

VISION 2050 POLICY NUMBER and CHAPTER	VISION 2050 policy	Implementing King Countywide Planning Policy	Is there a current City of Clyde Hill Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Comments/Suggested Action	Actions Taken as part of 2024 Comprehensive Plan Amendment
VISION 2050 #	Policy/Action				
Regional Collaboration Goal	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.				
MPP-RC-1	Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.	<p>DP-23 - Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p> <p>EN-2 - Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>PF-3 - Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts.</p> <p>PF-7 - Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.</p> <p>PF-18 - Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies</p>	Policy Gap	The city should consider adding policies to coordinate planning efforts with federally recognized tribes, ports, and adjacent regions, to plan for the environment, development patterns, and public services.	
MPP-RC-2	<u>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.</u>	<p>EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities.</p> <p>EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>FW-6 - Enable culturally and linguistically appropriate equitable access to programs and services and help connect residents to service options, particularly for those most disproportionately cost-burdened or historically excluded.</p> <p>PF-2 - Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	Partial Gap HOUS Policy 4.1 - Continue to participate in A Regional Coalition for Housing (ARCH), including funding, to help provide affordable and special needs housing opportunities throughout the region for very low, low, and moderate-income households and to prevent homelessness. HOUS Policy 4.2 - Monitor housing supply, type, and affordability including how ARCH efforts have helped provide special needs housing and housing affordable for very low, low, and moderate - income households.	The Clyde Hill Comprehensive Plan only addresses housing disparities. The city should consider adding policies to prioritize hire programs, open space, service options, public facilities, and telecommunication infrastructure for historically underserved communities.	

		<p>PF-17 - Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.</p> <p>PF-24 - Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.</p>			
MPP-RC-3	<p><u>Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.</u></p>	<p>DP-6 - Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.</p> <p>EN-25 - Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p> <p>FW-2 - Monitor and benchmark the progress of the Countywide Planning Policies towards achieving the Regional Growth Strategy inclusive of the environment, development patterns, housing, the economy, transportation, and the provision of public services, as well as reducing disparities in equity and health outcomes for King County residents. Identify corrective actions to be taken if progress toward benchmarks is not being achieved.</p> <p>H-23 Adopt and implement programs and policies that ensure healthy and safe homes.</p>	Policy Gap	<p>The city should consider adding policies to make improvement of health outcomes and reductions of health disparities across the region a priority when developing and carrying out regional, countywide, and local plans.</p>	
MPP-RC-4	<p><u>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</u></p>	<p>DP-23 - Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p> <p>EN-2 - Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>FW-6 - Enable culturally and linguistically appropriate equitable access to programs and services and help connect residents to</p>	Policy Gap	<p>The city should consider adding a policy to coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</p>	

		<p>service options, particularly for those most disproportionately cost-burdened or historically excluded.</p> <p>FW-8 - Involve community groups especially immigrant, Black, Indigenous, and other People of Color communities continuously in planning processes to promote civic engagement, government accountability, transparency, and personal agency.</p>			
MPP-RC-7	<p>Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and <u>manufacturing/industrial centers</u>, consistent with the regional vision. Regional funds are prioritized to regional centers. County-level and local funding are also appropriate to prioritize to regional growth centers.</p>	<p>FW-3 - Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.</p>	<p>Policy Gap</p> <p>CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.</p>	<p>The city should consider adding a policy to give funding priority for transportation infrastructure and for economic development, consistent with the regional vision.</p>	
MPP-RC-8	<p>Direct subregional funding, especially county-level and local funds, <u>to countywide centers, high-capacity transit areas with a station area plan, and other local centers.</u> centers designated through countywide processes, as well as to town centers, and other activity nodes. County-level and local funding are also appropriate to prioritize to regional centers.</p>	<p>DP-64 - Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ol style="list-style-type: none"> Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; Preserve rural and resource lands of compelling interest countywide and to participating cities; Identify appropriate transfer of development rights receiving areas within cities; Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and Be compatible with existing within-city transfer of development rights programs. <p>FW-3 - Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.</p>	<p>Policy Gap</p> <p>CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.</p> <p>ENV Policy 6.6 Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p>	<p>The city should consider adding a policy to direct subregional funding to countywide centers and high-capacity transit areas with a station area plan.</p>	
MPP-RC-9	<p>Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the</p>	<p>H-2 - Prioritize the need for housing affordable to households at or below 30 percent AMI (extremely low-income) by implementing tools such as:</p> <ol style="list-style-type: none"> Increasing capital, operations, and maintenance funding; 	<p>Partial Gap</p> <p>CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to</p>	<p>The city should consider adding policies that recognize and give regional funding priority to transportation</p>	

	<p>development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.</p>	<p>Adopting complementary land use regulations; b). Fostering welcoming communities, including people with behavioral health needs; c). Adopting supportive policies; and d). Supporting collaborative actions by all jurisdictions.</p> <p>H-7 - Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.</p> <p>T-4 - Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current System.</p> <p>T-12 - Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p> <p>T-13 - Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.</p>	<p>provide quality City services.</p> <p>HOUS Policy 4.1 - Continue to participate in A Regional Coalition for Housing (ARCH), including funding, to help provide affordable and special needs housing opportunities throughout the region for very low, low, and moderate-income households and to prevent homelessness.</p>	<p>facilities, infrastructure, and services that advance the development of housing in designated regional growth centers.</p> <p>The city should consider adding a policy that advances affordable housing funding.</p>	
MPP-RC-10	<p>Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.</p>	<p>DP-26 - Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p>H-14 - Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p>T-13 - Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.</p> <p>T-27 - Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and</p>	<p>Partial Gap</p> <p>CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.</p>	<p>The city should consider adding policies to identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement VISION 2050.</p>	

		sustainable transportation funding source to improve mobility.			
MPP-RC-11	Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.	EN-19 - Establish a multijurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts. H-7 - Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.	Policy Gap CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.	The city should consider adding a policy to establish funding for the improvement and maintenance of services and infrastructure.	
MPP-RC-12	<u>Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.</u>	PF-18 - Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.	CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.		
MPP-RC-15	<u>Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.</u>	EN-3 - Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions. EN-10 - Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans. EN-16 - Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds. EN-18 - Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies. EN-24 - Restore the region's freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.	Partial Gap ENV Policy 1.1 - Retain any existing publicly owned open surface water systems in a natural state and undertake programs to rehabilitate any degraded conditions. ENV Policy 1.2- Maintain and improve surface water quality as defined by state and federal standards. ENV Policy 1.3 - Restrict surface water runoff rates, volumes and quality to predevelopment levels for all new development and redevelopment projects. ENV Policy 1.4 - Review and update as necessary stormwater drainage regulations to ensure they meet State standards for protection of fish species listed in the Endangered Species Act (ESA). HOUS Policy 2.3 - Support the use of environmentally sensitive housing development practices.	The city should consider adding a policy to promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.	
RC-Action-7 (Regional and Local)	Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, military-community compatibility, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050.	FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations. T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that	Policy Gap CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.	The city should consider adding policies to investigate funding sources to invest in infrastructure, strategies, and programs to assist with the implementation of VISION 2050.	

	Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.	enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.			
Regional Growth Strategies Goal	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.	Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.			
MPP-RGS-6	Encourage efficient use of urban land by maximizing optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy such as advancing development that achieves zoned density.	<p>DP-2 - Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities.</p> <p>DP-3 - Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment; e) Redeveloping underutilized lands, in a manner that considers 	<p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>HOUS Policy 2.1 - Encourage the retention and redevelopment of smaller legal lots in the older, original plats as a means of preserving the neighborhood's original scale and reducing housing land costs.</p> <p>HOUS Policy 2.2 - Promote the development of accessory dwelling units (ADUs) where compatible with surrounding single-family development.</p> <p>HOUS Policy 2.3 - Support the use of environmentally sensitive housing development practices.</p>		

		equity and mitigates displacement; and f) Coordinating plans for land use, transportation, schools, capital facilities and services.			
MPP-RGS-8	Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	DP-31 - Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high capacity transit. DP-32 - Designate regional growth centers in the Countywide Planning Policies where city nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.	Policy Gap	The city should consider adding a policy to focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high capacity transit.	
MPP-RGS-9	Focus a significant share of population and employment growth in designated regional growth centers.	DP-31 - Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high capacity transit.	Policy Gap	The city should consider adding a policy to focus population and employment growth in designated regional growth centers.	
MPP-RGS-10	Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	DP-4 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.	Partial Gap ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.	The city should consider adding policy to focus a significant share of employment growth in designated regional manufacturing/industrial centers.	
Environment Goal	The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that 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.	Overarching Goal: The quality of the natural environment in King County is restored and protected for future generations.			
MPP-En-1	Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes, and countywide planning groups.	EN-2 - Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.	Partial Gap ENV Policy 2.5 - Protect lands bordering Clyde Hill and adjacent communities that are in a natural state through the use of cooperative agreements. LU Policy 1.8 - Establish and maintain relationships with surrounding jurisdictions to insure compatibility of adjacent land	City should consider adding a policy to coordinate among tribes and countywide planning groups. City should consider adding a policy to develop and implement regionwide	

			use actions and to foster cooperation on issues of mutual interest.	environmental strategies.	
MPP-En-3	Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.	<p>EN-3 - Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.</p> <p>T-17 - Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.</p>	<p>ENV Policy 1.1 - Retain any existing publicly owned open surface water systems in a natural state and undertake programs to rehabilitate any degraded conditions.</p> <p>ENV Policy 1.2- Maintain and improve surface water quality as defined by state and federal standards.</p> <p>ENV Policy 1.3 - Restrict surface water runoff rates, volumes and quality to predevelopment levels for all new development and redevelopment projects.</p> <p>ENV Policy 1.4- Review and update as necessary stormwater drainage regulations to ensure they meet State standards for protection of fish species listed in the Endangered Species Act (ESA)</p> <p>ENV Policy 2.1- Promote development in a manner that protects existing topographic, geologic, vegetation and hydrologic features.</p> <p>ENV Policy 6.1 - Support federal and state action to reduce greenhouse gas (GHG) emissions.</p> <p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>ENV Policy 6.3 - Support reductions of energy use in existing buildings and limited emissions growth in new buildings.</p> <p>ENV Policy 6.4- Support implementation of Washington State's Renewable Portfolio Standard and federal policy on reducing GHG emissions from power production.</p> <p>ENV Policy 6.5 - Support higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling.</p> <p>ENV Policy 6.6- Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>ENV Policy 6.7- Support actions that reduce GHG emissions in government operations through smart and efficient government fleet management practices.</p> <p>TRANS Policy 4.1 - Educate the public about alternative modes of travel.</p>		
MPP-En-4	Ensure that all residents of the region, regardless of race, social, or economic status, <u>have clean air</u> .	EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of	Policy Gap	The city should consider adding a policy which ensures that all residents of the region,	

	clean water, and other elements of live in a healthy environment, with minimal exposure to pollution.	public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.		regardless of race, social, or economic status, have clean air, clean water.	
MPP-En-8	<u>Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.</u>	EN-25 - Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.	Policy Gap	The city should consider adding a policy which supports the reduction of impacts to vulnerable populations and areas that have been disproportionately affected by environmental impacts.	
MPP-En-9	<u>Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.</u>	EN-32 - Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.	<p>ENV Policy 2.1 - Promote development in a manner that protects existing topographic, geologic, vegetation and hydrologic features.</p> <p>ENV Policy 2.3- Preserve existing vegetation, or provide and enhance vegetation that is compatible with the natural character of Clyde Hill.</p> <p>ENV Policy 4.1 - Develop recommendations for appropriate tree species for planting within the City.</p> <p>ENV Policy 4.2 - Offer education to residents regarding tree planting and maintenance in accordance with "A Citizen's Guide to Urban Forest Management in the City of Clyde Hill".</p> <p>ENV Policy 4.4- Evaluate the effectiveness of current tree, view, and sunlight regulations.</p> <p>ENV Policy 6.6- Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>LU Policy 1.6- Preserve the natural features of the City by encouraging dedication of open space and preservation of significant trees and vegetation.</p> <p>PARK Policy 1.7 - Incorporate storm drainage facilities into the open space system through cooperative use agreements.</p> <p>PARK Policy 1.8- Design, develop and maintain park, open space and recreation facilities with sensitivity and respect for natural systems and retain significant trees and vegetation in their natural state.</p>		
MPP-En-12	<u>Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.</u>	<p>EN-20 - Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> A. Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; B. Physical or visual separation delineating growth boundaries or providing buffers between incompatible 	<p>Partial Gap</p> <p>LU Policy 1.6 - Preserve the natural features of the City by encouraging dedication of open space and preservation of significant trees and vegetation.</p> <p>PARK Policy 1.4 - Continue to provide improved public access and connections to park and open space areas.</p>	The city should consider adding a policy implementing a Regional Open Space Conservation Plan.	

		<p>uses;</p> <p>C. Active and passive outdoor recreation opportunities;</p> <p>D. Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</p> <p>E. Preservation of ecologically sensitive, scenic, or cultural resources;</p> <p>F. Urban green space, habitats, and ecosystems;</p> <p>G. Forest resources; and</p> <p>H. Food production potential.</p>	<p>PARK Policy 1.5 - Continue to cooperate and coordinate with nearby jurisdictions in the planning and development of regional parks, recreation facilities, trail and open space systems.</p> <p>PARK Policy 1.8 - Design, develop and maintain park, open space and recreation facilities with sensitivity and respect for natural systems and retain significant trees and vegetation in their natural state.</p>		
MPP-En-15	<p><u>Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</u></p>	<p>EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>	<p>Partial Gap</p> <p>PARK Policy 1.2- Acquire additional park spaces as they become available.</p> <p>PARK Policy 1.4 - Continue to provide improved public access and connections to park and open space areas.</p> <p>PARK Policy 1.5- Continue to cooperate and coordinate with nearby jurisdictions in the planning and development of regional parks, recreation facilities, trail and open space systems.</p> <p>TRANS Policy 3.2 - Connect paths and trails in adjacent communities to expand and improve the Points Loop Trail and pedestrian connections into Bellevue.</p>	<p>The city could consider adding language to prioritize other historically underserved groups such as BIPOC.</p>	
MPP-En-18	<p><u>Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.</u></p>	<p>EN-3 - Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.</p> <p>T-25 - Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>Partial Gap</p> <p>ENV Policy 1.3 - Restrict surface water runoff rates, volumes and quality to predevelopment levels for all new development and redevelopment projects.</p> <p>ENV Policy 1.4- Review and update as necessary stormwater drainage regulations to ensure they meet State standards for protection of fish species listed in the Endangered Species Act (ESA).</p> <p>ENV Policy 3.5 - Update Clyde Hill's Stormwater Management Comprehensive Plan to deal with severe winter rainstorm events and control stormwater collection and distribution including a citizen's communications element. Assess what needs and can be done to reduce risk from the 2 private lakes.</p> <p>HOUS Policy 2.3 - Support the use of environmentally sensitive housing development practices.</p> <p>TRANS Policy 1.4 - Maintain the physical condition of the street system and identify and improve those sections that are in need of repair and upgrading.</p>	<p>The city could consider adding language to include watershed planning, retrofit projects, and low-impact development for stormwater impact reduction.</p>	

En-Action-4 (Local)	<p>Local Open Space Planning: In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.</p>	<p>DP-6 - Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.</p> <p>EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>EN-20 - Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> A. Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; B. Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; C. Active and passive outdoor recreation opportunities; D. Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; E. Preservation of ecologically sensitive, scenic, or cultural resources; F. Urban green space, habitats, and ecosystems; G. Forest resources; and H. Food production potential. <p>EN-22 - Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>	<p>Policy Gap</p> <p>CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.</p>	<p>The city could consider adding a policy to implement a Regional Open Space Conservation Plan.</p> <p>The city could consider adding a policy to prioritize areas with higher racial and social inequities and rural and resource land facing development pressure.</p> <p>The city could consider adding a policy supporting Counties and cities collaboration to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.</p>	
<p>Climate Change Goal</p>	<p>The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.</p>		<p>ENV GOAL 6 - Protect air quality from adverse impact and work with other jurisdictions and agencies to promote clean air protection and enhancement including reduction of greenhouse gas (GHG) emissions.</p>		
MPP-CC-1	<p>Advance the adoption and implementation of actions that</p>	<p>EN-27 - Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas</p>	<p>Partial Gap</p>	<p>The city could consider adding a policy to achieve specific</p>	

	substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.	emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.	ENV Policy 6.1 - Support federal and state action to reduce greenhouse gas (GHG) emissions.	greenhouse gas emission statewide targets; 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050.	
MPP-CC-2	Reduce the rate of building energy use per capita, both in building use and in transportation activities through green building and retrofit of existing buildings.	EN-28 - Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c). Incorporating energy-saving strategies in infrastructure planning and design; d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e). Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f). Reducing building energy use through green building methods in the retrofit of existing buildings.	Partial Gap ENV Policy 6.3 - Support reductions of energy use in existing buildings and limited emissions growth in new buildings.	The city should consider adding policy language identifying specific methods to reduce building energy (i.e. green building techniques and retrofit of existing buildings).	
MPP-CC-3	Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and by reducing vehicle miles traveled by increasing alternatives to driving alone.	EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c). Incorporating energy-saving strategies in infrastructure planning and design; d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e). Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f). Reducing building energy use through green building methods in the retrofit of existing buildings.	Partial Gap ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.	The city should consider adding a policy to promote electrifying the transportation system, and by expanding the use of conservation and alternative energy sources.	

