



APPENDIX F

Consistency with Land Use Plans, Policies, and Legislation

November 2014



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1. Introduction and Background

This appendix includes a broad assessment of the relative consistency of the Current Plan Alternative and the Potential Plan Modifications Alternative with state, regional, county, and municipal land use plans, policies, and legislation. The discussion is presented in two major sections. Section 2 summarizes state legislation, regional and county plans and policies, and then consistency of the Current Plan Alternative and the Potential Plan Modifications Alternative with these plans and policies. The discussion in Section 3 begins with an overall assessment of consistency with city plans, followed by a brief summary of each city's relevant transit plans and policies.

As required by the Washington State Growth Management Act (GMA), multicounty planning policies serve as a common framework for local, countywide, and regional planning in the Plan area including Snohomish, King, and Pierce Counties. Local governments within the Sound Transit district have agreed to work within the Puget Sound Regional Council (PSRC) policy and plan review process to develop these policies. The PSRC process is designed to further coordinate and satisfy the requirements of the GMA. The county-wide policies provide a framework for local planning such that land use plans and policies for cities are consistent with county and regional plans.

2. State Legislation and Regional and County Plans and Policies

Washington State Growth Management Act

Adoption of the GMA in 1990 and its subsequent amendments resulted in a new round of local, county-wide, and regional planning throughout the central Puget Sound region. The GMA requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans supported by capital investments and development regulations.

The GMA provides a comprehensive framework for managing growth and coordinating land use with transportation and other infrastructure in the Puget Sound region. The GMA emphasizes transportation facilities planning and encourages development of multimodal transportation systems based on regional priorities and coordination with local comprehensive plans. The GMA is intended to guide the development of local comprehensive plans and development regulations by directing growth to urban areas, reducing sprawl, and encouraging efficient transportation systems. Local, county, and regional plans in the state of Washington are required to be consistent with the GMA.

The GMA mandates that comprehensive plans address land use, capital facilities, utilities, housing, rural lands, and transportation. The transportation element must be consistent with and implement the land use element. Local government comprehensive plans must also include a process for siting essential public services. Sound Transit projects are considered “regional transit authority facilities” and are explicitly recognized as essential public facilities by the GMA. No comprehensive plan or development regulation may preclude siting these facilities. The GMA also sets forth concurrency requirements to “ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time ... and enforce ordinances that prohibit development approval, if the development causes the level of service on a transportation project to decline below standards adopted in the transportation element....”

Inherent in the regional plans and policies is the acknowledgement of a fundamental relationship between transportation investments and land use plans when making decisions about accommodating future growth. The general intent is to first direct most development to urban growth areas and to limit the amount of development allowed in rural areas. To meet these goals, local jurisdictions have developed plans and policies intended to achieve the level of density and the type of infrastructure provided within urban areas.

PSRC has adopted *VISION 2040* (2008) and *Transportation 2040* (2010), described below, which respond to the GMA and conform to federal transportation planning requirements. Under federal requirements, PSRC is the region's designated metropolitan planning organization, and it serves the four-county area of Snohomish, King, Kitsap, and Pierce Counties. Similarly, under the GMA, PSRC serves as the regional transportation planning organization for the four-county region. All county and city comprehensive plans are required by the GMA to be consistent with PSRC plans.

Discussion of consistency

Consistent with the GMA, the Current Plan Alternative would serve and connect urban centers and focus growth within urban growth areas in Snohomish, King, and Pierce Counties. The Current Plan Alternative would help local jurisdictions meet their planned land use and density objectives and accommodate the projected population and employment growth within currently planned urban growth areas. The Potential Plan Modifications Alternative would provide similar benefits but would provide high-capacity transit (HCT) to a larger geographic area than the Current Plan Alternative. The Potential Plan Modifications Alternative would improve mobility and the efficient movement of people in the region by expanding the connectivity between communities, with more direct connections between more places. The Current Plan Alternative and the Potential Plan Modifications Alternative would also provide increased support for land use plans that promote higher densities in population and employment centers, particularly where policies relate this growth to investments in balanced, high-quality transportation systems.

VISION 2040

VISION 2040, adopted by PSRC in 2009, is the region's integrated, long-range vision for how and where the region will accommodate approximately 1.7 million people for a total population of 5 million, as well as 1.2 million new jobs for a total employment of over 3 million. *VISION 2040* addresses regional goals in the following areas:

- **Environment**—Protect and restore natural systems, conserve habitat, improve water quality, reduce greenhouse gas emissions and air pollutants, and address potential climate change impacts
- **Development patterns**—Focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities
- **Housing**—Preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices
- **Economy**—Promote a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life

- **Transportation**—Provide a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.
- **Public Services**—Support development with adequate public facilities and services

VISION 2040 refines the urban growth boundaries first established over 20 years ago. The Plan area is primarily within the urban growth boundaries of Snohomish, King, and Pierce Counties and is, and will continue to be, one of the more densely developed areas in the state.

VISION 2040's transportation goals are integral to the region's land use vision, which includes linking places of concentrated, transit-oriented development (TOD) with an efficient multimodal transportation system. In particular, *VISION 2040* calls for HCT links between and within major urban centers.

Transportation 2040, described below, is the transportation element of *VISION 2040* and serves as the region's metropolitan transportation plan. *Transportation 2040* links regional growth centers with a multimodal transportation system and supports a vibrant and innovative economy.

Discussion of consistency

The Current Plan Alternative would be consistent with *VISION 2040*. Under the Current Plan Alternative, *Sound Move*, and ST2 would be completed and the HCT system would continue to expand as envisioned in the current Long-Range Plan. The HCT system as envisioned in the Current Plan Alternative would support the region's adopted growth and land use strategy. The Potential Plan Modifications Alternative would add direct connections between more places and could add higher capacity transit services (such as light rail) in corridors where lower capacity services (such as bus) would otherwise operate.

The Sound Transit TOD program was established by its Board in 2000; the TOD policies on which it was based were subsequently updated by Board Resolution 2012–24, the "Transit-Oriented Development (TOD) Policy." In support of this policy, the *Sound Transit TOD Program Strategic Plan* (2010) guides the analysis, creation, and implementation of TOD projects. The program addresses the importance of inter-agency (including PSRC), intra-agency, and public collaboration and support in achieving Sound Transit's TOD policies. The Current Plan Alternative and the Potential Plan Modifications Alternative are fully supportive of the region's goals for TOD as expressed in the *VISION 2040* and *Transportation 2040* plans.

Transportation 2040

Transportation 2040, adopted by PSRC in May 2010 and updated in May 2014, is the region's metropolitan transportation plan and is key to the implementation of *VISION 2040*; regional growth is expected to increase travel demand in the region by about 40 percent. *Transportation 2040*, including unprogrammed projects, is a constrained \$173.6 billion program and assumes transit service will double by 2040 with these service hours being delivered at a lower overall cost.

In contrast to *VISION 2040*, *Transportation 2040* is a specific transportation action plan for addressing growth in the central Puget Sound region. *Transportation 2040* clarifies and strengthens the links between transportation and land use established in *VISION 2040*. *Transportation 2040* identifies specific projects to improve roads, transit, bicycle and pedestrian movement, and ferry service.

With regards to public transportation, *Transportation 2040* calls for completing ST2 projects and additional light-rail extensions to Everett, Tacoma, and Redmond along with increases in local transit service. Specifically, *Transportation 2040* supports the following:

- Focusing approximately 97 percent of growth within urban growth areas
- More than doubling the population in designated regional growth centers
- Adding approximately 80 miles of new light rail linking and serving 12 regional growth centers, Sounder commuter rail service to 9 regional growth centers, and ST regional express bus to 15 regional growth centers

Discussion of consistency

The Current Plan Alternative would support the central Puget Sound region's long-range growth management and transportation goals and *Transportation 2040* by providing increased public transit services over the next 25 years as called for in the region's long-range plans.

The Current Plan Alternative would provide light rail to 19 regional growth centers in the Plan area, Sounder commuter rail service to 13 regional growth centers in the Plan area, and ST regional express bus to all 25 currently designated regional growth centers in the Plan area. Compared to the Current Plan Alternative, the Potential Plan Modifications Alternative would potentially expand the role of HCT in the region's overall transportation mix, adding more direct connections between centers and adding higher capacity services (such as light rail) where lower capacity services (such as bus) would otherwise operate. Both the Current Plan Alternative and the Potential Plan Modifications Alternative would result in greater transit ridership and more reliance on transit as a mode of choice throughout the region, with the Potential Plan Modifications Alternative resulting in more riders overall.

County comprehensive plans

The Washington State GMA requires the certain counties and cities identified by State law to update their comprehensive plans every 10 years, with annual revisions allowed in the interim. The GMA also requires that county plans be consistent with regional plans and that city plans be consistent with county plans, thus creating a chain of consistency from the regional to the local level. Snohomish and Pierce Counties are now engaged in major updates to their plans for the 2015–2035 planning horizon; King County's plan was adopted in 2012. All of the comprehensive plans are consistent with the multicounty planning policies contained in *VISION 2040*.

Snohomish County Comprehensive Plan

The Snohomish County Comprehensive Plan's last major update was adopted in 2005; it is currently in the process of being updated for the 20-year time span 2015–2035. This new plan will be published in 2015. Many municipalities in Snohomish County are also updating their comprehensive plans for adoption in 2015. All of these plans are being updated to be consistent with *VISION 2040*. The *Snohomish County 2025 Comprehensive Plan* (2005, last revised 2013) provides a land use guide for growth over the next 20 years and supportive transportation policies. The primary direction for developing urban centers comes from the regional land use vision—which annual revisions have updated to *VISION 2040*—and the multicounty planning policies and the countywide planning policies provide further direction. Snohomish County and its cities have identified urban centers where significant population and employment growth can be located, including Everett, Lynnwood/Alderwood Mall, and Bothell Canyon Park. The plan designates urban centers at the following locations:

- I-5 and 128th Street SE (south Everett vicinity)
- I-5 and 164th Street SW (Lynnwood vicinity)
- SR 527 and 196th Street SE (North Creek vicinity)
- SR 99 and SR 525 (Paine Field/north Lynnwood vicinity)
- SR 99 and 152nd Street SW (north Lynnwood/Picnic Point vicinity)
- I-5 and 44th Avenue West (Lynnwood/Alderwood Mall vicinity)

In addition, regional growth centers in Snohomish County as designated by PSRC are Bothell/Canyon Park, Lynnwood, and Everett. Paine Field/Boeing Everett is designated by PSRC as a manufacturing/industrial Center.

