

	MULTICOUNTY PLANNING POLICY EXERPTS FROM VISION 2040	PRELIMINARY City Review/Comments
MPP-G-1	Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes where there are common borders or related regional issues, to facilitate a common vision.	PSRC
MPP-G-2	Update countywide planning policies, where necessary, prior to December 31, 2010, to address the multicounty planning policies in VISION 2040.	KC
MPP-G-3	Monitor implementation of VISION 2040 to evaluate progress in achieving the regional growth strategy, as well as the environment, development patterns, housing, economy, transportation, and public services provisions.	PSRC
MPP-G-4	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.	PSRC
MPP-G-5	Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.	PSRC
	ENVIRONMENTAL STEWARDSHIP GOALS AND POLICIES	
Goal:	<i>The region will safeguard the natural environment by meeting the needs of the present without compromising the ability of future generations to meet their own needs.</i>	
MPP-En-1:	Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.	PSRC
MPP-En-2:	Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide and local levels.	PSRC/KC/City
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.	City EV 1.2, 1.3, 2.2 (pg 2-26) EV 4, 4.1, 4.4 (2-30)
MPP-En-4:	Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment, with minimal exposure to pollution.	City EV 2 (2-27) ED 5.2 (2-129)
MPP-En-5:	Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.	KC/City CAO addresses impacts and development practices. What is innovative? Promote? EV 1.5 Clustering
MPP-En-6:	Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.	PSRC/KC
MPP-En-7:	Mitigate noise caused by traffic, industries, and other sources.	All-City includes screening of mechanical equipment in DT design standards, landscaping requirements and through SEPA review. Could include in street standards.

	EARTH AND HABITAT GOALS AND POLICIES	
Goal:	<i>The region will preserve the beauty and natural ecological processes of the Puget Sound basin through the conservation and enhancement of natural resources and the environment.</i>	
MPP-En-8:	Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries.	PSRC EV 4.7 (2-31)
MPP-En-9:	Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.	PSRC
MPP-En-10:	Preserve and enhance habitat to prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.	KC/City OS 1.2 (2-107) EV 4.3 (2-31)
MPP-En-11:	Identify and protect wildlife corridors both inside and outside the urban growth area.	PSRC/ KC EQ 1.2(2-42)
MPP-En-12:	Preserve and restore native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.	KC /City-adopt a park program, CAO and vegetation management standards. EV 3.3, 4.8, 6.3 (2-31)
	WATER QUALITY GOALS AND POLICIES	
Goal:	<i>The region will meet or do better than standards established for water quality. The quality of the water flowing out of the region — including Puget Sound — should be as good as or better than the quality of water entering the region.</i>	
MPP-En-13:	Maintain natural hydrological functions within the region’s ecosystems and watersheds and, where feasible, restore them to a more natural state.	PSRC/City – could be proactive in restoration efforts. Stormwater standards encourage infiltration. EV 6, 6.1 (2-33) ST 2.1 (2-109)
MPP-En-14:	Restore — where appropriate and possible — the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.	PSRC/ KC /City – SMP has a restoration component, city has and will continue to restore beach at Seahurst Park in 2011. EV 2.2 (2-27) SMP-CON 24, 30, 31, 32, (2-14) SMP-REST all (2-16)
MPP-En-15:	Reduce the use of pesticides and chemical fertilizers to the extent feasible and identify alternatives that minimize risks to human health and the environment.	PSRC/KC/ City – SMP contains policies and regulations None in comp plan
MPP-En-16:	Identify and address the impacts of climate change on the region’s hydrological systems.	PSRC
	AIR QUALITY GOAL AND POLICIES	
Goal:	<i>The overall quality of the region’s air will be better than it is today.</i>	
MPP-En-17:	Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.	PSRC EV 2.6 (2-28)
MPP-En-18:	Reduce levels for air toxics, fine particulates, and greenhouse gases.	PSRC

