10,000 jobs.	
☑ Retain at least 75% of industrially zoned land for core industrial uses. <sup>24</sup>	
☑ Establish strategies to avoid land uses that are incompatible with manufacturing/industrial uses, such as large retail uses, residential uses, or non-related office uses (other than as an accessory use).	
⚙ Consider how land use policies support access to high-capacity transit stations located in the center. Transit-oriented development in or near manufacturing/industrial centers needs to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region’s overall economic vitality.	

<sup>21</sup> Zoning designations dominated by traditional industrial land uses such as manufacturing, transportation, warehousing, and freight terminals. Commercial uses within core industrial zones shall be strictly limited.

<sup>22</sup> For more information about how industrial jobs are defined, see page E-8 of PSRC’s [Industrial Lands Analysis](#) (2015).

<sup>23</sup> Growth targets are the amount of growth a jurisdiction has agreed, through the countywide process, to plan for throughout its comprehensive plan elements over the 20-year horizon of the comprehensive plan. The targets include both the baseline density (current) plus the 20-year growth. Distinct from growth targets, zoned development capacity is not time-bound and, therefore, can allow higher levels of development.

<sup>24</sup> Zoning designations dominated by traditional industrial land uses such as manufacturing, transportation, warehousing, and freight terminals. Commercial uses within core industrial zones shall be strictly limited.

✓ Establish design standards that help mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas.	
✓ Encourage transitional buffers between uses to minimize impacts on adjacent land uses.	


## Economy

The plan should:	Page Reference
✓ Describe key economic sectors and industry clusters in the center, including those recognized in the Regional Economic Strategy.	
☑ Demonstrate the center’s market potential for accommodating future job growth. <sup>25</sup>	
The plan should include policies and identify programs that:	Page/Policy Reference
☑ Identify strategies to support or retain manufacturing/industrial industries and jobs (i.e., workforce, apprenticeships, land value policies, parcel aggregation, etc.).	
🌀 Work to reduce the risk of industrial displacement through a variety of anti-displacement strategies.	
🌀 Expand access to economic opportunities through actions such as adopting a priority hire ordinance, encouraging workforce development partnerships, and identifying pipeline education or training opportunities.	

## Transportation

The plan should:	Page Reference
☑ Identify the transportation networks, including freight infrastructure, supporting and within the manufacturing/industrial center and address existing deficiencies.	

<sup>25</sup> A market study is recommended for all jurisdictions with centers. Market studies are required for designation of new centers and regional manufacturing/industrial centers that have existing employment levels below the level required for new centers at the time of the 2025 monitoring review. See pages 10-11 of the [Regional Centers Framework](#) for more information.

<input checked="" type="checkbox"/> Describe relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, ferry, and express bus) and local transit. Existing and planned transit service in the center should be referenced.	
<input checked="" type="checkbox"/> Demonstrate coordination with transportation and infrastructure partners, such as transit agencies, maritime port facilities and air and rail freight facilities.	
 Identify planned transportation investments, programs, and resources, including freight, transit, pedestrian and bicycle facilities, and projects to eliminate modal conflicts and promote safety.	
✓ Include a mode-split goal.	
<b>The plan should include policies and identify programs that:</b>	<b>Page/Policy Reference</b>
✓ Identify strategies to address deficiencies in the center’s transportation network.	
✓ Prioritize transportation projects that provide access to freight intermodal facilities to optimize freight movement for local, regional, and national distribution (including rail, trucking facilities, or waterways, as appropriate).	
<input checked="" type="checkbox"/> Reduce commute impacts through Transportation Demand Management (TDM) strategies consistent with the Regional Transportation Plan.	
✓ Support an integrated multimodal transportation network, including freight, transit, pedestrian, and bicycle facilities and linkages to adjacent neighborhoods and districts.	
✓ Identify strategies to achieve a mode-split goal that advances a more sustainable mix of auto, transit, and non-motorized trips.	

## Public Services

<b>The plan should:</b>	<b>Page Reference</b>
✓ Describe or reference local capital plans for infrastructure specific to the center, as well as their financing (such as sewer, water, gas, electric, telecommunications).	
<b>The plan should include policies and identify programs that:</b>	<b>Page/Policy Reference</b>
✓ Ensure infrastructure and services are provided consistent with targeted growth.	