The land use element calls for land use and transportation integration to reduce dependence on the auto and increase support for public transportation. The transportation element encourages efficient multimodal transportation systems that are based on regional priorities and have been revised to be consistent with *Transportation 2040*. Snohomish County recognizes that there is a need to provide different types and levels of transportation service to urban and rural areas. The plan also encourages a compact land use pattern within urban areas where growth would be concentrated.

Transportation Objective TR 2.D calls for the county, cities, and transit agencies within the Southwest Urban Growth Area—which is approximately co-terminus with the Sound Transit district boundaries in Snohomish County—to collaborate with Sound Transit to ensure planning and right-of-way preservation for the future phase of light-rail corridor development that will extend to the Everett regional growth center. Other objectives support convenient transportation services to compact centers and TOD standards for major transit facilities.

Discussion of consistency

Both the Current Plan Alternative and the Potential Plan Modifications Alternative would support the policies detailed in the *Snohomish County Comprehensive Plan* and would connect the county's regional growth centers and urban centers with HCT. In Snohomish County, the Current Plan Alternative would extend high-capacity transit to Lynnwood along the I-405/Eastside Rail Corridor. Between Lynnwood and Everett, it would extend BRT along SR 99 and light rail along the I-5 corridor. The alternative would also expand regional express bus routes to serve North Bothell, Mill Creek, and Mukilteo.

The Potential Plan Modifications Alternative would potentially add connections between more places, would increase overall service levels, and would add higher capacity services (such as light rail) where lower capacity services (such as bus) would otherwise operate. The Potential Plan Modifications Alternative would include the following connections:

- Potential rail extensions, assumed light rail
 - Ballard to Everett Station via Shoreline Community College, Aurora Village, Lynnwood
 - Everett to North Everett
 - Mill Creek, connecting to Eastside Rail Corridor
 - Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field and Boeing)
- HCT (mode not specified)
 - Edmonds to Lynnwood Link

- Regional express bus/BRT
 - Woodinville to Everett
 - Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field, Boeing)
- Streetcar
 - Alderwood Mall to Edmonds Community College via Lynnwood Transit Center
 - Everett Waterfront to Lowell via Everett Station
 - Paine Field to SR 527 via Airport Road/SR 96

Both the Current Plan Alternative and the Potential Plan Modifications Alternative would support the growth targets and the implementation of TOD in the *Snohomish County Comprehensive Plan*.

King County Comprehensive Plan

The *King County Comprehensive Plan* (last updated 2012) directs the county to focus 96 percent of growth in the county's urban growth area. Within the urban growth area, growth is targeted to existing and new urban communities.

The *King County Comprehensive Plan* (KCCP) is the only one of the three county plans that has been completely updated since the adoption of Sound Transit's Long-Range Plan. The *2012 King County Comprehensive Plan* (2013 Update), adopted December 3, 2012, and updated November 4, 2013, by the King County Council is the current KCCP. It has been updated to be consistent with *VISION 2040* and the direction set for *Transportation 2040* (not yet adopted at the time the KCCP was adopted).

King County encourages land use patterns that link medium- to high-density development in urban centers with transit service to support transit ridership throughout the county. The plan recognizes *VISION 2040* regional strategies as the framework for creating urban centers linked by HCT and an interconnected system of high-occupancy vehicle (HOV) lanes supported by a local transit system. King County has designated Auburn, Bellevue, Burien, Kent, Kirkland, Federal Way, Redmond, Renton, SeaTac, Seattle, and Tukwila as urban centers. Regional growth centers in King County (designated by PSRC) are Seattle Northgate, Seattle University Community, Seattle South Lake Union, Seattle Uptown, Seattle First Hill/Capitol Hill, Seattle downtown, Redmond downtown, Redmond Overlake, Kirkland Totem Lake, Bellevue downtown, Renton, Burien, SeaTac, Tukwila, Kent, Federal Way, and Auburn. A request by Issaquah to be designated as a regional growth center is currently pending.

King County Metro Transit strives to increase transit ridership by providing effective public transportation service, thereby improving regional mobility and quality of life. To achieve this goal, King County is committed to working with local jurisdictions and communities, including Sound Transit, to provide an integrated network of public transportation services. In addition, the plan directs King County, a major transit provider, to coordinate its planning efforts with those included in other local government comprehensive plans to maximize the effectiveness of available financial resources.

The KCCP calls for all jurisdictions in the county to cooperate with transit agencies in developing a balanced transportation system, coordinated financing strategies, and land use plans that reinforce the countywide vision. The plan's goals and policies encourage land use patterns that support a balanced transportation system with a variety of mobility options.

The plan specifies that local jurisdictions that would be served by HCT should plan for needed HCT rights-of-way, stations, and station-supportive transportation facilities and land uses in their comprehensive plans. The land use and transportation elements of local jurisdictions' comprehensive plans should also incorpo-

rate a component to reflect future improvements needed for HCT. Interim regional transit service should be provided until HCT begins operating. The plan further specifies that travel modes should be interconnected to form an integrated, coordinated, and balanced multimodal transportation system that effectively and efficiently serves the county's travel needs.

The plan states that HCT facilities and services that are consistent with and supportive of the plan should be supported and implemented, and that efficiency improvements supporting HOVs and transit operations on existing roads should be a higher priority than general capacity improvements that enhance single-occupant vehicle travel.

King County has been in the forefront of TOD coordination and implementation. The county has sponsored or contributed to TOD projects in communities in North, East, and South King County. While past projects have focused on connections to bus transit, future light-rail extensions will create new opportunities for rail-based TOD communities throughout the county.

Discussion of consistency

Both the Current Plan Alternative and the Potential Plan Modifications Alternative would support the policies detailed in the KCCP and would connect the county's regional growth centers, pending regional growth centers, and urban centers with HCT. The Current Plan Alternative would include the following connections:

- Potential rail extension, assumed commuter rail
 - Renton to Woodinville along Eastside Rail Corridor
- Potential rail extensions, assumed light rail
 - Tacoma to Federal Way
 - Burien to Renton
 - Renton to Lynnwood along I-405/Eastside Rail Corridor
 - Bellevue to Issaquah along I-90
 - Downtown Seattle to Ballard
 - Ballard to UW
- HCT (mode not specified)
 - UW to Redmond via SR 520
 - Northgate to Bothell
- BRT
 - Renton to Puyallup along SR 167
 - Federal Way to DuPont along I-5
 - Bellevue to Issaquah along I-90
 - Seattle to Everett along SR 99
 - Renton to Woodinville along Eastside Rail Corridor
 - Renton to Lynnwood along I-405/Eastside Rail Corridor
- Regional express bus
 - Redmond to Kirkland
 - SeaTac to West Seattle

The Potential Plan Modifications Alternative would add connections between more places, would increase overall service levels, and would add higher capacity services (such as light rail) where lower capacity services (such as bus) would otherwise operate. The Potential Plan Modifications Alternative would include the following connections:

- Potential rail extensions, assumed light rail
 - Downtown Seattle to Magnolia/Ballard to Shoreline Community College
 - Downtown Seattle to West Seattle/Burien
 - Ballard to Everett Station via Shoreline Community College, Aurora Village, Lynnwood
 - Downtown Seattle along Madison Street
 - Tukwila to SODO via Duwamish industrial area
 - North Kirkland or University of Washington Bothell to Northgate via SR 522
 - Ballard to Bothell via Northgate
 - Mill Creek, connecting to Eastside Rail Corridor
 - UW to Sand Point to Kirkland to Redmond
 - Issaquah to Issaquah Highlands
- HCT (mode not specified)
 - Tukwila Sounder station to downtown Seattle via Sea-Tac Airport, Burien, West Seattle
 - Downtown Seattle to Edmonds via Ballard, Shoreline Community College
 - West Seattle to Ballard via Central District, Queen Anne
- Regional express bus/BRT
 - Issaquah to Issaquah Highlands
 - Kent to Sea-Tac Airport
 - Downtown Seattle along Madison Street
 - Issaquah Highlands to Overlake via Sammamish, Redmond
 - Tacoma to Bellevue
 - Renton to downtown Seattle
 - University of Washington Bothell to Sammamish via Redmond
 - University Place to Titlow Beach to downtown Tacoma
 - Renton (Fairwood) to Eastgate via Factoria
 - 145th Street from I-5 to SR 522
 - North Kirkland to downtown Seattle via SR 520
 - Woodinville to Bellevue
 - Woodinville to Everett
 - Kent to Kent-Des Moines Station
- Streetcar
 - Roosevelt to downtown Seattle via University District
 - North Ballard to downtown Seattle via Fremont
 - Extend streetcar from Westlake Center to King Street Station via 1st Avenue
 - 1st Avenue from Downtown to Uptown
 - Phinney Ridge

- Lake City to Roosevelt
- Golden Gardens to Magnuson Park
- Ballard to University Village
- Alki to SW Trenton Street in Seattle
- Seattle Waterfront
- SODO to E Marginal Way
- W Dravus Street to W Mercer Street
- Jackson Street and 14th Avenue South east to 23rd Avenue South
- Totem Lake to East Link station at Overlake Hospital along the Eastside Rail Corridor

Both the Current Plan Alternative and the Potential Plan Modifications Alternative would support the growth targets and partnerships for TOD in the KCCP.