		<p>EN-30 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p> <p>EN-33 Support the production and storage of clean renewable energy.</p> <p>T-7 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p>			
MPP-CC-6	<p><u>Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.</u></p>	<p>EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p>EN-25 - Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p>	Policy Gap	<p>The city should consider adding a policy to identify, mitigate, and correct for impacts of public actions that caused disproportionate effects of a changing environment. The policy should emphasize this disparity to BIPOC communities.</p>	
MPP-CC-9	<p>Identify and address the impacts of climate change on the region's hydrological systems.</p>	<p>EN-32 - Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p> <p>PF-5 - Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.</p>	<p>Partial Gap</p> <p>ENV Policy 1.1 - Retain any existing publicly owned open surface water systems in a natural state and undertake programs to rehabilitate any degraded conditions.</p> <p>ENV Policy 2.1 - Promote development in a manner that protects existing topographic, geologic, vegetation and hydrologic features.</p>	<p>The city could consider adding a policy to develop plans to address the potential impacts of climate change on the city's hydrological systems.</p>	
MPP-CC-10	<p><u>Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.</u></p>	<p>EN-31 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.</p> <p>PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	Policy Gap	<p>The city should consider adding a policy to address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the city's 500-year floodplain areas.</p>	
MPP-CC-11	<p><u>Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.</u></p>	<p>DP-5 - Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>EN-27 - Adopt and implement policies and programs to achieve a</p>	<p>ENV Policy 6.1 - Support federal and state action to reduce greenhouse gas (GHG) emissions.</p> <p>ENV Policy 6.6- Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p>		

		target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.			
MPP-CC-12	<u>Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.</u>	<p>EN-28 - Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <p>a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</p> <p>b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</p> <p>c). Incorporating energy-saving strategies in infrastructure planning and design;</p> <p>d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</p> <p>e). Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</p> <p>f). Reducing building energy use through green building methods in the retrofit of existing buildings.</p> <p>T-7 - Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p> <p>T-12 - Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	<p>Partial Gap</p> <p>CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.</p> <p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>ENV Policy 6.6- Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>ENV Policy 6.7 - Support actions that reduce GHG emissions in government operations through smart and efficient government fleet management practices.</p> <p>TRANS Policy 2.3 - Encourage the use of alternative forms of Transportation.</p> <p>TRANS Policy 2.4 - Encourage carpooling for commuters.</p> <p>TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City.</p>	The city could consider adding a policy to prioritize funding transportation investments to achieve regional greenhouse gas emission reduction goals.	
CC-Action-3 (Local)	Policies and Actions to Address Climate Change: <u>Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing</u>	<p>EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.</p> <p>EN-1 - Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p>EN-27 - Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by</p>	<p>Partial Gap</p> <p>ENV Policy 6.1 - Support federal and state action to reduce greenhouse gas (GHG) emissions.</p> <p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>ENV Policy 6.3 - Support reductions of energy use in existing buildings and limited emissions growth in new buildings.</p> <p>ENV Policy 6.4 - Support implementation of Washington State's Renewable Portfolio Standard and federal policy on reducing GHG emissions from power production.</p>	The city could consider adding a policy to achieve specific greenhouse gas emission statewide targets; 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050.	The city could consider adding policies encouraging environmental sustainability, restoration efforts, and conservations efforts in industry, technology and service development.

	<p><u>climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energysystems.</u></p>	<p>2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p>EN-28 - Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a). Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b). Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c). Incorporating energy-saving strategies in infrastructure planning and design; d). Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e). Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f). Reducing building energy use through green building methods in the retrofit of existing buildings. <p>EN-29 - King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and local government buildings, vehicles, and solid waste at least every two years. King County shall update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. King County shall also develop city-specific emissions inventories and data, in partnership with cities.</p>	<p>ENV Policy 6.5 - Support higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling.</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>ENV Policy 6.7 - Support actions that reduce GHG emissions in government operations through smart and efficient government fleet management practices.</p>		
<p>CC-Action-4 (Local)</p>	<p>Resilience: <u>Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.</u></p>	<p>DP-43 - Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p>EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.</p> <p>EN-5 - Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited</p>	<p>Policy Gap</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p>	<p>The city should consider adding a policy to promote and protect green infrastructure to increase resiliency from climate change impacts.</p> <p>The city should consider adding a policy to ensure highly impacted communities and vulnerable populations have emergency and mitigation plans to address climate change impacts.</p> <p>The city should consider adding a policy to locate industries, services, and transport systems in areas more resilient to climate change impacts.</p>	

		resources or capacity to adapt to a changing environment. EN-31 - Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. T-26 - Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.			
Development Patterns Goal	The region will focus growth within already urbanized areas to create <u>healthy, walkable, compact, and equitable transit-oriented communities that maintain unique local character and local culture while conserving rural areas and creating and preserving open space and natural areas.</u> Centers will continue to be a focus of development. Rural and natural resource land will continue to be permanent and vital parts of the region.	Overarching Goal: Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.			
MPP-DP-2	<u>Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.</u>	DP-34 - Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.	Partial Gap CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services. HOUS Policy 3.1 - Ensure development regulations allow for and have suitable provisions to accommodate housing opportunities for special needs populations. HOUS Policy 4.1 - Continue to participate in A Regional Coalition for Housing (ARCH), including funding, to help provide affordable and special needs housing opportunities throughout the region for very low, low, and moderate-income households and to prevent homelessness. HOUS Policy 4.2 - Monitor housing supply, type, and affordability, including how ARCH efforts have helped provide special needs housing and housing affordable for very low, low, and moderate income households.	The city could consider adding policy language to specifically prioritize other historically underserved groups such as BIPOC. The city could consider adding policy language to promote evaluation of the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas. The city could consider adding policy language promoting a range of strategies to mitigate identified displacement impacts, and investments required to meet the current and future needs of the community.	

MPP-DP-4	Support the transformation of key underutilized lands, such as <u>surplus public lands or environmentally contaminated lands as brownfields and greyfields</u> , to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.	<p>DP-40 - Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>EC-24 - Facilitate redevelopment of contaminated sites through local, county, and state financing and other strategies that assist with planning, site design, and funding for environmental remediation.</p> <p>H-7 - Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.</p>	Policy Gap	The city should consider adding a policy promoting the use of local and regional resources (e.g., funding, surplus property, contaminated lands) to meet housing needs.	
MPP-DP-7	<u>Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.</u>	DP-42 - Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.	Policy Gap	The city should consider adding a policy to prioritize protection of significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk.	
MPP-DP-8	<u>Provide a wide range of building and community types to serve the needs of a diverse population. Conduct inclusive engagement to identify and address the diverse needs of the region's residents.</u>	DP-40 - Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.	Partial Gap HOUS Policy 1.3 - Promote community involvement to achieve civic and neighborhood enhancement and improvement activities.	The city should consider adding language to prioritize the engagement of the following groups in neighborhood and subarea planning; BIPOC, and other People of Color communities, immigrants and refugees, people with low-incomes, people with disabilities, and communities with language access needs.	
MPP-DP-12	Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	<p>DP-38 - Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p> <p>DP-41 - Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p>	<p>ENV Policy 6.2- Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>ENV Policy 6.6- Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>TRANS Policy 2.1- Work with METRO to provide improved transit services for City residents.</p>		