## Discussion Questions | Innovation, Engagement, and Racial Equity

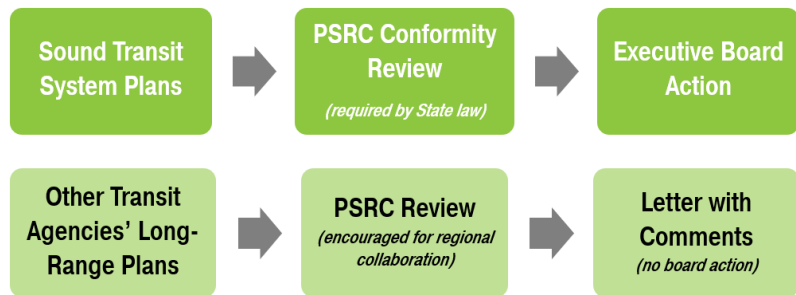
The following questions address the Regional Centers Framework's intention for more inclusive, equitable development and engagement in centers and the desired outcomes for equity. Responses are an opportunity for the jurisdiction to highlight the most noteworthy aspects of the plan and the planning process. Responses also help tell PSRC boards how the plan is working to implement VISION 2050 and how the plan meets certification requirements.

- How were different stakeholders (e.g., community members, employees, business owners, tribes, ports, military installations, and special purpose districts, and adjacent jurisdictions, when applicable) engaged during the planning process? Were any new or innovative engagement techniques employed to reach historically underrepresented groups?
- How was racial equity considered in the planning process and addressed in the plan? Do you have examples of innovative policies that work to advance racial equity?
- Are there any additional innovative policies or programs to highlight from the center plan?

## Long-Range Transit Plans

### Legal Framework

Multiple agencies provide transit service in the central Puget Sound region, and PSRC coordinates with them on growth management, environmental, economic, and transportation planning. In 2017, PSRC, Sound Transit, and eight local public transit



**Figure 4 PSRC Coordination with Transit Agencies**

agencies signed an updated Memorandum of Understanding (MOU) for planning coordination and cooperation. This lays the groundwork for coordinating local planning, in addition to requirements in state law regarding PSRC’s coordination with Sound Transit.

### Conformity Review of Sound Transit’s System Plans

In 1990, the Washington State Legislature began adopting legislation to address the development of high-capacity transit (HCT) systems in the state’s major urban areas, most notably in the HCT Systems Act (RCW 81.104). RCW 81.104.040 requires Sound Transit’s HCT implementation programs to be in conformance with PSRC’s adopted long-range transportation plan. RCW 81.112.350 directs Sound Transit to develop and seek voter approval for a system plan that includes a “regional equitable transit-oriented development (TOD) strategy for diverse, vibrant, mixed-use and mixed-income communities consistent with TOD plans developed with community input by any regional transportation planning organization within the regional transit authority boundaries.” This resulted in Sound Transit developing its most recent HCT system plan in 2016, known as “ST3.” Initially, PSRC’s Growing Transit Communities Strategy served as the region’s equitable development strategy. Today, VISION 2050 serves as the region’s equitable development strategy, succeeding the Growing Transit Communities Strategy. VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities.

The Conformity Review process is not defined in state law. However, to provide a defined approach and avoid duplicating efforts, PSRC developed a process in 2016 that incorporates and builds on PSRC’s processes for local plan certification and the review process for Regional Capacity Projects. The approach for accomplishing System Plan Conformity Review is a policy-based review that incorporates a system-level evaluation of Sound Transit investments as part of the PSRC conformity finding. The following elements are accounted for in conformity reports:

- **VISION 2050 and Regional Transportation Plan Conformity:** System plans must address how they are consistent with VISION 2050, including equitable TOD policies, and the Regional Transportation Plan. The Long-Range Transit Plan VISION Consistency tool has been developed to help ensure consistency.
- **Benefit Cost Analysis (BCA):** Sound Transit, by incorporating an appropriate benefit-cost analysis in its system plan, will be credited with accomplishing that task, when it is needed for project approval in the Regional Transportation Plan. The BCA is typically required of projects defined as Regional Capacity projects over \$100 million in size seeking approval by PSRC's Executive Board prior to implementation.