Pierce County Comprehensive Plan

The *Pierce County Comprehensive Plan* (1994, last amended 2013) is based on goals, the first five of which, in priority order, are encouraging development in urban areas, reducing sprawl, encouraging efficient multi-modal systems, encouraging affordable housing, and encouraging economic development. The plan also emphasizes that it is a grass roots plan developed from citizens' ideas followed by working with cities, towns, and different groups to compromise on the plan's elements.

The land use element seeks to contain growth within the urban growth area, where urban services already exist or can be provided efficiently. A hierarchy of centers is defined encompassing major urban centers, activity centers, community centers, and neighborhood centers, all of which should be pedestrian friendly. In addition, the plan defines urban villages, employment centers, mixed-use districts, high-density residential districts, and high-density single-family designation.

The major urban centers are areas of concentrated transit-oriented employment and housing within urban growth areas and should receive a high priority for the location of HCT stations and transit centers. They are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. A key intent of these urban centers is to support development of an extensive transportation system that reduces dependence on automobiles.

The Pierce County regional growth centers are Tacoma downtown, Tacoma Mall, Lakewood, Puyallup downtown, and Puyallup South Hill. In addition, Pierce County has designated a candidate regional growth center at University Place.

The transportation element strongly supports an increase in transit and other alternatives to single-occupant alternatives. Measures to encourage transit use in centers include limiting and charging for parking.

Discussion of consistency

The *Pierce County Comprehensive Plan* was originally adopted in 1994 and has not been completely updated since the adoption of Sound Transit's 2005 Long-Range Plan. It is being updated for the 2015–2035 20-year period.

Both the Current Plan Alternative and the Potential Plan Modifications Alternative would support the policies detailed in the plan and would connect the county's regional growth centers, pending regional growth center, and urban centers with HCT. The Current Plan Alternative would include a rail extension between DuPont and Lakewood, light rail from Tacoma to Federal Way, BRT from Renton to Puyallup

along SR 167 and Federal Way to DuPont along I-5, and regional express bus from Puyallup to Lakewood, Puyallup to DuPont via Cross Base Highway, and Puyallup to Tacoma.

The Potential Plan Modifications Alternative would add connections between more places, would increase overall service levels, and would add higher capacity services (such as light rail) where lower capacity services (such as bus) would otherwise operate. The Potential Plan Modifications Alternative would include the following:

- Potential rail extensions (assumed light rail)
 - Lakewood to Spanaway to Frederickson to South Hill to Puyallup
 - DuPont to downtown Tacoma via Lakewood, Tacoma Mall
 - Puyallup/Sumner to Renton via SR 167
 - Downtown Tacoma to Tacoma Community College
 - Tacoma Mall to University Place
 - Steilacoom to Ruston via University Place
- Potential rail extensions (assumed commuter rail)
 - Puyallup/Sumner to Orting
 - Lakewood to Parkland
 - Tacoma to Frederickson
- Regional express bus/BRT
 - Puyallup vicinity, notably along Meridian Avenue
 - Connection to Joint Base Lewis-McChord
 - Tacoma to Bellevue
 - Puyallup to downtown Seattle via Kent, Rainier Valley
 - Lakewood to Spanaway to Frederickson to South Hill to Puyallup
 - Tacoma to Frederickson
 - University Place to Titlow Beach to downtown Tacoma
 - Puyallup/Sumner to Orting

Both the Current Plan Alternative and the Potential Plan Modifications Alternative would support the growth targets and TOD objectives in the *Pierce County Comprehensive Plan*.

3. City Plans and Policies

State and regional planning policies for cities include the GMA, *VISION 2040*, *Transportation 2040*, and respective countywide policies. Each city within the Plan area has adopted a comprehensive plan pursuant to the GMA and in cooperation with their county and with PSRC. As described previously, the GMA requires that county plans be consistent with regional plans and that city plans be consistent with county plans, thus creating a chain of consistency from the regional to the local level. Snohomish, King, and Pierce Counties, plus the cities within those counties, are required to review and, if needed, revise their comprehensive plans and development regulations to ensure compliance with the GMA on or before June 20, 2015 (RCW 36.70A.130). Thus, many cities within the Plan area currently are embarking on a major plan update in 2014/2015.

Growth allocation targets are used to ensure that capital infrastructure investments for transportation will be adequate to meet the projected levels of population and employment growth. The comprehensive plans for all cities within the Plan area include goals and policies that promote the development and use of public transit. While not always referenced using TOD nomenclature, many of the local plans and policies support transit-supportive growth around stations. The transportation improvement strategies within these plans vary. Most strategies include specific policies related to HCT, HOV direct-access projects, and associated improvements, such as park-and-ride facility expansions and transit enhancements.

Discussion of consistency

The city plan summaries provided in the following sections are brief. A more specific assessment of all local plans and policies relevant to specific proposed projects will be prepared, as appropriate, in conjunction with future project-level planning and environmental review.

The Current Plan Alternative and the Potential Plan Modifications Alternative are both generally consistent with the individual city plans except as otherwise noted below. Both would enable local jurisdictions to meet their planned land use and density objectives and to accommodate the projected population and employment growth within currently planned transit-oriented urban growth areas. Implementation would also improve mobility and the efficient movement of people by providing better connectivity between communities.

The Current Plan Alternative would serve and connect the *VISION 2040* designated regional growth centers within the Plan area with either Link light rail, Sounder commuter rail, or regional express bus service. Compared to the Current Plan Alternative, the Potential Plan Modifications Alternative would serve a slightly more extensive geographic area, would increase overall service levels, and would add higher capacity services (such as light rail) where lower capacity services (such as bus) would otherwise operate.

Current density goals and planned land uses in cities would be achievable under both the Current Plan Alternative and the Potential Plan Modifications Alternative. Both alternatives would support local plans' goals and policies for transit-supportive development.

Algona

Algona was incorporated in 1955, and in the year 2000 was a small town of about 2,590 residents with an employment base of about 1,814 jobs. The *Algona Comprehensive Plan* (January 2005) policies are intended to achieve a clearly distinctive character of development with appropriate transportation linkages that promote balanced development; increase the variety of housing styles and living areas available to citizens; achieve an attractive, convenient, and well-balanced system of commercial facilities; and expand commercial and industrial areas that reflect balanced diversification, maximum employment, and efficient land utilization. Implementation actions include investment in citywide public improvements to facilitate and complement private investment, including streetscape improvements and support for public transit facility and service improvements.

The transportation element of the plan identifies transit as an important alternative to travel for both regional and local trips, as it is often the only transportation means available to certain members of the community, most importantly for the elderly, low-income individuals, and youth who do not have an alternative mode of transportation. The greatest mobility need is between towns and urban centers.

Auburn

Auburn was designated a *VISION 2040* regional growth center in 2002. The designated center is 234 acres, which is 1.2 percent of city land. The *City of Auburn Comprehensive Plan* (1986, updated in 2011, transportation updated 2012) is consistent with countywide policies in both counties and with achieving the *VISION 2040* growth targets. In early 2014, Auburn began the process of developing a new Comprehensive Plan.

Auburn's Downtown Plan, which focuses on the 78-acre downtown core, supports the development of downtown as a denser urban center, connected to the region by transit, with a better pedestrian environment and improved parking and circulation patterns for vehicles. Auburn expects to grow both through more jobs and residents within current city limits as well as by annexation. Since adoption, the transit center parking garage, several mixed-use "catalyst projects," a downtown parking plan, Festival Street, and improved downtown access via the C Street/SR 18 interchange have been implemented.

Auburn plans to establish improved access to the I-5 corridor and regional employment centers and transit connections to the regional growth centers. The plan outlines a need for establishing the Auburn Station as a center for multimodal transportation connections to proposed future intercity rail service.

Bellevue

The City of Bellevue is one of five cities designated in *VISION 2040* as Metropolitan Cities, and downtown Bellevue is one of 25 designated regional growth centers in the Plan area (i.e., the Sound Transit District). The *City of Bellevue 2025 Comprehensive Plan* (2004) is updated every year. Challenges identified in the plan include accommodating Bellevue's share of regional growth given that little vacant land remains; however, between 2000 and 2010, downtown Bellevue had the second-highest percentage (175 percent) of population growth among all the regional growth centers.¹ Downtown Bellevue had the second-highest number of new housing units between 2000 and 2010 (4,921), exceeded only by downtown Seattle. Bellevue's comprehensive plan sees better integration of land use and transportation, including better pedestrian linkages, as a key factor in its ability to continue to grow.

The transportation element of the plan envisions a number of transportation improvements, especially for transit service for commuters, residents, and employers. The plan sets a framework for overall reduced dependence on automobiles, especially single-occupant vehicles, and increased reliance upon a multimodal transportation system. High-capacity transit is a key component of Bellevue's Transit Master Plan (2014), including a Frequent Transit Network (FTN) bus service connecting to the East Link Extension providing short wait times and easy transfers. The 2030 FTN goal is for 8- to 15-minute headways serving as the primary connection between activity centers. The city has used the East Link Extension as a key opportunity to link land use and transportation in its update to the *Bel-Red Subarea Plan* (2009), with the regional East Link investment serving as a catalyst for transit-supportive, pedestrian-friendly redevelopment. Policies include limiting parking supply, taxing parking, and providing incentives to employers to eliminate subsidized employee parking.

Bonney Lake

The *Bonney Lake Comprehensive Plan* (2004, last updated 2012) identified Bonney Lake as a predominantly single-family residential community, with a lot of vacant land, not all of which is developable; net density per developable acre is approximately 2.75 units. Bonney Lake has been growing very quickly through rapid

¹ PSRC, *VISION 2040 Centers Monitoring Report*, February 2014

residential development and annexations: 2000 population was approximately 9,500; 2010 population was approximately 17,300; and 2022 projection is approximately 27,300.