MPP-En-19:	Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	PSRC/KC/City – TR 1.1.8 (2-71) TR 7.1.3 (2-83) City has purchased hybrid vehicles and subsidizes ORCA cards for employees. Could modify or add to existing policy to be more consistent.
CLIMATE CHANGE GOAL AND POLICIES		
Goal:	<i>The region will reduce its overall production of harmful elements that contribute to climate change.</i>	
MPP-En-20:	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.	PSRC SU .3 (2-131)
MPP-En-21:	Reduce the rate of energy use per capita, both in building use and in transportation activities.	PSRC SU 3.1, 3.2 (2-132) City could offer incentives for meeting industry accepted standards (such as LEED, Leadership in Energy and Environmental Design)
MPP-En-22:	Pursue the development of energy management technology as part of meeting the region’s energy needs.	PSRC
MPP-En-23:	Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.	City policy?
MPP-En-24:	Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.	PSRC/County EV 2.10 (2-28) SC 1.2, 1.4, 1.6, 1.9, 1.10 (2-59) City is a tree city.
MPP-En-25:	Anticipate and address the impacts of climate change on regional water sources.	PSRC
<p>LOCAL ENVIRONMENTAL ACTIONS</p> <p>Environmental Planning: En-Action-11 Local jurisdictions, with assistance from the Puget Sound Regional Council, will expand their efforts to conduct environmental planning, specifically to incorporate a more comprehensive systems approach to ecological considerations. The Regional Council will:</p> <ul style="list-style-type: none"> - Assist with information on system approaches, such as landscape-scale analysis and adaptive management principles - Provide guidance on how to incorporate region wide environmental planning initiatives — such as the Water Resource Inventory Area (WRIA) process — into local comprehensive plans - Develop a system of map overlays to enhance a systems approach to environmental planning <ul style="list-style-type: none"> • Mid-term / MPP-En-2 • Results and Products: <i>expanded ecological assessment in the preparation of local plans</i> 		

	URBAN LANDS GOALS AND POLICIES	
Goal:	<i>The region will promote the efficient use of land, prevent urbanization of rural and resource lands, and provide for the efficient delivery of services within the designated urban growth area.</i>	
MPP-DP-1:	Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.	PSRC
MPP-DP-2:	Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.	PSRC & City LU 1.4, 1.6, 1.11 (2-5) DB 1.26 (2-56)
Goal:	<i>The region, countywide planning bodies, and local jurisdictions will work together to set population and employment growth targets consistent with the regional vision.</i>	
MPP-DP-3:	Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment targets for each designated regional growth center.	PSRC & County
MPP-DP-4:	Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.	PSRC
	REGIONAL GROWTH CENTERS GOAL AND POLICIES	
Goal:	<i>The region will direct growth and development to a limited number of designated regional growth centers.</i>	
MPP-DP-5:	Focus a significant share of population and employment growth in designated regional growth centers.	PSRC & City DB 1.1, DB 1.21 (2-54), DB 1.26
MPP-DP-6:	Provide a regional framework for designating and evaluating regional growth centers.	PSRC
MPP-DP-7:	Give funding priority — both for transportation infrastructure and for economic development — to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate	PSRC, County & City? — Should funding be directed toward our center?
	REGIONAL MANUFACTURING/INDUSTRIAL CENTERS GOAL AND POLICIES	N/A- The city does not contain a regional manufacturing/industrial center
Goal:	<i>The region will continue to maintain and support viable regional manufacturing/industrial centers to accommodate manufacturing, industrial, or advanced technology uses.</i>	N/A
MPP-DP-8:	Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	N/A
MPP-DP-9:	Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.	N/A
MPP-DP-10:	Give funding priority — both for transportation infrastructure and for economic development — to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to	N/A