PSRC conducts a conformity review of Sound Transit's system plans based on the elements noted above and issues a conformity report, which must be approved by the PSRC Executive Board prior to voter approval of the Sound Transit system plan.

### **Other Transit Agencies' Long-Range Transit Plans**

To further regional collaboration and fulfill the expectations of the 2017 Memorandum of Understanding, PSRC encourages transit agencies to coordinate with PSRC as local long-range transit plans are developed. PSRC staff can provide technical assistance on how to incorporate regional policy direction into local planning. PSRC staff is also available to review draft plans and provide suggestions on how the plan can best further regional goals. In this review process, plans are evaluated for consistency with VISION 2050 and the adopted Regional Transportation Plan.

### **How long-range transit plans implement VISION 2050**

VISION 2050's goals and policies are inherently tied to sustaining and growing the region's transit network. The Regional Growth Strategy includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high-capacity transit. This goal works to ensure transit investments and planning are supported by local jurisdictions as they plan for growth. Transit station areas are ideal locations for increased density, new residences, and businesses—referred to as transit-oriented development (TOD). Encouraging TOD promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. Growth near transit is more sustainable and advances greenhouse gas emission reduction goals. Equitable growth near transit can work to reduce racial disparities as access to opportunity is expanded. VISION 2050 recognizes that transit station areas are distributed throughout the urban area, including in or near manufacturing/industrial centers. VISION 2050 calls for TOD in or near these centers to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality.

Considering regional goals in long-range transit planning ensures transit agencies play a role in implementing VISION 2050 and the Regional Transportation Plan.

## Plan Review Process

PSRC's conformity review of Sound Transit's system plans advances these regional goals. Other transit agencies are encouraged to continue coordinating with PSRC as long-range transit plans are developed or updated.

**Scoping consultation.** Transit agencies should meet with PSRC staff during plan scoping to understand relevant provisions from VISION 2050 and the Growth Management Act. Reviewing the VISION consistency tool during this consultation will ensure consistency with regional plans.

**Draft plan review.** Once a draft plan is prepared, PSRC staff can provide an early review. Agencies should complete and submit the VISION consistency tool with the draft plan to assist in PSRC staff's review. During draft plan review, PSRC staff will provide recommendations to make the plan more consistent with VISION 2050, the Regional Transportation Plan, and applicable state requirements. For Sound Transit, PSRC staff will identify any potential conformity issues during this early review and can provide additional assistance and review to ensure conformity and other important issues are resolved before the plan is finalized and adopted.

**Plan Adoption.** After a plan is adopted, it should be submitted to PSRC with an updated VISION consistency tool. For Sound Transit, PSRC staff will review the plan and work with Sound Transit staff to prepare the conformity report. Sound Transit staff will have the opportunity to review and provide feedback on the conformity report before it is finalized. For other transit agencies, PSRC may work with the agencies to highlight planning efforts to PSRC boards and committees.

**Board Review and Certification (for Sound Transit only).** PSRC prepares a conformity report with a staff recommendation that is transmitted to PSRC's Growth Management Policy Board and Transportation Policy Board. Both boards make a recommendation to the Executive Board. The Executive Board may take the following actions:

- **Full certification.** A fully certified plan is consistent with VISION 2050's multicounty planning policies, the Regional Transportation Plan, and applicable state requirements.
- **Conditional certification.** A plan that is conditionally certified meets a majority of planning requirements; however, limited additional work is required in order to be in full conformity with criteria for certification. Conditional certifications include a shared agreement and timeframe to address the remaining work items.



- **No certification.** The board may choose to not certify a plan if it is inconsistent with VISION 2050 or specific requirements of state law.

# VISION Consistency Tool for Long-Range Transit Plans

Note: The tool shown here is for illustrative purposes. To fill out the tool, visit [www.psrc.org/our-work/plan-review](http://www.psrc.org/our-work/plan-review).

This tool is intended to help transit agencies integrate VISION 2050 into their long-range transit plans. State law requires regional transit agencies (Sound Transit) to develop a system plan that is in conformance with PSRC's regional plans (VISION 2050 and the Regional Transportation Plan). Additionally, PSRC recommends that all transit agencies within the region consult this tool throughout their long-range planning process, as follows:

**Plan Update Scoping:** Use checklist items as guidance for scoping the extent of plans or plan updates. New or expanded issue areas in VISION 2050 are identified to support this process.