Transit service in Bonney Lake area is provided by Sound Transit, with peak period bus connections to the Sounder commuter rail station in Sumner. The *Bonney Lake Transportation Plan* has been coordinated with the *Six-Year Transit Development Plans* for Pierce Transit and Sound Transit. The *Six-Year Transit Development Plans* provide a framework to guide transit service delivery through the next six years. Transit service in Bonney Lake is largely focused on the SR 410 corridor, which connects Bonney Lake with communities to the east and west. As the population increases in and around Bonney Lake, more commuter traffic will increase the need for alternatives to the single-occupancy vehicle. Transit service to Bonney Lake's existing park-and-ride facility will become increasingly important in providing commuters convenient access to transit and ridesharing alternatives.

Bothell

Bothell Canyon Park is a *VISION 2040* designated regional growth center. Of the 25 regional growth centers in the Plan area, it has the newest building stock, with 79 percent built after 1990 and none built before 1970. *Imagine Bothell Comprehensive Plan* (1995, last updated 2013) addresses a number of important public transportation issues. The plan outlines objectives to create commercial areas that are pedestrian-, bicycle-, and transit-oriented. Land use designations contribute to the development of employment centers that support access to transit, carpools, vanpools, pedestrians, and bicycles as well as automobiles. By encouraging the use of transit and nonmotorized transportation modes, the plan proposes to reduce the quantity and length of trips made by single-occupant vehicles.

Because the city's incorporated boundaries cross the King-Snohomish County line, the plan stresses the need to coordinate with transit agencies to deliver transit services and avoid potential impacts on the city's transportation system from activities outside the city. The plan proposes that new development located in the city's activity centers be designed and constructed to be transit-oriented.

Sound Transit has partnered on a transit-center/park-and-ride project in downtown Bothell, called out in the plan, and also serves the Canyon Park park-and-ride facility. Moreover, the plan advocates increased service levels for existing buses between Bothell and other regional destinations and activity centers, including BRT. To facilitate the development of a successful transit system, the plan outlines improvements to pedestrian safety in and around transit areas, bus stops, and park-and-ride facilities. In addition, the plan advocates that transit facilities and service should be considered an additional form of development mitigation.

Brier

The *City of Brier 2000 Comprehensive Plan* (2008) includes a goal to establish connections with Community Transit and Sound Transit to support the City's residential character. The plan recognizes increasing housing density and the mix of uses in areas served by transit can be an effective strategy to reduce future transportation demand. Transit service is provided by Community Transit, with peak-period bus connections from the Brier park-and-ride facility to the Mountlake Terrace Transit Center.

Burien

Burien is a *VISION 2040* designated regional growth center that covers 354 acres, which is 5.5 percent of the city's land. The *Burien Comprehensive Plan* (most recent update 2013) defines several major concepts, including creating a sustainable community, reinforcing the city's small-town character, creating a thriving,

pedestrian-friendly downtown, and accommodating Burien's share of expected countywide growth. Between 2000 and 2010, however, it was one of the slowest growing regional growth centers.

As of 2011, Burien had one of the lowest sidewalk completion rates of all the regional growth centers (48 percent). However, it also had one of the smaller average block sizes, which is potentially a good measure of pedestrian-scale and walkability. The transportation element of the plan gives priority to connecting public places for nonmotorized travel. It also calls for exploring the feasibility of commuter rail or light rail with Sound Transit. It calls for promoting TOD at the Burien Transit Center with uses that support the city's vision for downtown and Town Square; the transit center was constructed using ST2 funds and is currently served by King County Metro and Sound Transit bus services.

Des Moines

The city of Des Moines has approximately 29,700 people—a population that has remained relatively unchanged in the last 15 years. The *Des Moines Comprehensive Plan* (2009, amended 2012 and currently being updated for adoption in 2015) transportation element sets a goal to create an efficient and safe transportation system within, through, and around the city that provides mobility for motorists, pedestrians, bicyclists, and transit patrons. The plan includes policies to support and improve transit service and use, support transportation-demand management measures, ensure adequate parking, and minimize impacts from the construction of new transportation facilities. The plan directs the City of Des Moines to negotiate with Sound Transit, Kent, SeaTac, and Federal Way for the extension of light rail through the city.

DuPont

Aside from a few areas, the city of DuPont was owned by the Weyerhaeuser Corporation and developed according to a land use plan initially prepared by Calthorpe Associates, which has subsequently been modified. The plan intended a build-out of about 12,000 residents and 20,000 jobs. Land uses include a mix of residential, office, commercial, and industrial uses. A park-and-ride facility is served by bus service connecting to Olympia and Seattle. Between 2000 and 2012, the population grew from approximately 2,400 to 8,200. The *DuPont Comprehensive Plan* (1985, updated 2006) envisions a city with housing, jobs and services, compact residential development, walkable neighborhoods, with a single, diverse, lively commercial area. The plan calls for the extension of commuter rail service to DuPont Station, the commercial focus of the city, and encourages working with Sound Transit, Pierce Transit, and Thurston Transit to develop a multi-modal transit center. However, as of May 2012, DuPont is no longer within the Pierce Transit service area.

Edgewood

Edgewood, incorporated in 1996, is a self-described small-town residential community that is located east of Tacoma. It is a slow-growing city with a 2012 population of approximately 9,500. Its residential development is 80 percent single-family. The *City of Edgewood Comprehensive Plan* (most recently amended 2011) calls for the development of a small town center and regional destination that would centralize some commercial activities and accommodate multifamily and senior housing. Meridian Avenue East is the primary transit corridor in and through Edgewood. The city advocates for frequent headways and express service and emphasizes priority for easy connections for higher-density residential areas and popular destinations. The plan supports efforts to provide regional express bus service, good connections to commuter rail stops, and a rider-friendly fare system. To implement this policy, the City of Edgewood will work with Pierce Transit, King County Metro, and Sound Transit. It will also work with transit authorities to enhance bus connections across county lines and to popular destinations.

Edmonds

Edmonds is located between Puget Sound and SR 99; the *Edmonds Comprehensive Plan* (2013) includes a goal to ensure that, as a residential community, Edmonds continues to be the “Gem of the Puget Sound.” Most of the future non-single family growth development in Edmonds will be focused in two locally designated activity centers: the downtown Waterfront and SR 99. Goals for the two activity centers include: mixed-use development, pedestrian-oriented streetscape, building on historic and natural character, transit access, and public-private partnerships. The Comprehensive Plan contains detailed policies and actions to implement the goals for the two activity centers. Edmond’s target population for 2025 is 44,880 residents, which is a 13-percent increase over the 2010 census. Although the target is within Edmond’s calculated capacity, the comprehensive plan suggests that, given land prices, it may be on the high side. The city’s *Comprehensive Transportation Plan* (2009) identifies SR 99 and 196th Street SW as transit emphasis corridors and supports Swift BRT on SR 99.

Everett

Everett is one of the five *VISION 2040* designated metropolitan cities, downtown Everett is a regional growth center, and the Paine Field/Boeing Everett area is a manufacturing/industrial center. The *Everett Comprehensive Plan* (1994, updated 2012) is now being updated to extend the planning horizon from 2025 to 2035, as required by the GMA. The primary direction for developing urban centers comes from the regional land use vision—which annual revisions have updated to *VISION 2040* and growth expectations for 2035. *VISION 2040* establishes growth expectations for the year 2035 that far exceed the growth capacity in the city’s 2025 comprehensive plan. The plan is designed to accommodate expected population and employment growth—61,000 more residents and 45,000 more jobs—over the planning horizon. The plan is intended to promote higher utilization of public transportation in the city and to create land use patterns that encourage the use of public transportation in the future, with citywide mode split for transit more than tripling.

The plan calls for support of a generally north/south HCT system and rail system serving identified urban centers; Paine Field; Boeing; downtown; industrial and office parks; colleges; malls and other shopping areas; the marina; Snohomish Riverfront; the Naval Station; and ferry terminals. It provides for additional Sounder Commuter Rail capacity to Seattle and extension of the line to Marysville and potentially to Stanwood. It also calls for a starter light rail line between Everett Station and Everett Community College, with stations at the Everett Events Center and Providence Everett Medical Center. This line would eventually connect to the north Link light rail line to Seattle. Light rail service to Everett would be important to achieving the population and employment growth targets for 2035.

Future HCT is to be integrated with transportation modes serving the city, including light rail, commuter rail, and bus services, as well as rideshare and pedestrian facilities. East-west light rail could eventually serve southwest Everett including the Boeing plant and related industries. The plan also contains a policy expressing support for expansion of passenger rail service from Portland, Oregon, through Seattle and Everett to Vancouver, B.C. It also promotes provision of regional park-and-ride facilities to serve designated activity centers in the city, county, and region.

Everett’s land use policies focus on providing sufficient capacity to accommodate Snohomish County’s population and employment allocations. Changes made in earlier iterations of the city’s plans, policies, and land use regulations provide this capacity. It strongly encourages continued economic development in designated locations, to maintain Everett’s position as the county’s commercial and employment center, to

provide the tax base for high-quality public services, and to provide employment opportunities to city residents. Everett is currently evaluating its capacity to meet 2035 targets included in *VISION 2040*.

The *Everett Downtown Plan* (2006) focuses on strategies to transform Everett's downtown from the center of a primarily industrial milltown into a more active, diverse, and vibrant metropolitan center. In addition to changes in permitted uses and building heights, the plan focuses on pedestrian streets and the built environment to support its downtown goals. Specific pedestrian, bicycle, and transit-oriented streets are identified as locations for increased transit service to enable TOD and increase mobility options, plus methods to strengthen transit connections to the Everett Station and to support future light rail on Broadway.