	regional manufacturing/industrial centers. County-level and local funding are also appropriate to prioritize to these regional centers.	
	OTHER CENTERS GOAL AND POLICIES	
Goal:	<i>Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.</i>	
MPP-DP-11:	Support the development of centers within all jurisdictions, including town centers and activity nodes.	PSRC & City See DP-5 above
MPP-DP-12:	Establish a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region.	PSRC & County
MPP-DP-13:	Direct subregional funding, especially county-level and local funds, to centers designated through countywide processes, as well as to town centers, and other activity nodes.	PSRC, County & City City does not have a CIP policy supporting this.
	COMPACT URBAN COMMUNITIES POLICIES	
MPP-DP-14:	Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.	City Captured in a number of policies throughout plan, land use, community character and transportation.
MPP-DP-15:	Support the transformation of key underutilized lands, such as brownfields and greyfields, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.	City LU 1.6 (2-6) could be adjusted Goal PH.1 (2-25) and CC 1.1 (3-35) is close as well.
	CITIES IN RURAL AREA POLICIES	
MPP-DP-16:	Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.	N/A
MPP-DP-17:	Promote transit service to and from existing cities in rural areas.	N/A
	UNINCORPORATED URBAN GROWTH AREA GOAL AND POLICIES	
Goal:	<i>All unincorporated lands within the urban growth area will either annex into existing cities or incorporate as new cities.</i>	
MPP-DP-18:	Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the regional growth strategy, annexation is preferred over incorporation.	City (shown on Figure 2-AN 1.1, pg 2-40)
MPP-DP-19:	Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.	County
MPP-DP-20:	Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.	PSRC, County, City AN 1.4 (2-40)

	RURAL LANDS GOAL AND POLICIES	N/A
Goal:	<i>The region will permanently sustain the ecological functions, resource value, lifestyle, and character of rural lands for future generations by limiting the types and intensities of development in rural areas.</i>	N/A
MPP-DP-21:	Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.	N/A
MPP-DP-22:	Do not allow urban net densities in rural and resource areas.	N/A
MPP-DP-23:	Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	N/A
MPP-DP-24:	In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	N/A
MPP-DP-25:	Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	N/A
MPP-DP-26:	Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	N/A
MPP-DP-27:	Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.	N/A
MPP-DP-28:	Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.	N/A
	RESOURCE LANDS GOAL AND POLICIES	N/A
Goal:	<i>The region will conserve its natural resource land permanently by designating, maintaining, and enhancing farm, forest, and mineral lands.</i>	
MPP-DP-29:	Protect and enhance significant open spaces, natural resources, and critical areas.	N/A
MPP-DP-30:	Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.	N/A
MPP-DP-31:	Support the sustainability of designated resource lands. Do not convert these lands to other uses.	N/A
MPP-DP-32:	Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.	N/A
	REGIONAL DESIGN GOAL AND POLICIES	
Goal:	<i>The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.</i>	
MPP-DP-33:	Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.	City Too broad to directly attribute to a Burien policy.
MPP-DP-34:	Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes,	City HT 1.1, 1.4 (2-24)

	and areas of special character.	
MPP-DP-35:	Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	City LU 1.4 (2-5), LU 1.11(2-6), BU 1.5(2-15), VQ 1.1(2-41), NQ 1.5, 1.7, 1.8(2-44), NP 1.1, 1.2(2-45), RC 1.1 (2-46), DB 1.2, 1.8(2-49), SC 1.1(2-59),HS.1 (2-64), TR 1.1.5 (2-70)
MPP-DP-36:	Provide a wide range of building and community types to serve the needs of a diverse population.	City LU.1 (2-5), HS.1 (2-64)
MPP-DP-37:	Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.	City HT 1.1, 1.2, 1.4(2-34) VQ 1.1, 1.2(2-41) DB 1.9, 1.10(2-50) ED 3.6, 6.1 (2-128)
MPP-DP-38:	Design public buildings and spaces that contribute to a sense of community and a sense of place.	City DB 1.12 (2-51)
MPP-DP-39:	Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.	City PRO 1.5 (2-92) PRO 1.7, 1.8(2-98)
MPP-DP-40:	Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	City TR 1.5(2-74) TR 4.1, 4.1.6(2-77), TR 4.2, 4.3(2-78), MM 3.1, 3.5, 3.6, 3.9(2-79)
MPP-DP-41:	Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	City TR 1.5 (2-74)
MPP-DP-42:	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.	City EV 4.6 (2-31) CC 1.3 (2-36) TR 2.3 (2-74) TR 3.1.1, 3.1.2, 3.1.3, 3.1.4(2-76) PRO 5.3 (2-106) ST 1.5(2-110) CF 5.9, 7.6(2-120)
	THE BUILT ENVIRONMENT AND HEALTH GOAL AND POLICIES	
Goal:	<i>The region's communities will be planned and designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives.</i>	
MPP-DP-43:	Design communities to provide an improved environment for walking and bicycling.	City MM.3(2-78) MM 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.11, 3.12, 3.13(2-79)
MPP-DP-44:	Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.	City Health Grant work to inform possible changes that may be needed.