MPP-DP-13	Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	<p>DP-18 - Add land to the Urban Growth Area only if expansion of the Urban Growth Area is warranted based on the criteria in DP-17(a) or DP-17(b), and it meets all of the following criteria:</p> <ul style="list-style-type: none"> a) Is adjacent to the existing Urban Growth Area; b) For expansions based on DP-17(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs; c) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area; d) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services; e) Is not currently designated as Resource Land; f) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and g) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change. <p>DP-43 - Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p>EN-6 - Locate development and supportive infrastructure in a manner that minimizes impacts to natural features. Promote the use of traditional and innovative environmentally sensitive development practices, including design, materials, construction, and ongoing maintenance.</p>	<p>Partial Gap</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>LU Policy 1.5 - Consider the design, aesthetics, and natural environment when making decisions affecting the use of land and related improvements.</p> <p>PARK Policy 1.8 - Design, develop and maintain park, open space and recreation facilities with sensitivity and respect for natural systems and retain significant trees and vegetation in their natural state.</p>	The city could consider adding a policy encouraging the placement of infrastructure connections and improvements to follow topographical features that form natural boundaries and does not extend beyond natural boundaries.	
MPP-DP-14	Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	<p>DP-43 - Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p>EN-20 - Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p>	<p>ENV Policy 6.6 Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>LU Policy 1.8 - Establish and maintain relationships with surrounding jurisdictions to insure compatibility of adjacent land use actions and to foster cooperation on issues of mutual interest.</p> <p>PARK Policy 1.5 - Continue to cooperate and coordinate with nearby jurisdictions in the planning and development of regional parks, recreation facilities, trail and open space systems.</p>		

		<p>a). Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</p> <p>b). Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</p> <p>c). Active and passive outdoor recreation opportunities; Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</p> <p>d). Preservation of ecologically sensitive, scenic, or cultural resources;</p> <p>e). Urban green space, habitats, and ecosystems; Forest resources; and</p> <p>f). Food production potential.</p>	TRANS Policy 2.2 - Coordinate public transportation plans with adjacent communities and regional transportation systems.		
MPP-DP-16	<u>Incorporate provisions addressing Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.</u>	DP-6 - Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.	<p>Policy Gap</p> <p>HOUS Policy 1.4 - Protect residential areas through proper enforcement of adopted City codes.</p> <p>HOUS Policy 2.3- Support the use of environmentally sensitive housing development practices.</p> <p>TRANS Policy 3.1- Maintain the street system to allow safe use by pedestrians and bicyclists.</p>	The city should consider adding a policy that addresses and integrates public health and wellbeing into land use and community investment strategies.	
MPP-DP-18	<u>Address existing health disparities and improve health outcomes in all communities.</u>	DP-6 - Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.	Policy Gap	The city should consider adding a policy promoting land use and community investment strategies that address existing health disparities and improve health outcomes in all communities.	
MPP-DP-19	Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	<p>DP-7 - Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.</p> <p>DP-8 - Increase access to healthy and culturally relevant food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food.</p> <p>DP-41 - Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p>	<p>Partial Gap</p> <p>ENV Policy 6.3 - Support reductions of energy use in existing buildings and limited emissions growth in new buildings.</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>LU Policy 1.5- Consider the design, aesthetics, and natural environment when making decisions affecting the use of land and related improvements.</p> <p>PARK Policy 1.8 - Design, develop and maintain park, open space and recreation facilities with sensitivity and respect for natural systems and retain significant trees and vegetation in their natural state.</p> <p>TRANS Policy 1.3 - Assure that streets are designed and constructed to City standards to efficiently and effectively meet</p>	The city could consider adding policy language to plan for streets that allow multi-modal transportation, access to healthy food sources, and specific site planning for the Urban Growth Area.	

MPP-DP-22	<p><u>Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.</u></p>	<p>DP-2 - Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities.</p> <p>DP-3 - Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment; e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and f) Coordinating plans for land use, transportation, schools, capital facilities and services. 	<p>the needs of the community.</p> <p>ENV Policy 6.6- Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City.</p>		
MPP-DP-25	<p>Support the development of centers within all jurisdictions, including <u>high-capacity transit station areas and countywide and local centers.</u> town centers and activity nodes.</p>	<p>DP-4 - Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.</p> <p>DP-38 - Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p>	<p>Partial Gap</p> <p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>TRANS Policy 2.1 -Work with METRO to provide improved transit services for City residents.</p> <p>TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City</p>	<p>The city could consider adding a policy language emphasizing the promotion of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form.</p>	
MPP-DP-51	<p><u>Protect tribal reservation lands from encroachment by</u></p>	<p>DP-23 - Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal</p>	<p>Policy Gap</p>	<p>The city should consider adding a policy which</p>	

	<u>incompatible land uses and development both within reservation boundaries and on adjacent land.</u>	governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.		coordinates the preparation of comprehensive plans with tribal governments to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	
MPP-DP-54	Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	<p>DP-30 - Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <p>a). Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</p> <p>b). The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;</p> <p>c). The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;</p> <p>d). The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</p> <p>e). Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.</p> <p>DP-14 - All jurisdictions shall accommodate housing and employment by: a) Using the adopted growth targets as the land use assumption for their comprehensive plan; b) Establishing local growth targets for regional growth centers and regional manufacturing/industrial centers, where applicable; c) Ensuring adopted comprehensive plans and zoning regulations provide capacity for residential, commercial, and industrial uses that is sufficient to meet 20-year growth targets and is consistent with the desired growth pattern described in VISION 2050; d) Ensuring adopted local water, sewer, transportation, utility, and other infrastructure plans and investments, including special purpose district plans, are consistent in location and timing with adopted targets as well as regional and countywide plans; and e) Transferring an accommodating unincorporated area housing and employment targets as annexations occur</p>	Policy Gap	The city should consider adding policies to include concurrency programs that encourage development supported by transit.	
DP-Action-7 (Local)	<u>Identification and Clean-up of Underused Lands:</u> <u>Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.</u>	DP-40 - Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.	Policy Gap	The city should consider adding a policy which develops strategies for cleaning up brownfield and contaminated sites to encourage redevelopment and infill.	

<p>Housing Goal</p>	<p>The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.</p>	<p>Overarching Goal: Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to:</p> <ul style="list-style-type: none"> • preserve, improve, and expand their housing stock; • promote fair and equitable access to housing for all people; and • take actions that eliminate race-, place-, ability-, and income-based housing disparities. 			
<p>MPP-H-1</p>	<p><u>Plan for housing supply, forms and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.</u></p>	<p>DP-12 - GMPC shall allocate housing residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on:</p> <p>a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20- year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce;</p> <p>b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands;</p> <p>c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems;</p> <p>d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;</p> <p>e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county;</p> <p>f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity;</p> <p>g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth; and</p> <p>h) <u>Allocating growth based on the amount of net new housing needed to plan for and accommodate an equitable distribution of housing choices across all jurisdictions that is affordable to all economic segments of the population of the county, as provided by the Department of Commerce.</u></p>	<p>Partial Gap</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>HOUS Policy 2.1 - Encourage the retention and redevelopment of smaller legal lots in the older, original plats as a means of preserving the neighborhood's original scale and reducing housing land costs.</p> <p>HOUS Policy 2.2 - Promote the development of accessory dwelling units (ADUs) where compatible with surrounding single-family development.</p> <p>HOUS Policy 2.3 - Support the use of environmentally sensitive housing development practices.</p> <p>HOUS Policy 3.1 - Ensure development regulations allow for and have suitable provisions to accommodate housing opportunities for special needs populations.</p> <p>HOUS Policy 3.2- Support housing options, programs, and services that allow seniors to stay in their homes or neighborhoods.</p> <p>HOUS Policy 3.3 - Support awareness of Universal Design improvements that increase housing accessibility.</p> <p>HOUS Policy 4.1- Continue to participate in A Regional Coalition for Housing (ARCH), including funding, to help provide affordable and special needs housing opportunities throughout the region for very low, low, and moderate-income households and to prevent homelessness.</p> <p>HOUS Policy 4.2 - Monitor housing supply, type, and affordability, including how ARCH efforts have helped provide special needs housing and housing affordable for very low, low, and moderate-income households.</p>	<p>The city could consider adding a policy planning for consistency with the Regional Growth Strategy.</p>	