The *Everett Station Area Plan* (2005) looks at a half-mile radius around the Everett train station, which touches on downtown, residential neighborhoods, and the Riverfront district. It focuses on encouraging transit-supportive development that complements downtown with more housing, more employment, and a safe pedestrian environment.

The *Evergreen Way Revitalization Plan* (2012) is a subarea plan to the *Everett Growth Management Comprehensive Plan* (2005). Evergreen Way is a principal arterial connecting downtown Everett to southwest Everett near Paine Field; Community Transit operates Swift bus service along this corridor. Currently, the street functions as a strip commercial highway; the plan develops strategies to develop a linear community, focused on goals to improve transit access and increase ridership in the corridor; enhance the quality of nearby residential neighborhoods and increase local commercial and community services; and improve pedestrian access and safety and bike access to stations and other destinations.

Federal Way

Federal Way is a *VISION 2040* designated regional growth center. The *City of Federal Way Comprehensive Plan* (1995, updated 2013) provides direction for current and future land uses within the city. The plan concentrates on new development in the SR 99/I-5 corridor, transforming the retail core into a mixed-use city center and creating new, intensive residential communities supported by transit. The transportation element establishes the framework for providing transportation facilities and services. The plan proposes a more diverse, integrated, multimodal transportation system that would encourage alternatives to single-occupant vehicles and improved public transit, including the possibility of a future HCT system. The plan anticipates that the primary area supporting HCT will be concentrated along SR 99 north and south of S. 320th Street. The plan's key transit-related goals include the following:

- Encourage the development of transit routes and facilities to serve residential development and to improve pedestrian connections between commercial development and transit stations.
- Support a mix of low-rise office, commercial, light industry, and “big box” retail around the S. 348th Street and Pacific Highway S/I-5 interchanges and a high-quality corporate office park in the “East Campus” (Weyerhaeuser Corporate Campus) in the northeast portion of the station area.
- Develop a balanced, integrated system of transportation alternatives to help reduce reliance on the single-occupancy vehicle. This includes acquiring rights-of-way for HCT and making accommodations for any improvements whenever possible in advance of their need.

Fife

Fife straddles SR 99 and I-5 just east of Tacoma and had a population of 9,173 in 2010, a 92 percent increase since 2000. The *City of Fife Comprehensive Plan* (2005, amended 2013) contains the city's vision statement: "Fife will be a city where there is balance between residential, commercial, and industrial growth and a city with a wholesome, restful, neighborhood-like atmosphere."² The *City of Fife Comprehensive Plan* (2005, amended 2013) designates the entire Pacific Highway East corridor within the City of Fife as its "downtown." Existing development regulations enable a land use pattern, mix of uses, and density supportive of and compatible with high-capacity transit.

Fife is currently served by two Pierce Transit routes operating between Tacoma and Federal Way. The Transportation Element of the comprehensive plan was updated in 2012 and it calls for encouraging Pierce Transit to serve residential areas of the city and for a park-and-ride facility near Milton. It also calls for transit-related amenities, such as bus pull outs and shelters. Light rail extension from Federal Way to Tacoma would be consistent with the City's plans.

Fircrest

Fircrest is a small city of 6,500 people located west of Tacoma and was incorporated in 1925. It is primarily zoned low-density residential, with large areas of parkland, some high-density residential, and community commercial. The *City of Fircrest Comprehensive Plan* (2002, last amended 2013 and currently being updated for adoption in 2015) states that it "exists to ensure that Fircrest remains a predominantly residential community." The plan was prepared to be consistent with PSRC's *VISION 2020* (1990, updated 1995) and *Destination 2030* (2001, updated 2007) and with Pierce County's *County-Wide Planning Policies* (adopted in 1992 and amended in 1996).

The plan's land use element supports the existing residential character of the city and calls for maintaining the current proportion of land in commercial use to serve residents' daily needs. Strip development and auto-oriented businesses are discouraged, parking maximums should be established, and residential uses as accessory units is allowed.

The plan's transportation element recognizes that the city has developed at densities that do not support transit. Most residents commute because of the lack of jobs in the city, and the primary commute mode is single-occupant vehicle. Discontinuous pedestrian and bike facilities further encourage residents to drive, even to local destinations.

Issaquah

The *City of Issaquah Comprehensive Plan* (1995, last amended 2013) defines land use patterns for the city, including the types and locations of future development and redevelopment. The population of Issaquah is approximately 32,000 people and is projected to grow to at least 50,000 by the year 2031. The vision for transportation enhancements in the city is to improve traffic congestion and maximize local opportunities to use convenient transit, bicycle, shuttle, trolley, and pedestrian facilities. In July 2014, the King County Growth Management Planning Council designated central Issaquah as an urban center in the King County Countywide Planning Policies. Issaquah also intends to seek designation from PSRC as a Regional Growth Center.

² City of Fife Comprehensive Plan (2005)

The plan's transportation element recognizes a goal of supporting alternative modes of transportation and identifies several related transit network policies:

- Work with transit providers to implement the transit-supportive projects in the 20-year transit plan, which includes HCT along I-90 to Issaquah.
- Ensure that regional transit system development occurs in accordance with the adopted Sound Transit Phase 2 system map and plan and King County Metro six-year plan.

In conjunction with the Comprehensive Plan, the goal of the Central Issaquah Plan is to guide the evolution of the 1,100-acre commercial core of Issaquah from a collection of strip malls and office buildings into a more livable, sustainable, and balanced mixed-use urban area providing everyday essentials to residents, employees, and visitors. The Central Issaquah Plan identifies the intent to be designated a Regional Growth Center by 2013. Center designation is key to achieving the community's land use vision as well as other important objectives, including creating a thriving pedestrian-oriented commercial center and building a multi-modal transportation system. The Central Issaquah Plan cites the 2005 Sound Transit Long-Range Plan, which identifies the I-90 corridor between Bellevue and Issaquah as a HCT corridor. The long-term redevelopment of Central Issaquah at urban densities should support future transit investment in the HCT corridor and preserve the option of implementing a range of HCT service alternatives in the future. The Central Issaquah Plan contains numerous detailed recommendations for public investment in services and amenities to improve livability and connectivity and to develop a mix of uses as a means of attracting housing, stimulating business activity, employment growth, and high-capacity transit.

Both the Current Plan Alternative and Potential Plan Modifications Alternative are generally consistent with Issaquah's Comprehensive Plan and would also be consistent with the designation of Central Issaquah as a regional growth center. The Current Plan Alternative would provide light rail from Bellevue to Issaquah along I-90; the Potential Plan Modifications Alternative would provide an additional regional express bus route from Issaquah to Overlake.

Kenmore

Kenmore is primarily single-family, with the next most predominant land uses being parks and vacant land. The land use element of the *Kenmore Comprehensive Plan* (2001, amended in 2012) identifies the need to continue the concentration of commercial and business uses in locations where they are currently located. New commercial development will be primarily downtown to minimize intrusion into single-family areas and to effectively concentrate these uses where alternative transportation modes are or will be available.

The transportation element of the plan sets priorities to meet the needs of the community. The plan sets goals to increase the frequency of existing transit service, support additional routes or connections to surrounding communities and employment centers, and require transit facilities as mitigation where appropriate for new developments. It recommends that locations be identified that can be developed and easily served by public transportation, which can be used as park-and-pool or park-and-ride facilities.

Kent

Kent is a *VISION 2040* designated regional growth center and a manufacturing/industrial center; the regional growth center occupies 1.6 percent of the city's land area. The *Kent Comprehensive Plan* (1995, last updated 2006) calls for minimizing urban sprawl, locating growth in areas that already have public services, encouraging mixed-use development, and concentrating transit improvements in the regional growth center. The transportation policies call for expanding Sound Transit's commuter rail service and focusing transit

services in designated medium- and high-density centers. The plan emphasizes transit investments that provide mobility and access within the community and make it possible for citizens to access local services and support local businesses while reducing auto-dependent travel. The *Downtown Subarea Action Plan* (2013) pursues a dense, mixed-use urban center that integrates regional and local transit.

In its Envision Midway process, the City of Kent has prepared the *Midway Subarea Plan*, *Midway Design Guidelines*, and *Midway Development Regulations* for an area centered on SR 99 between Kent-Des Moines Road and Federal Way. This work will inform, guide, and regulate public and private decisions to support the development of a mixed-use, walkable, compact community, and potential light rail that might serve the area. If implemented, by 2050 the subarea plan projects an employment capacity more than five times the 2031³ forecast and 2.5 times the forecast housing units. Urban design guidelines envision transit-oriented communities that look and feel like urban centers.

Kirkland

The *City of Kirkland Comprehensive Plan* (1995, updated 2013 and currently being revised for adoption in 2015) focuses on increasing person capacity (rather than vehicle capacity) on Kirkland's transportation network and directs the city to pursue all possible alternatives to the single-occupant vehicle. Kirkland's Totem Lake area is a *VISION 2040* designated regional growth center. The land use element and the *Totem Lake Neighborhood Plan* supported creation of a transit center in Totem Lake and a compact commercial district in the northeast quadrant of the interchange with I-405 and NE 124th Street in part because it has good potential for transit service. Sound Transit built the Totem Lake Transit Center on the Evergreen Hospital Medical Center campus. In addition, Sound Transit built and serves the Totem Lake freeway station on I-405 at NE 128th Street, adjacent to the Kingsgate park-and-ride facility.

Planned land uses in Totem Lake are primarily commercial, institutional, and office. The city envisions HCT service and facilities, such as the completed Totem Lake HOV direct access ramps, at the core of the neighborhood to provide strong regional access to the larger community. The portion of the Eastside Rail Corridor that runs through the city of Kirkland has recently undergone a master planning process that will help determine where the trail and transit portions could be located. The Cross Kirkland/Eastside Rail Corridor and I-405 connect the Totem Lake neighborhood to the rest of the city and to the region. The City of Kirkland, however, does not support commuter rail use in the corridor.