**Draft Plan Review:** Submit draft plans to PSRC prior to adoption. Completing and submitting this tool and providing early drafts to PSRC helps identify potential consistency issues early in the process.

**System Plan Conformance Review (for Sound Transit):** PSRC will use the tool, in conjunction with VISION 2050 and the Regional Transportation Plan, to review any proposed system plan for conformance. Demonstrating inclusion of the necessary information in the checklist will help facilitate a positive review. *Note: The PSRC Executive Board is the final decision-making body for conformance review.*

**Regional Collaboration:** The tool provides transit agencies an opportunity to highlight innovative policies and programs. This supports sharing of best practices across the region and benefits agencies as they apply for grants and awards.

## Resources

- Regional Plans: [VISION 2050](#), [Regional Transportation Plan](#), and [Regional Economic Strategy](#)
- [VISION 2040 to VISION 2050](#) – summary of what changed in VISION 2050
- [VISION 2050 Policy Matrix](#) – a comparison of multicounty planning policies and actions from VISION 2040 to VISION 2050
- [Plan Review webpage](#) – access information about the review and certification process and find [PSRC guidance](#) and other resources by policy area. See previous [certification reports](#) for areas for future work.

## Using the Checklist

The plan should:	Page Reference
<p>⊖ Demonstrate coordination with jurisdictions and agencies, including tribes, ports, military installations, special purpose districts, adjacent regions, and other transit agencies with common borders or within the transit service area. (MPP-RC-1, RC-4-5)</p> <p>Indicates new or expanded emphasis in VISION 2050</p>	<p>Please indicate where each item is addressed in the plan. If the reference is broader than a page number, indicate so in the reference box. If further explanation is required, address in the space below each section.</p>
<p>✓ Describe how residential and employment allocations in VISION 2050's Regional Growth Strategy and local growth targets are used in the development of the transit plan. (MPP-RGS-8)</p> <p>Provides relevant VISION 2050 policies or actions</p>	
<p>✓ Demonstrate how investments support designated regional centers. (MPP-RC-7-9)</p>	

## Regional Collaboration and Regional Growth Strategy

The plan should:	Page Reference
<p>⊖ Demonstrate coordination with jurisdictions and agencies, including tribes, ports, military installations, special purpose districts, adjacent regions, and other transit agencies with common borders or within the transit service area (MPP-RC-1, RC-4-5)</p>	
<p>⊖ Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities (MPP-RC-2)</p>	
<p>⊖ Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and implementing transit plans (MPP-RC-3)</p>	
<p>⊖ Describe how residential and employment allocations in VISION 2050's Regional Growth Strategy and local growth targets are used in the development of the transit plan<sup>26</sup> (MPP-RGS-8)</p>	

<sup>26</sup> The region has a goal to attract 65% of new residential growth and 75% of employment growth to regional growth centers and high-capacity transit station areas.

⚙️ Prioritize investments that support designated regional centers, high-capacity transit areas with a station area plan, and local centers (MPP-RC-7-9)	
✓ Identify funding sources or options for planned future service; demonstrate consistency with the financial strategy in the Regional Transportation Plan (MPP-T-6)	

Additional comments on Regional Collaboration and Regional Growth Strategy or additional documents to share [optional]: \_\_\_\_\_

## Environment and Climate Change

The plan should:	Page Reference
⚙️ Reduce impacts of transportation on air and water quality and climate change (MPP-En-3)	
⚙️ Support achieving regional greenhouse gas emission reduction goals through transit service and access, fleet electrification, and other clean energy options (MPP-CC-1, MPP-CC-3, MPP-En-3, MPP-T-29)	
✓ Emphasize 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, in support of greenhouse gas emissions reduction goals (MPP-CC-12, MPP-T-12)	

Additional comments on Environment and Climate Change or additional documents to share [optional]: \_\_\_\_\_

## Land Use / Development Patterns

The plan should:	Page Reference
✓ Make investments that support the development of regional and local centers and high-capacity transit station areas (MPP-DP-9, MPP-DP-12, MPP-T-21)	
✓ Identify the transit service and access strategies and guidelines used to ensure that facilities and services are designed to fit in the context of the communities in which they are located (MPP-T-21)	