MPP-DP-45:	Promote cooperation and coordination among transportation providers, local governments, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	City Health Grant work to inform possible changes that may be needed.
MPP-DP-46:	Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	City Health Grant work to inform possible changes that may be needed.
MPP-DP-47:	Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.	City N/A- possibly some SMP related policies?
INNOVATIVE TECHNIQUES POLICIES		
MPP-DP-48:	Encourage the use of innovative techniques, including the transfer of development rights, the purchase of development rights, and conservation incentives. Use these techniques to focus growth within the urban growth area (especially cities) to lessen pressures to convert rural and resource areas to more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.	City PH 1.1 (2-25)
MPP-DP-49:	Support and provide incentives to increase the percentage of new development and redevelopment — both public and private — to be built at higher performing energy and environmental standards.	City Possible opportunity, research will be needed to determine incentive options. Do have incentives for Multi-Family design components (19.15.025), but not for energy and/or environmental standards.
MPP-DP-50:	Streamline development standards and regulations for residential and commercial development, especially in centers, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.	City Urban infill SEPA exemption available per BMC 14.10.040.
INCOMPATIBLE LAND USES POLICIES		
MPP-DP-51:	Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.	City RE 1.2(2-8), EV 4.10 (2-32), HT 1.5(2-35), NP 1.3(2-45), PRO 4.4(2-105)
MPP-DP-52:	Protect military lands from encroachment by incompatible uses and development on adjacent land.	N/A – no military lands
MPP-DP-53:	Protect industrial lands from encroachment by incompatible uses and development on adjacent land.	May need something here, but there is a conflict in that Burien protects residential neighborhoods. May need to understand PSRC's definition of "industrial lands". RM 1.5(2-62), IN 1.3, 1.4(2-19)

CONCURRENCY POLICIES		
MPP-DP-54:	Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.	City TR 1.2.1(2-71) BMC 19.35 (Transportation impact fees) BMC 19.70 (Public Facilities) Could include schools and parks.
MPP-DP-55:	Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs — both in assessment and mitigation.	City Should include a policy to ensure consistency with this policy, modify TR 1.2.1 to include.
MPP-DP-56:	Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	City Due to its size the traffic impact fee applies city wide and includes the center.
LOCAL ACTIONS		
<p>Identification of Underused Lands: DP-Action-16 Local jurisdictions should identify underused lands (such as brownfields and greyfields) for future redevelopment or reuse.</p> <ul style="list-style-type: none"> • Mid-term / MPP-DP-15 • Results and Products: <i>inventory of underused land</i> <p>Center Plans: DP-Action-17 Each city with a designated center shall develop a subarea plan for the designated regional growth center and/or the manufacturing/industrial center.</p> <ul style="list-style-type: none"> • Short-to mid-term / MPP-DP-5, 8 • Results and Products: <i>subarea plan</i> <p>Mode Split Goals for Centers: DP-Action-18 Each city with a designated regional growth center and/or manufacturing/industrial center shall establish mode split goals for these centers.</p> <ul style="list-style-type: none"> • Short-term / MPP-DP-43, MPP-T-23, 24 • Results and Products: <i>mode split goals for each designated center</i> 		
HOUSING POLICIES		
Housing diversity and affordability:		
MPP-H-1:	Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.	City HS.1 (2-64)
MPP-H-2:	Achieve and sustain — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.	City BU 1.5 (2-15) HS 1.5, 1.8, 1.10, 1.11, 1.18 (2-64) HS 2.2, 2.3, 2.4 (2-68)
MPP-H-3:	Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals.	City HS 2.1(2-68)
Jobs-housing balance:		
MPP-H-4:	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	City HS.1(2-64)