The transportation element of the comprehensive plan calls for a balanced multimodal transportation system that supports the city's land use plan and integrates with the regional transportation system. Kirkland's vision for transportation promotes the movement of people throughout the city and region by expanding opportunities to use transit, ridesharing, and nonmotorized facilities. Policies support regional transit planning and promote input to the appropriate regional bodies to ensure that the locations of HCT routes and stations are consistent with Kirkland's land use and transportation plans.

Lake Forest Park

The *City of Lake Forest Park Comprehensive Plan* (2005 and currently being updated for adoption in 2015) presents the City of Lake Forest Park's strategy for maintaining a small, incorporated municipality and preserving the existing quality of life in the city. The plan describes the city as "a mature community with much of its land already developed." The city has 61 developable acres and 141 re-developable acres. Almost 80 percent of current land use is single-family, while less than 2 percent is duplexes, triplexes, four-plexes, and apartments. Offices, stores, and gas stations account for less than 2 percent. Growth since 1970

³ King County Growth Targets (2006-2031)—Countywide Planning Policies approved January 25, 2010.

has been primarily through annexations. The land use element of the plan calls for strengthening the city's commercial areas (particularly the town center), accommodating the city's diverse housing needs, and encouraging pedestrian activity.

The primary goal expressed in the transportation element is to increase mobility without increasing roadway capacity. Transportation demand management techniques are a primary component of this goal. Recommended level of service standards are proposed for roadways, transit, and nonmotorized travel. Specific improvements and programs are identified, including promoting the use of an effective vanpool program, making intersection improvements to existing roadways, and implementing traffic calming mechanisms.

Recognizing the need for housing along the SR-522 transit corridor, the City of Lake Forest Park has also passed the Southern Gateway Sub Area Plan zoning changes which allows for residential development and higher density along the SR-522 corridor beginning at 145th.

Lakewood

Lakewood was incorporated in 1996, prior to which it was an unincorporated area of Pierce County. The city's 2012 population was estimated to be 58,800. Lakewood is the host community for Joint Base Lewis-McChord (JBLM) and the lead agency for producing the *JBLM Growth Coordination Plan*.

Lakewood is a *VISION 2040* designated regional growth center; the land area of the regional growth center is 538 acres, which is 4.4 percent of the city's land. Only 52 percent of the regional growth center's sidewalk network is completed, and the average block size is nearly 10 acres. Lakewood is currently served by Sounder commuter rail, ST Express bus, and Pierce Transit bus services.

The *City of Lakewood Comprehensive Plan* (2000) was published before Sound Transit's Current Plan Alternative was completed; the commuter rail line from Lakewood to Parkland (corridor 20) is currently not consistent with the current Comprehensive Plan. This is also true for the portion of light rail corridor 5 in the same area. An update to the Comprehensive Plan is underway and will be completed in 2015.

Lakewood's plan sets as a major goal controlling and reversing sprawl through zoning designations to encourage density; restricting new commercial development to nodes and corridors; targeting residential growth in specific neighborhoods; and encouraging focused public investment. In addition, the city of Lakewood plans to establish a central business district and develop a special district around Lakewood Station, which will become a high-density employment and residential district, with an emphasis on the pedestrian environment and biking. The district overlay will provide incentives to encourage urban scale growth. The regional growth center includes the city's entire downtown and most of the Lakewood Station District.

Lynnwood

A portion of the city of Lynnwood is a *VISION 2040* designated regional growth center. The city is approximately 6,300 acres and the regional growth center comprises 764 acres. Average block size in the regional growth center is 15.5 acres, which is about five times larger than traditional pedestrian-oriented development.

The *City of Lynnwood Comprehensive Plan* (1995, amended 2011) recognizes that the land within the city is 98 percent developed and that the city will become a more compact city, with denser mixed-use development, changing its character from a traditional suburban city. The City is planning a major update to the 2035 Comprehensive Plan in 2015.

Recognizing that Lynnwood may be a terminus for light rail until and unless the line is extended north, the plan calls for two closely spaced light rail stations in Lynnwood—one serving the core city center and a separate station at Lynnwood Transit Center to serve commuters. However, current ST2 planning-level planning and environmental review efforts terminate the light rail line at the Lynnwood park-and-ride facility. The plan encourages increased height and density standards in the regional growth center to increase housing and commercial activity and supports mixed-use development with housing above commercial uses. The plan also supports TOD along SR 99.

The *Highway 99 Subarea Plan* (2011) adopted by the City provides strategies for supporting Community Transit's Swift bus service, including physical improvements to the corridor as well as economic growth strategies.

The *City of Lynnwood City Center Sub-Area Plan* (2007) focuses on strategies to transform Lynnwood's City Center into a "compact, intense and lively city center." The sub-area plan acknowledges that the City Center is well-served by regional and local transit service, linking this area to other urban centers in the region.

Mercer Island

The *Mercer Island Comprehensive Plan* (1994, amended 2005 and currently being updated for adoption in 2015) recognizes that the city is primarily a residential community, supported by schools, religious institutions, and clubs. The town center is expected to continue within its current boundaries, with mixed-use development encouraged within its zone. Twenty-year growth targets called for 1,437 additional housing units by 2022 and 800 additional jobs.

The transportation element of the plan addresses the island-wide transportation system, including all modes of travel. Regarding transit, the City of Mercer Island proposes to work closely with King County Metro, Sound Transit, and others to develop adequate transit services to meet the needs of Mercer Island residents and businesses. The plan states the city will work towards ensuring public transit services that provide connections to regional activity centers, including Seattle, Bellevue, and the University of Washington. Sound Transit's East Link project will have a station on Mercer Island above the I-90 center roadway between 77th and 80th Avenues, adjacent to the town center and to the existing park-and-ride facility, currently served by ST Express buses.

Mill Creek

The *City of Mill Creek 2012 Comprehensive Plan* (2004, last amended 2012 and currently being updated for adoption in 2015) sets a framework for future growth of the city that would enhance and maintain it as a predominantly single-family residential community. The land use element is focused on addressing and resolving issues within the City of Mill Creek and the surrounding municipal growth area, recognizing that Mill Creek's founding as a planned development around a golf course and open space is not necessarily compatible with the annexation of areas built to different standards. Policies include maintaining residential densities at or under four units per acre; buffering medium- and high-density development in the East Gateway Urban Village by a three-story height limit; scaling retail centers to serve local needs; actively seeking office park or campus-style development; and creating a strongly pedestrian-oriented and transit-friendly town center.

A Town Center was created in Mill Creek, incorporating a mix of uses and pedestrian-oriented features. A goal statement includes focusing the Town Center on transit-oriented compatibility. Similarly, the East Gateway Urban Village is focused on pedestrian and transit compatibility.

Milton

The *Milton Comprehensive Plan* (2003, amended 2007) seeks to maintain the city's existing small town and rural character and create a mixed-use town center with some multi-family housing. Milton's 2010 population was 6,968; the comprehensive plan 2020 target population is 8,236 for Milton and its Urban Growth Area. The city straddles the King/Pierce County line and is served by Pierce Transit routes that serve the edge of the city and connect to Tacoma and Federal Way. The Transportation Element of the plan notes the reductions in transit service caused by Pierce Transit's lack of funding and calls for working with Pierce Transit to reestablish east-west service within the city.

In 2012 the City undertook a visioning process in advance of the 2015 update of the plan; transportation related elements focused on traffic calming and walkability to create a vibrant, pedestrian-friendly center around the major intersection that forms the city's commercial core.

Mountlake Terrace

Mountlake Terrace had a population of almost 20,000 in 2010, slightly fewer than in 2000. The *Mountlake Terrace Comprehensive Plan* (2013 and currently undergoing a major update for adoption in 2015) acknowledges that the city is having difficulty achieving its adopted population target and plans to take an aggressive approach that encourages compact development to ensure that it is able to do so. Currently the Town Center is defined as a 68-acre area to the east of I-5, several blocks from the Mountlake Terrace Freeway Station adjacent to I-5. The transit center includes a structured park-and-ride facility with an overpass to access express bus service operating in the freeway median, as well as a transit center served by local buses. ST Express, King County Metro and Community Transit all serve the station, which will eventually be served by Link light rail.

The Comprehensive Plan and *Transportation Master Plan* (2007) include eight policies to support the goal of providing effective public transit. Of particular note are two policies:⁴

- Incorporate transit agency participation into the development review process, where applicable, to ensure site plans for new projects are compatible with public transportation.
- Encourage TOD to attract riders and improve transit convenience, speed, and comfort.

Mountlake Terrace's *Transit Service Strategy*, adopted December 2010, builds upon the city's *Comprehensive Plan* and *Transportation Master Plan*. The Transit Service Strategy Vision is "to support land use goals by providing local and regional transit service to support the Town Center and the North Melody Hill activity centers (the City's two transit markets; the Melody Hill Subarea contains the largest employment area and concentration in the City), connecting to neighborhoods, local centers, and regional growth centers." Besides focusing on connecting major activity centers with transit, the strategy supports TOD supporting mixed-use projects in key locations, including the town center and Melody Hill, and implementing the *Vision for the Mountlake Terrace Town Center* (2009) plan to provide TOD in the city. This includes supporting TOD by adjusting development regulations on parcels near the Mountlake Terrace Transit Center. The Melody Hill Subarea Plan contains policies to create a walkable community and to make 220th, the primary east-west arterial connecting I-5 and SR 99, a multimodal street and a transit street.

⁴ City of Mountlake Terrace 2006 Comprehensive Plan

The Freeway/Tourist District, which is the southern I-5 gateway to the City, contains design standards to develop a more pedestrian-oriented, mixed-use district and states that the beneficial impacts of increased development in the Freeway/Tourist District include more opportunities for transit-oriented development close to a major transit center and re-vegetation of degraded areas along an existing creek.