	<p>DP-13 The Growth Management Planning Council shall:</p> <ul style="list-style-type: none"> a) Update housing and employment growth targets <u>and housing needs</u> periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates; b) Adopt housing and employment growth targets <u>and housing needs</u> in the Countywide Planning Policies pursuant to the procedure described in policy FW-1; c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and job <u>growth, countywide shares of statewide housing needs</u>, allocations to Regional Geographies, and individual jurisdictional growth targets; d) Ensure that each jurisdiction's growth targets <u>and housing need</u> are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets <u>and housing needs</u> are determined; e) Ensure that each jurisdiction's growth targets allow it to meet the need for <u>housing</u> affordable housing for <u>to</u> households with <u>moderate-, low-, very low-, and extremely low-incomes; low-, very low-, and extremely low incomes</u> f) Adjust targets and housing needs administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1. <u>Net new housing needs for the planning period are shown in Tables H-1 and total projected housing needs are shown in Table H-2.</u> <p>DP- 14 All jurisdictions shall accommodate housing and employment by:</p> <ul style="list-style-type: none"> a) Using the adopted growth targets as the land use assumption for their comprehensive plan; b) Establishing local growth targets for regional growth centers and regional manufacturing/industrial centers, where applicable; c) Ensuring adopted comprehensive plans and zoning regulations provide <u>sufficient</u> capacity <u>at appropriate densities</u> for residential, commercial, and industrial uses that is sufficient to meet 20-year growth targets, <u>allocated housing needs</u>, and is consistent with the desired growth pattern described in VISION 2050; d) Ensuring adopted local water, sewer, transportation, utility, and other infrastructure plans and investments, including special 			
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		<p>purpose district plans, are consistent in location and timing with adopted targets as well as regional and countywide plans; and</p> <p>e) Transferring and accommodating unincorporated area housing and employment targets <u>and housing need</u> as annexations occur.</p>			
MPP-H-2	<p>Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.</p>	<p>H-1 - Plan for and accommodate the jurisdiction's allocated share of countywide future housing needs for moderate-, low-, very low- and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing. Projected countywide and jurisdictional net new housing needed to reach projected future need for the planning period is shown in Table H-1. All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:</p> <p>30-percent and below AMI (extremely low) — 15-percent of total housing supply</p> <p>31-50 percent of AMI (very low) — 15-percent of total housing supply</p> <p>51-80 percent of AMI (low) — 19-percent of total housing supply</p> <p>Table H-1 provides additional context on the countywide need for housing.²</p> <p>[Table H-1: King County Affordable Housing Need]</p> <p>[Table H-1: King Countywide⁵ and Jurisdictional Housing Needs 2019-2044]</p> <p>⁵The countywide need projections were derived from the Washington State Department of Commerce and adjusted to align with the adopted housing growth targets for the planning period to ensure jurisdictions are planning for growth that is consistent with the goals of the Development Patterns Chapter.</p> <p>⁶"Emergency Housing" includes emergency housing and emergency shelter and is in addition to permanent housing needs.</p> <p>⁷Data on baseline housing supply is estimated using 2020 Office of Financial Management data on total housing units, and 2014-2018 Comprehensive Housing Affordability Strategy and 2020 Public Use Microdata Sample data on the distribution of units at different income levels. These data sources are used to align with Department of Commerce countywide need baseline data, even though the King County growth target setting process began in 2019.</p> <p>⁸Beaux Arts Village and Hunts Point both have growth targets of one unit, meaning their total need allocated is also one unit. The allocation process divides that unit up into multiple area median income bands, but to get need allocations that are whole numbers, we round all allocations in each area median income band and the emergency housing/shelter category.</p> <p>⁹This includes all Potential Annexation Areas within the High Capacity Transit Communities and Urban Unincorporated King County regional</p>	<p>Partial Gap</p> <p>HOUS Policy 3.1 - Ensure development regulations allow for and have suitable provisions to accommodate housing opportunities for special needs populations.</p> <p>HOUS Policy 3.2 - Support housing options, programs, and services that allow seniors to stay in their homes or neighborhoods.</p> <p>HOUS Policy 3.3 - Support awareness of Universal Design improvements that increase housing accessibility.</p> <p>HOUS Policy 4.1 - Continue to participate in A Regional Coalition for Housing (ARCH), including funding, to help provide affordable and special needs housing opportunities throughout the region for very low, low, and moderate-income households and to prevent homelessness.</p> <p>HOUS Policy 4.2 - Monitor housing supply, type, and affordability, including how ARCH efforts have helped provide special needs housing and housing affordable for very low, low, and moderate income households.</p>	<p>The city could consider adding policy language to specifically prioritize other historically underserved groups such as BIPOC.</p>	

		<p><u>geographies.</u></p> <p>H-23 Adopt and implement policies that protect housing stability for renter households; expand protections and supports for <u>moderate-, low-, very low- and extremely</u> low-income renters and renters with disabilities.</p>			
MPP-H-5	<p>Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals <u>while recognizing historic inequities in access to homeownership opportunities for communities of color.</u></p>	<p>H-6 - Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p>H-19 - Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income households. Emphasize:</p> <p>a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</p> <p>b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.</p> <p><u>H-20 - Adopt and implement policies that address gaps in partnerships, policies, and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</u></p>	<p>Partial Gap</p> <p>HOUS Policy 4.1 - Continue to participate in A Regional Coalition for Housing (ARCH), including funding, to help provide affordable and special needs housing opportunities throughout the region for very low, low, and moderate-income households and to prevent homelessness.</p> <p>HOUS Policy 4.2 - Monitor housing supply, type, and affordability, including how ARCH efforts have helped provide special needs housing and housing affordable for very low, low, and moderate income households.</p>	<p>The city could consider adding policy language to require the identification of local policies and regulations that result in racially disparate impacts, and current strategies for addressing impacts of those historically excluded.</p>	
MPP-H-6	<p>Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work that is accessible to job centers and attainable to workers at anticipated wages.</p>	<p>H-15 - Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs housing balance throughout the county across all income levels.</p>	<p>Policy Gap</p>	<p>The city should consider adding a policy to develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to job centers and attainable to workers at anticipated wages.</p>	
MPP-H-7	<p>Expand the supply and range of housing <u>at densities to maximize the benefits of transit investments</u>, including affordable units, in <u>growth centers and station areas</u> throughout the region.</p>	<p>H-16 - Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p> <p>H-17 - Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</p>	<p>Policy Gap</p>	<p>The city should consider adding a policy to expand the supply and range of housing at densities to maximize the benefits of transit investments.</p>	

MPP-H-8	<u>Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.</u>	H-17 - Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.	Policy Gap	The city should consider adding a policy to promote the development of long-term affordable housing options in walking distance to transit.	
MPP-H-9	<u>Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region. Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.</u>	H-18 - Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by: a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.	Policy Gap HOUS Policy 2.2 - Promote the development of accessory dwelling units (ADUs) where compatible with surrounding single-family development.	The city should consider adding a policy to expand housing capacity for moderate density housing and provide opportunities for more affordable ownership and rental housing.	
MPP-H-10	Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.	H-13 - Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.	Partial Gap HOUS Policy 2.1 - Encourage the retention and redevelopment of smaller legal lots in the older, original plats as a means of preserving the neighborhood's original scale and reducing housing land costs.	The city should consider adding a policy to streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.	
MPP-H-12	<u>Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.</u>	H-6 - Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis. <u>H-20 Adopt and implement policies that address gaps in partnerships, policies, and dedicated resources to eliminate racial and other disparities in access to housing and neighborhoods of choice.</u>	Policy Gap	The city should consider adding a policy to identify potential displacement of low-income households and marginalized populations. The city should consider adding a policy to require the city to use a range of strategies to mitigate displacement impacts to the extent feasible.	