	provides opportunities to live in proximity to work.	
	Centers housing:	
MPP-H-5:	Expand the supply and range of housing, including affordable units, in centers throughout the region.	City HS 1.10 (2-65), not much in Comp Plan on expansion of housing supply.
MPP-H-6:	Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	PSRC
	Best housing practices:	
MPP-H-7:	Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.	City HS 1.16, 1.19, 2.3(2-67)
MPP-H-8:	Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.	City HS 1.20 (2-67)
MPP-H-9:	Encourage inter-jurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.	PSRC/City? The City could explore this?
	BUSINESS GOAL AND POLICIES	
Goal:	<i>The region's economy prospers by supporting businesses and job creation.</i>	
MPP-Ec-1:	Support economic development activities that help to retain, expand, or diversify the region's businesses. Target recruitment activities towards businesses that provide family-wage jobs.	City ED 3.3(2-128) We do not use the term "family wage jobs", use "well paying jobs".
MPP-Ec-2:	Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, education, labor, military, workforce development, and other nonprofit organizations.	City ED 1.1(2-127) but it lacks recognition of state and regional collaboration, captured to some degree in discussion following the overall mission statement (2-127)
MPP-Ec-3:	Support established and emerging industry clusters that export goods and services, import capital, and have growth potential.	City ED 4.3(2-128), lacks the notion of importing capital and exportation of goods.
MPP-Ec-4:	Leverage the region's position as an international gateway by supporting businesses, ports, and agencies involved in trade related activities.	PSRC/City We could give incentives for these kinds of uses?
MPP-Ec-5:	Foster a supportive environment for business startups, small businesses, and locally owned businesses to help them continue to prosper.	City ED 3.3, 3.5(2-128)
MPP-Ec-6:	Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.	PSRC
MPP-Ec-7:	Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.	All

PEOPLE GOAL AND POLICIES		
Goal:	<i>The region's economy prospers by investing in all of its people.</i>	
MPP-Ec-8:	Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family wage jobs for the region's residents.	PSRC/City
MPP-Ec-9:	Ensure that the region has a high quality education system that is accessible to all of the region's residents.	PSRC/City
MPP-Ec-10:	Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.	PSRC/City
MPP-Ec-11:	Address unique obstacles and special needs — as well as recognize the special assets — of disadvantaged populations in improving the region's shared economic future.	PSRC/City
MPP-Ec-12:	Foster appropriate and targeted economic growth in distressed areas to create economic opportunity for residents of these areas.	PSRC, County, City ED 3.2(2-128), NERA is distressed as a result of noise generated by the Airport.
MPP-Ec-13:	Support the contributions of the region's culturally and ethnically diverse communities in helping the region continue to expand its international economy.	PSRC/City
MPP-Ec-14:	Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	PSRC/City
PLACES GOAL AND POLICIES		
Goal:	<i>The region's economy prospers through the creation of great central places, diverse communities, and high quality of life that integrates transportation, the economy, and the environment.</i>	
MPP-Ec-15:	Ensure that economic development sustains and respects the region's environmental quality.	All + City ED.5 (2-129)
MPP-Ec-16:	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 distinctive identity in recognition of the economic value of sense of place.	City LU 1.6(2-6) SE 1.4(2-24) VQ.1, VQ 1.2, 1.5, NQ 1.1, 1.8(2-41) RC 1.1(2-46), DB.1 "Design" (2-47) DB 1.6, 1.8(2-49)
MPP-Ec-17:	Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy.	All + City Urban infill exemption, public investment in downtown amenities, buildings and transit.
MPP-Ec-18:	Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	City DB 1.1, 1.21(2-49)
MPP-Ec-19:	Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.	N/A

MPP-Ec-20:	Provide an adequate supply of housing with good access to employment centers to support job creation and economic growth.	City HS 1.3(2-64) Could use a more definitive policy statement regarding housing being encouraged in downtown/urban center.
MPP-Ec-21:	Recognize the need for employment in cities in the rural areas and promote compatible occupations (such as, but not limited to, tourism, cottage and home based businesses, and local services) that do not conflict with rural character and resource-based land uses.	N/A
MPP-Ec-22:	Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.	N/A
	MAINTENANCE, MANAGEMENT, AND SAFETY GOAL AND POLICIES	
Goal:	<i>As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.</i>	
MPP-T-1:	Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	City Trans goal (2-70) TR 1(2-70), TR 1.3(2-72), TR 1.5, 1.6.1(2-74), TR 4.1.1(2-77)
MPP-T-2:	Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.	City MM 3.11, 3.12(2-81), TR 8.2(2-82) nothing specific on maintenance of entire system.
MPP-T-3:	Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.	PSRC/County/City
MPP-T-4:	Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.	All + City TR 2.1.1(2-74), it does not match state goal.
	Sustainable Transportation	
MPP-T-5:	Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.	All + City TR 1.1.5 (2-70), TR 1.5(2-74) TR 6.1(2-82) TR 7.1.3(2-83) TR 7.2, 7.2.1(2-83)
MPP-T-6:	Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.	All + City TR 4.1.5(2-77) MM 3.1, 3.2, 3.3(2-79), 3.6 (2-80) TR 7.1(2-82)
MPP-T-7:	Develop a transportation system that minimizes negative impacts to human health.	All + City No direct goal or policy. MM 3.12(2-81) TL 3.1(2-82), TR 7.1.1(2-83)
MPP-T-8:	Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.	All + City No direct goal or policy.
	SUPPORTING THE GROWTH STRATEGY GOAL AND	