Mukilteo

The *City of Mukilteo Comprehensive Plan* (1994, last amended 2012 and currently being updated for adoption in 2015) includes a goal maintaining the predominately single-family residential character of the city by keeping at least 51 percent of the land zoned single-family (currently 57 percent). Given that there is little undeveloped residential land in the city, the plan recognizes that the population is expected to grow gradually to full build-out in 2020. With regards to other development, the plan notes that the supply of undeveloped land of all types is very small.

Mukilteo is currently served by Sounder commuter rail along with Everett Transit, Community Transit, and connections to ST Express bus service. The city's *Transportation Plan* (2009) encourages all these providers to expand bus service on major and minor arterial streets. The City is engaged—along with Washington State Ferries, WSDOT, the Federal Transit Administration, and Sound Transit—on the SR 525 Mukilteo Multimodal Terminal Project. A preferred alternative that would relocate the terminal was identified in 2012 and in 2014 Washington State Ferries announced it is applying for a Shoreline Permit to build the project, which includes Sound Transit's Sounder station.

Newcastle

Newcastle was settled in the 1800s as a coal mining town but was only incorporated in 1994. The city has lost population since 1990, from approximately 14,700 people in that year's census to 10,800 in 2012. The *City of Newcastle Comprehensive Plan* (1997, updated 2003) aims to reduce vehicle miles traveled by supporting transportation demand management strategies and providing incentives for non-single-occupant vehicle travel. The plan says the City of Newcastle will work with King County Metro and other transit agencies to provide and expand local transit services with linkages to residential neighborhoods, the city's business districts, other local and regional transit systems, adjacent communities, and regional destinations. The plan advocates active participation and coordination in regional transportation planning and supports the I-405 Corridor Program, including expansion of BRT and travel demand management actions.

Normandy Park

Normandy Park is a small city of 6.7 square miles and 6,500 people, located south of Burien. Growth forecasts for the 20-year period between 2000 and 2020 projected an annual growth rate of 0.3 percent. The *City of Normandy Park Comprehensive Plan* (1957, updated 2004) establishes a vision of a forested, low-density residential city, with two neighborhood commercial centers where multifamily residential development can be considered, along with pedestrian-friendly shopping and amenities. Most of the buildable land within the city limits has been developed. Single-family zoning comprises 95 percent of the city's land, multifamily zoning 3 percent, and commercial 2 percent. Metro Transit provides service along the city's eastern edge on First Avenue South; no other transit service is provided within the city. The plan considers available transit capacity sufficient for the city's needs but includes objectives to work with Metro and surrounding communities to improve service.

Orting

Orting was incorporated in 1889 and today is a town of about 6,900 near Mount Rainier, home to the Washington State Soldiers Home. The *Orting Comprehensive Plan* (1996, updated 2008) calls for preserving open space and the town's rural character, while encouraging the retention and establishment of businesses within the downtown area and reducing reliance on the auto in favor of pedestrian- and bicycle-oriented development. The plan projects that the city will grow to 7,900 by 2022, which would be an increase of about 15 percent compared to an almost 80 percent population increase between 2000 and 2010. The primary goal for Orting is to preserve its small-town character.

The transportation element of the plan called for the City of Orting to “work with Pierce Transit to provide effective, accessible, and convenient transit services as a viable alternative to the single-occupancy vehicle and to serve the needs of the elderly, youth, low-income and disabled individuals”; however, since the plan was last updated Orting is no longer within the Pierce Transit boundary. There are no public transit routes serving Orting. The Potential Plan Modifications Alternative includes a new Sounder line from Puyallup/Sumner to Orting. Although this would provide a transit option, a Sounder line and station could be inconsistent with Orting's goal to preserve its small-town character.

Pacific

Pacific is a small but fast-growing city that straddles the King-Pierce county line; between 1990 and 2012, it grew from 4,600 to 6,800 people. The *City of Pacific Comprehensive Plan* (1995, updated 2004) focuses on maintaining the existing small-town quality of life. The transportation element of the plan calls for improving coordination with county and regional transit agencies to improve basic services to the city to meet the needs of park-and-ride users, residents, employees, and visitors. The plan supports the development of a park-and-ride facility on SR 167 and the evaluation of other potential locations. The plan calls for extension of express bus service to provide service to nearby passenger rail stops and encourages the implementation of transportation demand management programs to reduce reliance on single-occupant vehicles.

Puyallup

Puyallup contains two *VISION 2040* designated regional growth centers: Puyallup downtown and Puyallup South Hill. The *Puyallup Comprehensive Plan* (1994, last updated 2012 and currently being updated for adoption in 2015) supports development of downtown Puyallup and South Hill as regional growth centers. These centers are projected to accommodate an increasing proportion of the 2030 population, which is forecast to be 56,000. The transportation element of the plan identifies future transit facilities and services in the Puyallup area, which will be based upon the goals and strategies presented in the Pierce Transit System 2009-2014 Development Plan (TDP). The transportation element addresses the following transit needs:

- Providing more frequent service on Meridian, and expanding service offerings in the South Hill area
- Providing local and express service within Pierce County for commuters and non-commuters to allow them to travel in a faster and more efficient manner without depending on an automobile
- Connections to regional services
- Continued expansion of rapid rail in the I-5 Corridor to support VISION 2040 and growth management, which provides a major incentive for increased transit demand along the I-5 Corridor

The Plan also includes a section on regional transit service with local and regional connections between centers. Furthermore, the Plan addresses the long-term needs for more parking for Sounder commuters. It references Sound Transit's Access and Demand study and notes that the City is looking to partner with developers to build mixed-use parking structures on publicly-owned downtown parcels, stating that the City shall encourage development of structured parking and transit-oriented development which will focus growth within the Puyallup downtown Regional Growth Center.

The *Downtown Revitalization Plan* (2009) called for redevelopment of 10 publicly owned parking lots into mixed-use TOD, structured parking for Sounder commuters, and increased mobility, via transit, between downtown and South Hill. The core downtown area is designated pedestrian-oriented commercial.

The South Hill Neighborhood Plan section of the comprehensive plan supports the establishment of a "Complete Community." The area is already a retail destination, with the South Hill Mall, and is home to the Business and Technology Center and the one of the Pierce College campuses. The plan's policies are intended to support a long-term transformation from a strip commercial style of development to a mixed-used urban center, less dependent on the automobile and provide the basis for new mixed-use zoning designations to replace the single-use auto-oriented commercial designation, supporting higher-density residential, and a finer-grained block size of connected street system with a high degree of pedestrian- and bicycle orientation. East-west connections are identified to provide access to the existing Transit Center at the South Hill Mall and to downtown and the Sounder Station via the Meridian Corridor.

Redmond

The *Redmond Comprehensive Plan* (2011) supports a future with significant development and redevelopment in downtown and Overlake, both *VISION 2040* designated regional growth centers. Redmond's 2030 growth targets call for an increase of 11,500 dwelling units, to 36,500, and 11 million more square feet of commercial space. Land use policies call for the urban centers—downtown and Overlake—to be the major retail, service, entertainment, and cultural centers for the city and the greater Eastside and to ensure that other commercial areas in the city do not detract from the urban centers. Downtown has already attracted new residents and become an urban center with the City Hall campus and other development. Overlake has also become an internationally recognized center of high technology, research, and development, and redevelopment has increased its pedestrian- and transit-oriented character.

The urban centers plan identifies a recommended alignment, station locations, and park-and-ride location for the extension of Sound Transit's East Link to Redmond and directs the city to work with Sound Transit in the preparation of station area plans. The *Overlake Neighborhood Plan* (updated 2010) provides policies to also direct the creation of comfortable pedestrian environments around two East Link stations.

The *City of Redmond's Transit System Plan* (2013) prioritizes investments to increase transit use. The plan acknowledges that future changes to the transit network will be required to adapt to Sound Transit's East Link light rail. Implementation strategies will focus on building a strong backbone of regional service along the future light-rail corridor and improving local and regional connections to Redmond's urban centers and future light-rail stations. The plan recognizes that once East Link reaches Overlake in 2023, the Overlake light-rail station will be a major access point, and bus transit connections will be critical for travelers from downtown Redmond, southeast Redmond, and adjacent neighborhoods.

Renton

Renton is a *VISION 2040* designated regional growth center and is the fourth-largest city in King County and the fastest growing. The *City of Renton Comprehensive Plan* (2004, amended 2011 and currently being updated for adoption in 2015) includes policies that support connecting these regional growth centers to the regional HCT system. Policies promote using the downtown Renton Transit Center as part of a regional HCT system and encouraging developers to work with local and regional agencies to site transit stops within the commercial corridor areas. City policies also support developing transit service that connects Renton to a regional rail network.

Renton will consider a future streetcar line along Park Avenue in order to connect downtown to the north mixed-use area and develop Park Avenue into a small-scale mixed-use retail area.

Ruston

Ruston—a “company town” originally named “Smelter”—is about 32 blocks at the northwest corner of Tacoma. The city’s Asarco smelter was closed in 1985, and its smokestack was demolished in 1993 as part of the Superfund site cleanup. Construction of housing on the site did not begin until 2008. As of 2012, Ruston’s population was estimated at 762. Aside from the Asarco site—about two-thirds of the total area of the town—the town is virtually built-out and almost entirely residential; there is a small neighborhood business district along an arterial bordering Tacoma.

The most recent *Ruston Comprehensive Plan* (2003) was prepared while the cleanup was still underway and before plans for the smelter site had been completed. A *Master Development Plan* (2008) for the site was adopted in 1997, and it provides basic development regulation for proposals on the Asarco property. The overall concept is to develop a balance of residential, commercial, industrial, and open space while maintaining Ruston’s traditional small-town character. Ruston is currently served by two Pierce Transit routes; the plan calls for increased services as warranted by population and demand. The plan mentions the possibility of a commuter rail station on the Burlington Northern tracks that run under and through the town.