<p>H-Action-4 (Local)</p>	<p>Local Housing Needs: <u>Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.</u></p>	<p>H-34 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include:</p> <p>a) Affordability gap of the jurisdiction's housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate-income households. The number of existing and projected housing units necessary to plan for and accommodate projected growth and meet the projected housing needs articulated in Tables H-1 and H-2, including:</p> <ol style="list-style-type: none"> 1. Permanent housing needs, which includes units for moderate-, low-, very low-, and extremely low-income households and permanent supportive housing 2. Emergency housing needs, which includes emergency housing and emergency shelters; <p>a) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and area median income AMI limit (for income-restricted units);</p> <p>b) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;</p> <p>c) Percentage and geographic distribution of residential land zoned for and geographic distribution of moderate- and high-density housing and accessory dwelling units in the jurisdiction;</p> <p>d) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers;</p> <p>e) Household characteristics, by race/ethnicity:</p>	<p>Policy Gap</p>	<p>The city should consider adding a policy to conduct a Housing Needs Analysis on the community.</p>	
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		<ul style="list-style-type: none"> a. Income (median and by <u>area median income AMI</u> bracket) b. Tenure (renter or homeowner) c. Size d. Housing cost burden and severe housing cost burden; f) Current population characteristics: <ul style="list-style-type: none"> a. Age by race/ethnicity; b. Disability; g) Projected population growth; h) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable; i) Ratio of housing to jobs in the jurisdiction; j) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting <u>countywide</u> housing needs, particularly for populations disparately impacted; k) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, persons with disabilities, people with medical conditions, and older adults; l) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (<u>BIPOC</u>); and to advance m) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments. <p>H-5- Evaluate the effectiveness of existing housing policies and strategies to meet <u>the jurisdiction's housing needs.-a significant share of countywide need</u>. Identify gaps in existing partnerships, policies, and dedicated resources for meeting <u>housing the countywide needs</u> and eliminating racial and other disparities in access to housing and neighborhoods of choice.</p>			
H-Action-5 (Local)	<p>Affordable Housing Incentives: <u>As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary</u></p>	<p>H-18 - Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</p> <ul style="list-style-type: none"> a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; 	<p>Policy Gap</p>	<p>The city should consider adding a policy to evaluate techniques such as inclusionary and incentive zoning to provide affordability.</p>	

	<u>and incentive zoning to provide affordability.</u>	b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.			
Economy Goal	The region will have <u>has</u> a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people <u>and their health</u> , sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.	All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.			
MPP-Ec-1	Support economic development activities that help to <u>recruit</u> , retain, expand, or diversify the region's businesses, <u>targeted - Target recruitment activities</u> towards businesses that provide <u>family living-wage jobs</u> .	EC-1 - Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy. EC-2 - Support economic growth that accommodates employment growth targets (see Table DP1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.	Policy Gap	The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.	
MPP-Ec-8	Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.	EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.	Policy Gap	The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.	
MPP-Ec-9	Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of <u>family living-wage jobs</u> for the region's residents.	EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities.	Policy Gap	The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.	
MPP-Ec-12	<u>Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate</u>	EC-15 - Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities. EC-16 - Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and	Policy Gap	The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.	

	<u>displacement impacts to the extent feasible.</u>	impacted by disinvestment and economic disruptions. EC-29 - Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.			
MPP-Ec-13	Address unique obstacles and special needs—as well as recognize the special assets—of disadvantaged populations in improving the region's shared economic future. <u>Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.</u>	EC-16 - Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.	Policy Gap		The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.
MPP-Ec-14	Foster appropriate and targeted economic growth in distressed areas <u>with low and very low access to opportunity to improve access to create economic opportunity for current and future residents of these areas.</u>	EC-13 - Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities. EC-16 - Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.	Policy Gap		The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.
MPP-Ec-15	Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, <u>including in helping the region continue to expand its international economy.</u>	EC-7 - Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.	Policy Gap		The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.
MPP-Ec-16	Ensure that economic development sustains and respects the region's environmental quality <u>environment and encourages development of established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.</u>	EC-21 - Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.	Policy Gap		The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.
MPP-Ec-17	Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's	EC-14 - Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.	Policy Gap		The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.

	distinctive identity in recognition of the economic value of sense of place. Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.	EC-10 - Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.			
MPP-Ec-20	Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	EC-14 - Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.	Policy Gap	The city should consider adding an Economic Goals and Policy section to the Comprehensive Plan.	
Transportation Goal	The region will have <u>has a safe, cleaner, integrated, sustainable, equitable, affordable, safe and highly efficient multimodal transportation system, with specific emphasis on an integrated regional transit network</u> that supports the regional growth strategy and promotes <u>vitality of the economy, environment and health economic and environmental vitality, and better public health.</u>	Overarching Goal: The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term.			
MPP-T-1	Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	T-14 - Promote the mobility of people and goods through a multimodal transportation system based on regional priorities consistent with VISION 2050 and local comprehensive plans.	Partial Gap TRANS Policy 2.1 - Work with METRO to provide improved transit services for City residents. TRANS Policy 2.2 - Coordinate public transportation plans with adjacent communities and regional transportation systems. TRANS Policy 2.3 - Encourage the use of alternative forms of transportation. TRANS Policy 2.4 - Encourage carpooling for commuters. TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City. TRANS Policy 3.1 - Maintain the street system to allow safe use by pedestrians and bicyclists.	The city should consider adding policies to support the Vision 2050 Goal of promoting the mobility of people and goods through a multimodal transportation system.	
MPP-T-2	Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.	T-23 - Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.	Policy Gap	The city should consider adding a policy to prioritize investment and maintenance of the transportation system.	
MPP-T-4	Improve <u>the safety</u> of the transportation system and, in	T-29 - Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce	Partial Gap	The city should consider adding a policy to design and	

	the long term, achieve the state's goal of zero deaths and <u>serious disabling</u> injuries.	injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.	TRANS Policy 3.1- Maintain the street system to allow safe use by pedestrians and bicyclists.	accommodate travel modes in order to achieve the state goal of zero deaths and serious injuries.	
MPP-T-5	Develop a transportation system that minimizes negative impacts to, <u>and promotes</u> , human health.	T-30 - Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions. T-31 - Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.	Policy Gap	The city should consider adding a policy to develop a transportation system that minimizes negative health and environmental impacts to all communities, especially BIPOC and low-income communities.	
MPP-T-6	Promote Pursue alternative transportation financing methods, such as user fees, tolls, and <u>other pricing mechanisms to manage and fund the, that sustain</u> maintenance, improvement, preservation, and operation of <u>the transportation system facilities and reflect the costs imposed by users.</u>	T-13 - Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.	Policy Gap CP Policy 1.6 - Resolve a long-term fiscal strategy for managing City revenues at a level sufficient to continue to provide quality City services.	The city should consider adding a policy to pursue new funding methods to fund the maintenance, improvement, preservation, and operation of the city's transportation system.	
MPP-T-7	Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system. Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.	T-1 - Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.	Partial Gap TRANS Policy 2.1 - Work with METRO to provide improved transit services for City residents. TRANS Policy 2.2 - Coordinate public transportation plans with adjacent communities and regional transportation systems. TRANS Policy 2.3- Encourage the use of alternative forms of transportation. TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City. TRANS Policy 3.2 - Connect paths and trails in adjacent communities to expand and improve the Points Loop Trail and pedestrian connections into Bellevue. TRANS Policy 3.3- Support development of a pedestrian/bicycle facility along SR-520 that connects communities on either side of Lake Washington.	The city could consider adding policy language to use VISION 2050 and specifically collaborate with the Regional Growth Strategy and Regional Transportation Plan to create multimodal transportation network.	
MPP-T-8	Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people <u>consistent with the Regional Growth Strategy to and within the urban growth area.</u> Focus on investments that produce the greatest net benefits to people and minimize the environmental	T-15 - Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of	Partial Gap TRANS Policy 2.1 - Work with METRO to provide improved transit services for City residents. TRANS Policy 2.2 - Coordinate public transportation plans with adjacent communities and regional transportation systems. TRANS Policy 2.3- Encourage the use of alternative forms of transportation.	The city could consider adding policy language to focus transportation expansion investment consistent with the Regional Growth Strategy.	