	POLICIES	
Goal:	<i>The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.</i>	
	Coordination	
MPP-T-9:	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.	PSRC
MPP-T-10:	Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.	City TR 3, TR 3.1.1, 3.1.2, 3.1.3, 3.1.4,(2-76) TR 4.1(2-77), TR 4.2, 4.5, 4.6, 4.7(2-78)
	Centers and Compact Communities	
MPP-T-11:	Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	All + City Transportation Vision (2-70) TR 4.1.6 (2-77) TR 4.3(2-78) No direct policy on prioritizing pedestrian and transit oriented investments.
MPP-T-12:	Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.	PSRC
MPP-T-13:	Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	PSRC
MPP-T-14:	Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.	All + City TR 1(2-70) TR 1.3, 1.3.3(2-72) TR 1.5(2-74) MM.3, MM 3.1(2-78), MM 3.5(2-79)
MPP-T-15:	Improve local street patterns — including their design and how they are used — for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	City MM 3.1, 3.5(2-79), MM 3.6, 3.9(2-79), MM 3.12, 3.13 TL 3.2 (2-82)
MPP-T-16:	Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.	City MM 3.1, 3.5(2-79), MM 3.12, 3.13 TR 7.1(2-82)
	Freight	
MPP-T-17:	Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.	PSRC/County/City
MPP-T-18:	Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.	PSRC/County/City
MPP-T-19:	Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.	N/A

	Context and Design	
MPP-T-20:	Design transportation facilities to fit within the context of the built or natural environments in which they are located.	All + City TR 1.5(2-74), TR 7(2-82)
MPP-T-21:	Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.	City MM 3.11 (2-81)
MPP-T-22:	Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.	PSRC/County/City
	GREATER OPTIONS AND MOBILITY GOAL AND POLICIES	
Goal:	<i>The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.</i>	
MPP-T-23:	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.	All + City Nothing directly related to prioritizing transportation investments.
MPP-T-24:	Increase the proportion of trips made by transportation modes that are alternatives to driving alone.	All + City Nothing that specifically states increasing trips by other modes. MM 3.2, 3.3 (2-79) encourage provision of such facilities. TR 7.1.1(2-83)
MPP-T-25:	Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.	All + City MM 3.3 (2-79), TR.6 (2-82)
MPP-T-26:	Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	PSRC/County/City
MPP-T-27:	Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.	PSRC/County
MPP-T-28:	Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.	N/A
MPP-T-29:	Promote the preservation of existing rights-of-way for future high-capacity transit.	All + City No specific policy regarding high-capacity transit and preservation of right of ways. TR 4.5 (2-78)
MPP-T-30:	Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.	All + City TR 4.1, 4.1.1, 4.1.5, 4.1.6 (2-77)
MPP-T-31:	Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.	All + City Not sure if policy is needed? May apply to county and regional planning agencies.