✓ If applicable, demonstrate how transit service in rural areas is at rural service levels and focuses on connecting cities and towns in the rural area (MPP-DP-31)	
✓ If surplus lands are used for transit-oriented development located in or near manufacturing/industrial centers, demonstrate how development is coordinated with the local jurisdiction to support maintaining a focus on protecting industrial zoning and jobs	

Additional comments on Development Patterns or additional documents to share [optional]: \_\_\_\_\_

## Housing, Economy, and Public Services

The plan should:	Page Reference
✓ Plan transit investments to connect job centers and housing to improve living conditions for residents, attract and retain a talented workforce, and meet the demands of the regional economy (MPP-Ec-6, MPP-T-23)	
✓ Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods (MPP-DP-4)	

Additional comments on Housing, Economy, and Public Services or additional documents to share [optional]: \_\_\_\_\_

## Transportation

The plan should:	Page Reference
✓ Promote the development of an efficient, multimodal transportation system that supports the Regional Growth Strategy in collaboration with other agencies and jurisdictions (MPP-T-7)	
✓ Protect the investment in the existing transit system and lower overall life-cycle costs through effective maintenance and preservation programs (MPP-T-2)	
✓ Strategically expand capacity and increase efficiency of the transit system consistent with the Regional Growth Strategy (MPP-T-8)	

✓	Demonstrate how the plan ensures mobility choices for people with special transportation needs, and provides access to opportunity, while preventing/minimizing negative impacts to people of color, people with low-income and people with special transportation needs (MPP-T-9, MPP-T-10)	
✓	Address corridor planning considerations, specifically right-of-way availability for high-capacity transit projects—does the plan use existing rights-of-way, when feasible? (MPP-T-20)	
🌀	Prepare for changes in transportation technologies and mobility patterns (MPP-T-33-34)	
✓	Emphasize transportation investments that provide alternatives to single occupancy vehicle travel, increase travel options, especially to and within centers, and support compact, pedestrian- and transit-oriented densities and development (MPP-T-12-13, T-15, T-19)	
🌀	Identify strategies to protect transit facilities against disasters, as well as emergency response programs (MPP-T-31)	

Additional comments on Transportation or additional documents to share [optional]: \_\_\_\_\_

How does the long-range transit plan provide a foundation or direction for the agency’s Transit Development Plans (TDPs)? \_\_\_\_\_

## Discussion Questions | Innovation, Engagement, and Racial Equity

The following questions address VISION 2050’s intention for more inclusive, equitable development and engagement in planning and the desired outcomes for equity. Responses are an opportunity for the transit agency to highlight the most noteworthy aspects of the plan and the planning process. Responses also further demonstrate how the plan is working to implement VISION 2050 and how the plan meets conformity requirements (for Sound Transit).

- How were local jurisdictions within the transit service area engaged to ensure alignment between land use and transportation planning?
- How were other stakeholders (e.g., community members, tribes, ports, military installations, other transit agencies, and special purpose districts) engaged during the planning process? How were people with special transportation needs and/or specialized transportation service providers engaged in the development of this plan? Were any new or innovative engagement techniques employed to reach historically underrepresented groups?

- How was racial equity considered in the planning process and addressed in the plan? Do you have examples of innovative policies that work to advance racial equity?
- Are there any additional innovative policies or programs to highlight from the plan?

## Resources

To schedule a **plan review consultation** with PSRC staff, email [planreview@psrc.org](mailto:planreview@psrc.org).

For **guidance by topic area**, visit <https://www.psrc.org/planning-2050/vision/vision-2050-planning-resources>.

To view previous **certification reports**, visit <https://www.psrc.org/our-work/certification-reports>.

**Read VISION 2050** at <https://www.psrc.org/planning-2050/vision-2050>.

See **how VISION 2050 changed** from VISION 2040:

[VISION 2040 to 2050 Overview](#)

[VISION 2050 Policy Matrix](#)

PSRC staff are available to provide additional technical assistance and support as needed. Additional information and outreach activities related to PSRC's Plan Review Program can be found at <https://www.psrc.org/our-work/plan-review>.