	impacts of transportation.	transportation.	<p>TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City.</p> <p>TRANS Policy 3.2 - Connect paths and trails in adjacent communities to expand and improve the Points Loop Trail and pedestrian connections into Bellevue.</p> <p>TRANS Policy 3.3- Support development of a pedestrian/bicycle facility along SR-520 that connects communities on either side of Lake Washington.</p>		
MPP-T-9	Implement transportation programs and projects <u>that provide access to opportunities while preventing or mitigating in ways that prevent or minimize negative impacts to people of color, people with low- income, minority, and people with special transportation needs populations.</u>	<p>T-8 - Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no-incomes, and people with special transportation needs.</p> <p>T-9 - Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p>	Policy Gap	The city should consider adding a policy to implement transportation programs and projects while preventing or mitigating negative impacts to BIPOC, people with low-income, and people with special transportation needs.	
MPP-T-10	Ensure mobility choices for people with special transportation needs, including persons with disabilities, <u>seniors the elderly, youth the young, and people with low-incomes populations.</u>	T-19 - Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems.	Partial Gap TRANS Policy 1.3 - Assure that streets are designed and constructed to City standards to efficiently and effectively meet the needs of the community.	The city should consider adding a policy to specifically ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low-income.	
MPP-T-12	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.	T-5 - Prioritize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.	<p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>TRANS Policy 2.1 - Work with METRO to provide improved transit services for City residents.</p> <p>TRANS Policy 2.3 - Encourage the use of alternative forms of transportation.</p> <p>TRANS Policy 2.4 -Encourage carpooling for commuters.</p> <p>TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City.</p> <p>TRANS Policy 3.1- Maintain the street system to allow safe use by pedestrians and bicyclists.</p> <p>TRANS Policy 3.2 - Connect paths and trails in adjacent communities to expand and improve the Points Loop Trail and pedestrian connections into Bellevue.</p> <p>TRANS Policy 3.3 - Support development of a pedestrian/bicycle facility along SR-520 that connects communities on either side of Lake Washington.</p>		

			TRANS Policy 4.1 - Educate the public about alternative modes of travel.		
MPP-T-13	Increase the proportion of trips made by transportation modes that are alternatives to driving alone, <u>especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.</u>	T-3 - Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.	<p>Partial Gap</p> <p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>TRANS Policy 2.1 - Work with METRO to provide improved transit services for City residents.</p> <p>TRANS Policy 2.3 - Encourage the use of alternative forms of transportation.</p> <p>TRANS Policy 2.4 -Encourage carpooling for commuters.</p> <p>TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City.</p> <p>TRANS Policy 3.1- Maintain the street system to allow safe use by pedestrians and bicyclists.</p> <p>TRANS Policy 3.2 - Connect paths and trails in adjacent communities to expand and improve the Points Loop Trail and pedestrian connections into Bellevue.</p> <p>TRANS Policy 3.3 - Support development of a pedestrian/bicycle facility along SR-520 that connects communities on either side of Lake Washington.</p> <p>TRANS Policy 4.1 - Educate the public about alternative modes of travel.</p>	The city could consider adding policy language to specifically provide transportation modes to and within centers and connecting corridors.	
MPP-T-15	Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	T-7 - Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.	<p>Partial Gap</p> <p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>ENV Policy 6.6 Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>TRANS Policy 2.1 - Work with METRO to provide improved transit services for City residents.</p> <p>TRANS Policy 2.3 - Encourage the use of alternative forms of transportation.</p> <p>TRANS Policy 2.4 -Encourage carpooling for commuters.</p>	The city could consider adding policy language to specifically support transportation service and pedestrian safety in housing density areas and the Urban Growth Area.	

			<p>TRANS Policy 2.5 - Encourage Metro Transit to provide an expanded park and ride system for the City.</p> <p>TRANS Policy 3.1- Maintain the street system to allow safe use by pedestrians and bicyclists.</p> <p>TRANS Policy 3.2 - Connect paths and trails in adjacent communities to expand and improve the Points Loop Trail and pedestrian connections into Bellevue.</p> <p>TRANS Policy 3.3 - Support development of a pedestrian/bicycle facility along SR-520 that connects communities on either side of Lake Washington.</p> <p>TRANS Policy 4.1 - Educate the public about alternative modes of travel.</p>		
MPP-T-26	Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, and efficiency, and mobility, <u>and prepare for continuing growth in freight and goods movement, and to prevent degradation of freight mobility.</u>	T-18 - Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.	Policy Gap	The city should consider adding a policy to develop and implement a reliable and efficient multimodal freight transportation system.	
MPP-T-29	<u>Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.</u> Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.	T-34 - Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.	Partial Gap ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices. ENV Policy 6.7 - Support actions that reduce GHG emissions in government operations through smart and efficient government fleet management practices.	The city could consider adding a policy to specially promote transportation projects that expand public use of zero emission vehicles.	
MPP-T-30	<u>Provide infrastructure sufficient to support widespread electrification of the transportation system.</u>	T-34 - Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.	Policy Gap	The city should consider adding a policy to provide infrastructure that supports the electrification of the transportation system.	
MPP-T-31	<u>Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.</u> Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.	T-26 - Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.	Partial Gap CP Policy 2.1 Ensure that system expansions and upgrades are sufficient to meet a 10-year storm event. CP Policy 2.2 - Complete an assessment of surface and storm water issues and system deficiencies and recommend appropriate system improvements. ENV Policy 3.1 - Maintain a Hazard Mitigation Action Plan that identifies risk events and develops appropriate initiatives for	The city could consider adding policy language that specifically develops disaster recovery strategies for the city's transportation system.	

			<p>reducing and resolving impacts.</p> <p>ENV Policy 3.3 - Conduct a seismic risk assessment of City facilities to determine vulnerability and the need to retrofit City Hall and the Public Works Facilities to withstand earthquakes.</p> <p>ENV Policy 3.5- Update Clyde Hill’s Stormwater Management Comprehensive Plan to deal with severe winter rainstorm events and control stormwater collection and distribution including a citizen’s communications element. Assess what needs and can be done to reduce risk from the 2 private lakes.</p> <p>ENV Policy 3.7 - Develop a Post Disaster Action Plan to includes a debris removal component and building code related activity that supports the Building and Public Works Departments during reconstruction processes.</p>		
MPP-T-32	<p><u>Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and costefficiencies.</u></p>	<p>T-25 - Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>CP Policy 2.1 Ensure that system expansions and upgrades are sufficient to meet a 10-year storm event.</p> <p>CP Policy 2.2 - Complete an assessment of surface and storm water issues and system deficiencies and recommend appropriate system improvements.</p> <p>ENV Policy 1.3 - Restrict surface water runoff rates, volumes and quality to predevelopment levels for all new development and redevelopment projects.</p> <p>ENV Policy 1.4 - Review and update as necessary stormwater drainage regulations to ensure they meet State standards for protection of fish species listed in the Endangered Species Act (ESA).</p> <p>ENV Policy 3.5- Update Clyde Hill’s Stormwater Management Comprehensive Plan to deal with severe winter rainstorm events and control stormwater collection and distribution including a citizen’s communications element. Assess what needs and can be done to reduce risk from the 2 private lakes.</p>		
Public Services Goal	<p>The region will supports development with adequate public facilities and services in a <u>timely</u>, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.</p>	<p>Overarching Goal: County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.</p>			
MPP-PS-1	<p>Protect and enhance the environment and public health and safety when providing services and facilities.</p>	<p>H-24 - Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-</p>	<p>Partial Gap</p> <p>CP Policy 1.1 - Maintain an appropriate agreement with the City of Bellevue to provide water and sewer services.</p> <p>CP Policy 3.1 - Encourage the schools to maintain and upgrade</p>	<p>The city could consider adding policy language specifically planning for residential neighborhoods that promote health and well-being of</p>	