MPP-T-32:	Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.	City TR 4.3 (2-78), MM.3 (2-78)
MPP-T-33:	Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.	PSRC, County
	SERVICES IN GERNERAL POLICIES	
MPP-PS-1:	Protect and enhance the environment and public health and safety when providing services and facilities.	All + City No general statement on facilities. Some statements on transportation and storm water.
MPP-PS-2:	Time and phase services and facilities to guide growth and development in a manner that supports the regional vision.	All + City No direct policy connection to the regional vision.
MPP-PS-3:	Promote demand management and the conservation of services and facilities prior to developing new facilities.	N/A
MPP-PS-4:	Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.	N/A
MPP-PS-5:	Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.	N/A
MPP-PS-6:	Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result.	City No policy encouraging consolidation or dissolution.
	SERVICES BY TYPE GOAL AND POLICIES	
MPP-PS-7:	Develop conservation measures to reduce solid waste and increase recycling.	All + City UT 4.1, 4.2, 4.3 (2-91) but no direct link to creating conservation measures.
MPP-PS-8:	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.	All + City No specific policy, see SU 3.2(2-132)
MPP-PS-9:	Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.	All + City UT 3.1, 3.2, 3.3(2-90)
MPP-PS-10:	Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.	All + City No mention of replacing failing septic systems.
MPP-PS-11:	Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.	N/A
MPP-PS-12:	Promote the use of renewable energy resources to meet the region's energy needs.	All + City No mention of renewable resources.
MPP-PS-13:	Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	All + City SU.3 (2-131) encourages

		conservation. No real connection to alternative energy forms and/or existing facilities.
MPP-PS-14:	Plan for the provision of telecommunication infrastructure to serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.	All + City UT 1.8, 1.11 (2-89)
MPP-PS-15:	Coordinate, design, and plan for public safety services and programs.	All + City No specific policy.
MPP-PS-16:	Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.	All + City No specific policy.
Goal:	<i>Residents of the region will have access to high quality drinking water that meets or is better than federal and state requirements.</i>	
MPP-PS-17:	Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing the potential impacts on water supply from climate change and fisheries protection.	N/A
MPP-PS-18:	Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.	N/A
MPP-PS-19:	Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	All + City UT 3.5 (2-90) not much on conservation, reclamation and reuse.
MPP-PS-20:	Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	N/A
	SITING FACILITIES POLICIES	
MPP-PS-21:	Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans.	PSRC/County/City Can control through zoning.
MPP-PS-22:	Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.	N/A
MPP-PS-23:	Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, (2) equitably balances the location of new facilities, and (3) addresses regional planning objectives.	All + City EPF 2.2, 2.3(2-124) but no mention of economic impacts.
MPP-PS-24:	Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.	N/A
	LOCAL PUBLIC SERVICES ACTIONS	
	Special Service Districts Planning: PS-Action-5 Counties, in their review of special service districts' plans, will identify any inconsistencies with local growth management goals and objectives, as well as the regional vision. As part of this review, counties, in consultation with pertinent cities, will work with special service districts to provide guidance for facilities and service planning to ensure that districts develop long-range plans that implement the regional vision. • Short-term \ MPP-PS-4 through 6, 21 through 24	

	<ul style="list-style-type: none"> • Results and Products: <i>(1) consistency report (or similar) to special districts, (2) recommendations and examples to districts concerning the regional vision</i> <p>Facilities Siting and Design: PS-Action-6 Counties and cities will collaborate with special service districts to review district location and design criteria for new schools, libraries, and other such public facilities — to ensure that growth management goals and the regional vision are addressed.</p> <ul style="list-style-type: none"> • Short-term \ MPP-PS-21 through 24 <ul style="list-style-type: none"> • Results and Products: <i>report (or similar) and recommendations on siting and design criteria</i> <p>Facilities Location: PS-Action-7 Counties and cities will collaborate with special service districts to identify opportunities for co-location of facilities and services — such as parks adjacent to schools.</p> <ul style="list-style-type: none"> • Short-term \ MPP-PS-4 through 6, 21 through 24 <ul style="list-style-type: none"> • Results and Products: <i>recommendations to districts and local governments for facility siting criteria</i> <p>Coordinated Planning and Programming for Facilities: PS-Action-8 Counties and cities will submit a consistency assessment of their capital facilities programming processes to the Regional Council as part of the Policy and Plan Review process. This assessment should address consistency of capital improvement programs and facility plans with adopted growth management objectives, the comprehensive plan, and the regional vision. The Puget Sound Regional Council will provide guidance and assistance.</p> <ul style="list-style-type: none"> • Short-term, ongoing \ MPP-PS-1 through, 3, 23 <ul style="list-style-type: none"> • Results and Products: <i>Consistency Assessment Report as part of material submitted for review of local plans</i> 	
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