		<p>quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p> <p>PF-10 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</p> <p>T-24 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.</p>	<p>their Clyde Hill facilities to meet the needs of the community.</p> <p>ENV Policy 1.2 - Maintain and improve surface water quality as defined by state and federal standards.</p> <p>ENV Policy 6.2 - Support expansion of public transit, commute trip reduction, vanpooling, ridesharing, biking, and walking as low carbon transportation choices.</p> <p>PARK Policy 1.4 - Continue to provide improved public access and connections to park and open space areas.</p> <p>TRANS Policy 2.1 - Work with METRO to provide improved transit services for City residents.</p> <p>TRANS Policy 3.1 - Maintain the street system to allow safe use by pedestrians and bicyclists.</p> <p>TRANS Policy 3.3- Support development of a pedestrian/bicycle facility along SR-520 that connects communities on either side of Lake Washington.</p>	<p>residents, fresh and healthy foods, high quality education, living wage jobs, and avoiding exposure to pollutants.</p>	
MPP-PS-2	<p>Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>PF-2 - Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>Policy Gap</p>	<p>The city should consider adding a policy to provide affordable and equitable access to public services to all communities, especially the historically underserved.</p>	
MPP-PS-3	<p>Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy vision.</p>	<p>PF-1 - Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.</p>	<p>Partial Gap</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p> <p>UTIL Policy 1.4 - Encourage and actively participate in a uniform regional approach to solid waste management.</p>	<p>The city should consider adding a policy to provide services and facilities in the Urban Growth Area that support VISION 2050 and the Regional Growth Strategy.</p>	
MPP-PS-4	<p>Promote demand management and the conservation of services and facilities prior to developing new facilities.</p>	<p>PF-10 - Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</p> <p>PF-15 - Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.</p> <p>PF-23 Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as: a) Identifying surplus properties and private properties that could be available for new school sites;</p>	<p>Partial Gap</p> <p>ENV Policy 6.3- Support reductions of energy use in existing buildings and limited emissions growth in new buildings.</p> <p>ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.</p>	<p>The city should consider adding a policy to implement water and energy conservation efforts prior to and throughout of the life of public service facilities.</p>	

		<p>b) Creating opportunities for shared use of buildings, fields, and other facilities;</p> <p>c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools;</p> <p>d) Prioritizing and simplifying permitting of schools;</p> <p>e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area;</p> <p>f) Partnering with school districts in planning and financing walking and biking routes for schools; and</p> <p>g) Encouraging more walking, biking, and transit ridership for students, teachers, and staff.</p>			
MPP-PS-8	Develop conservation measures to reduce solid waste and increase recycling.	PF-14 - Reduce the solid waste stream and encourage reuse and recycling.	<p>ENV Policy 6.5 - Support higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling.</p> <p>UTIL Policy 1.3- Maintain a cost effective and responsive solid waste and recycle collection system.</p> <p>UTIL Policy 1.4 - Encourage and actively participate in a uniform regional approach to solid waste management.</p>		
MPP-PS-9	Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.	<p>PF-10 - Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</p> <p>PF-11 - Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.</p>	<p>Partial Gap</p> <p>ENV Policy 6.5 - Support higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling.</p>	The city should consider adding policy language to implement water conservation, efficiency, and reclamation efforts.	
MPP-PS-13	Promote the use of renewable energy resources to meet the region's energy needs.	PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	<p>Partial Gap</p> <p>ENV Policy 6.4 - Support implementation of Washington State's Renewable Portfolio Standard and federal policy on reducing GHG emissions from power production.</p>	The city should consider adding a policy to promote the use of renewable energy resources.	
MPP-PS-14	Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	PF-15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.	<p>ENV Policy 6.3 - Support reductions of energy use in existing buildings and limited emissions growth in new buildings.</p> <p>TRANS Policy 4.1 - Educate the public about alternative modes of travel.</p>		
MPP-PS-15	<u>Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.</u>	PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	Policy Gap	The city should consider adding a policy to support investment of utility infrastructure to promote the use of low carbon energy resources.	
MPP-PS-17	Coordinate, design, and plan for public safety services and programs, <u>including emergency management. These efforts may be interjurisdictional.</u>	PF-26 Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.	Policy Gap	The city should consider adding a policy to support a coordinated emergency management partnership with frontline communities.	

MPP-PS-19	<u>Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.</u>	PF-27 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.	<p>ENV Policy 3.1 - Maintain a Hazard Mitigation Action Plan that identifies risk events and develops appropriate initiatives for reducing and resolving impacts.</p> <p>ENV Policy 3.2 - Develop and improve a Communications Plan to keep residents informed of local conditions and matters of local importance including tools that can be used when the power is out.</p> <p>ENV Policy 3.3 - Conduct a seismic risk assessment of City facilities to determine vulnerability and the need to retrofit City Hall and the Public Works Facilities to withstand earthquakes</p> <p>ENV Policy 3.5 - Update Clyde Hill's Stormwater Management Comprehensive Plan to deal with severe winter rainstorm events and control stormwater collection and distribution including a citizen's communications element. Assess what needs and can be done to reduce risk from the 2 private lakes.</p> <p>ENV Policy 3.7 - Develop a Post Disaster Action Plan to includes a debris removal component and building code related activity that supports the Building and Public Works Departments during reconstruction processes.</p>		
MPP-PS-20	<u>Consider climate change, economic, and health impacts when siting and building essential public services and facilities.</u>	<p>EN-31 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.</p> <p>PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	Policy Gap	The city should consider adding a policy to consider climate change impacts when siting and building hazardous industries and essential public services.	
MPP-PS-21	Identify and develop additional water supply sources to meet the region's long term water needs, recognizing <u>Consider the potential impacts on water supply from of climate change and fisheries protection on the region's water supply.</u>	PF-5 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.	Partial Gap <p>ENV Policy 1.4 - Review and update as necessary stormwater drainage regulations to ensure they meet State standards for protection of fish species listed in the Endangered Species Act (ESA).</p> <p>ENV Policy 2.1- Promote development in a manner that protects existing topographic, geologic, vegetation and hydrologic features.</p>	The city could consider adding policy language that specifically promotes consideration of climate change impacts on fisheries and regional water supply.	
MPP-PS-22	<u>Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.</u>	PF-6 - Ensure that all residents have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.	Partial Gap <p>CP Policy 1.1 - Maintain an appropriate agreement with the City of Bellevue to provide water and sewer services</p>	The city could consider adding policy language to ensure that all residents have access to safe, reliable, and sustainable drinking water.	
MPP-PS-24	Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	<p>PF-10 - Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</p> <p>PF-11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.</p>	Partial Gap <p>ENV Policy 6.5 - Support higher rates of recycling and zero waste of resources that have economic value for reuse, resale, and recycling</p>	The city could consider adding policy language to require water reuse and reclamation.	

MPP-PS-25	Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	PF-5 - Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.	Policy Gap	The city should consider adding a policy to develop a plan for long-term water provision to address the impacts of climate change.	
MPP-PS-26	<u>Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.</u>	PF-20 - Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.	CP Policy 3.1 - Encourage the schools to maintain and upgrade their Clyde Hill facilities to meet the needs of the community. ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.		
MPP-PS-27	Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, <u>except as provided for by RCW 36.70A.211.</u>	PF-23 - Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as: a) Identifying surplus properties and private properties that could be available for new school sites; b) Creating opportunities for shared use of buildings, fields, and other facilities; c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools; d) Prioritizing and simplifying permitting of schools; e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area; f) Partnering with school districts in planning and financing walking and biking routes for schools; and g) Encouraging more walking, biking, and transit ridership for students, teachers, and staff.	Partial Gap ENV Policy 6.6 - Support initiatives to protect valuable and important resource lands by focusing development within urban growth areas (UGAs) and maintaining healthy urban forests.	The city should consider adding a policy to coordinate and collaborate with school districts to employ development strategies.	
MPP-PS-28	Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, <u>except as provided for by RCW 36.70A.211.</u>	PF-21 - Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.	Policy Gap	The City of Clyde Hill does not have Rural Residential Zoning. This policy is not applicable.	
MPP-PS-29	Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, <u>especially on historically marginalized communities,</u> (2) equitably balances the location of new facilities <u>away from</u>	PF-24 - Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.	Policy Gap	The city should consider adding policies to site or expand public facilities through the following; incorporates BIPOC involvement, considers climate change impacts, and ensures disaster resiliency and recovery.	

	<u>disproportionately burdened communities</u> , and (3) addresses regional planning objectives.	PF-25 - Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities. PF-27 - Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.			
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CITY OF ALGONA POLICY COMPARISON TABLE

PSRC VISION 2050 Chapter Abbreviations

- RC = Regional Collaboration CG = Climate Change E = Economy
- RGS = Regional Growth Strategy DP = Development Patterns T = Transportation
- En = Environment H = Housing PS = Public Services
- AMI = Area Median Income