Sammamish

The city of Sammamish was incorporated in 1999 and between 2000 and 2012 grew from 34,000 to 49,000 people. The *City of Sammamish Comprehensive Plan* (2003, updated 2013 and currently being updated for adoption in 2015) calls for creating and maintaining a small-town atmosphere and establishing three community centers, including the existing centers at Inglewood Center and Pine Lake Village with the third at the City Hall/park project known as Sammamish Commons. The centers would allow community-scale commercial, residential, and mixed-use that promotes efficient transit service.

The transportation element lays out the emphasis of the long-range vision. The City of Sammamish will adapt policies that improve transportation access to travel destinations by reconfiguring current service and adding new services and facilities.

SeaTac

The *City of SeaTac Comprehensive Plan* (1994, amended 2012) recognizes that the city is urbanized with little undeveloped land remaining within its boundaries and acknowledges the role of the airport as a major regional facility. The city and the airport are currently served by Link Light Rail on the central line which terminates at the airport; by ST Express with routes from Bellevue and Lakewood; and by King County Metro on multiple regular routes as well as Rapid Ride Route A, which connects to Federal Way.

SeaTac is a *VISION 2040* designated regional growth center. The regional growth center—335 acres centered on International Boulevard—comprises three subareas: the S. 154th Street Station Area, the City Center, and the SeaTac/Airport Station Area (a subarea of the City Center). The SeaTac City Center is envisioned to be redeveloped into a pedestrian-oriented center, breaking up the superblocks and building on existing parking lots.

Similarly, the Tukwila International Boulevard/S. 154th Street Station Area will be a compact, walkable area of mid-rise buildings. The *South 154th Street Station Area Action Plan* (2006) seeks to leverage its proximity to the light-rail station to develop new business opportunities, new services for SeaTac residents, and new housing opportunities. Proximity to the light-rail station also provides residents with good access to the regional transit system, reducing their need to rely on the automobile for all of their daily travel needs, so the plan calls for improvements to the pedestrian and bicycling infrastructure.

The *South 154th Street Station Area Action Plan* seeks to leverage its proximity to the light-rail station to develop new business opportunities, new services for SeaTac residents, and new housing opportunities. Proximity to the light-rail station also provides residents with good access to the regional transit system, reducing their need to rely on the automobile for all of their daily travel needs, so the plan calls for improvements to the pedestrian and bicycling infrastructure.

The City recently embarked on the Angle Lake Station Area Planning Project, which will continue through September 2014. Its goals are to: “create a walkable, bicycle-friendly, transit-oriented neighborhood that encourages healthy lifestyles; guide the redevelopment of the area surrounding Angle Lake Station; and generate a community supported plan by providing opportunity for community input.”⁵

Seattle

The *City of Seattle Comprehensive Plan* (2005, last amended 2013), includes six *VISION 2040* designated regional growth centers, along with two manufacturing/industrial centers and a citywide strategy of hub and residential urban villages. Seattle prepared neighborhood plans for 38 centers, urban villages, and manufacturing/industrial centers in the 1990s and subsequently prepared station area plans for every Link light-rail station area. By ordinance, the City of Seattle created standards for station overlay districts to ensure the station areas would, over time, become less auto-oriented and more transit-oriented. In 2008, a process was developed to update the plans in advance of Link’s opening. Seattle has also prepared transportation plans for a number of broader areas, including City Center, King Street Station, Northgate, southeast Seattle, the University area, South Lake Union, and Westlake.

In addition, Seattle prepared a *Transit Master Plan* (2012) that provides a long-range vision for Seattle’s high-capacity transit network, projecting the city’s transit needs out to 2030. The Long-Range HCT vision is to prioritize investments in a Frequent Transit Network (FTN), a vision for a network of transit corridors that connect the city’s urban centers and villages with high-quality transit service within a short walk for most residents. The FTN is designed to help Seattle guide land use and transportation investments. It also provides a framework that the city can use to coordinate with other agencies, phase and prioritize investments, focus development around transit-oriented neighborhood principles, and coordinate modal investments. The FTN falls into three general categories: High-Capacity Transit Corridors, Priority Bus Corridors, and Center City Corridors. The Transit Master Plan is also designed to support Link light rail, priority bus corridors, and to coordinate with neighboring jurisdictions. HCT modes include rapid streetcar, BRT and enhanced bus, and bus priority corridors serving some of Seattle’s most densely developed neighborhoods.

⁵ City of SeaTac, Washington website, accessed April 2014

The Transit Master Plan identified Ballard to downtown as a potential HCT corridor that would involve partnering with Sound Transit. This corridor is assumed as potential light rail in the Current Plan Alternative. An additional HCT corridor identified in the Transit Master Plan, serving Capitol Hill–Downtown–Waterfront via Madison Street, is included in the Potential Plan Modifications Alternative. The streetcar corridors in the Transit Master Plan are included as representative projects in the Potential Plan Modifications Alternative and are listed in Section 2.0 under the analysis of consistency with the King County Comprehensive Plan.

The City of Seattle Comprehensive Plan establishes a category called Transit Communities: “complete, compact, connected places within easy walking distance of reliable, frequent transit that provides service to multiple destinations.”⁶ Transit communities are a subset of urban centers and villages. The Transit Communities plan calls for updating the land use code to ensure that design and development going forward will allow areas around transit stations to accommodate most of Seattle’s new jobs and housing. Transit Communities not served by light rail or streetcar, or with those modes under construction or design, include areas in the Potential Plan Modifications Alternative, including West Seattle and Ballard.

Seattle’s 2004–2024 growth targets are for 47,000 new households and 84,000 new jobs. Of these, the urban centers and manufacturing/industrial centers are targeted to take 58 percent of the population growth and 87 percent of the job growth. The hub urban villages are targeted to absorb over 5 percent of the job growth. Hub and residential urban villages are targeted for 25 percent of the total population growth, with 16 percent of the population growth elsewhere in the city.

Four of the six regional growth centers are adjacent to each other: Downtown, First Hill/Capitol Hill, South Lake Union, and Uptown; the two others are University Community, around the University of Washington, and Northgate. The manufacturing/industrial centers are Duwamish and Ballard/Interbay; hub urban villages are Lake City, North Rainer, Bitter Lake Village, Ballard, West Seattle Junction, and Fremont. These are defined by a capacity to accommodate at least 2,500 jobs within a quarter-mile of the village center and at least 3,500 dwelling units within a half-mile and 1,800 within a quarter-mile. In addition, a minimum of one-third of the land and at least 20 acres within a half-mile of the village center must be zoned mixed-use. Finally, these hub urban villages are expected to be strategic locations in the local and regional transportation network, with 15-minute or better peak hour transit headways and the possibility of improved connections to future HCT stations.

In the transportation element of the plan, non-single-occupant vehicle mode goals are established for all the urban centers for the years 2000, 2010, and 2020, for work trips (to Seattle) and all trips (by residents), with the non-single-occupant vehicle goals being substantially higher in all years for all trips versus work trips. The work trip non-single-occupant vehicle goal for 2020 citywide is 45 percent; by urban center, it ranges from 40 percent for Northgate to 70 percent for downtown and the University District. The non-single-occupant vehicle goal for all resident trips in 2020 citywide is 60 percent; by urban center, it ranges from 60 percent for Northgate to 85 percent for downtown.

The plan calls for improved access and TOD around some of Sound Transit’s stations already built at the times of various amendments, but as of the 2005 plan, there are many areas of the plan that address now-built projects (as well as instances of never built projects, such as the Ballard to West Seattle monorail) as pending.

⁶ *City of Seattle Comprehensive Plan*, 1994, updated in January 2005 and amended 2013

Shoreline

The *City of Shoreline Comprehensive Plan* (2012) is built on framework goals originally developed in 1996–1998 and updated in 2008–2009. In both cases, an extensive public process was used to reach out to the citizens of Shoreline. The goals speak to a city of neighborhoods, with diverse and affordable housing, a variety of transportation options, a business-friendly environment that expands jobs and the tax base, and protection of the environment.

The land use element includes the following goals:

- “Establish land use patterns that promote walking, biking, and using transit”
- Achieve “two light-rail stations in Shoreline”
- Connect “all areas of the city to high-capacity transit using a multimodal approach”
- Support TOD within a half-mile of the light-rail stations

Steilacoom

The *Steilacoom Comprehensive Plan* (1994, updated 2012 and currently being updated for adoption in 2015) states the town’s desire to preserve and improve its quiet, clean, historical character. Proposed street standards take into account facilities that would promote the use of public transit. Expected to remain relatively low-density and single-family residential, infill development that will occur in the future will likely not justify significant increases in transit service.

Sumner

The *Sumner Comprehensive Plan* (1960, last amendment 2012) envisions Sumner in 2024 as a quiet small town, with gridded streets, primarily owner-occupied housing, where today’s residents and their children can afford to live and work. The plan’s commuter rail/regional transit sub-element calls for working with property owners to encourage commercial development compatible with Sound Transit’s Sumner station; pursuing opportunities for improved pedestrian access to the station; exploring parking and access options associated with the station; planning for a Stewart Road station; providing housing near the station; providing services and businesses that cater to residents and train commuters; requesting additional bicycle lockers; and seeking alternatives to a standalone parking garage for train riders, including pursuing the use of underutilized existing parking lots.

In addition to Sounder commuter rail, Sumner is also served by two ST Express Routes; peak-period peak-direction only service to and from Bonney Lake; and service connecting south to Puyallup and north to Auburn, Federal Way and downtown Seattle. Sumner is no longer within the Pierce Transit boundary.

Tacoma

Tacoma has two *VISION 2040* regional growth centers (Tacoma downtown and Tacoma Mall) and a manufacturing/industrial center (the Port of Tacoma). The *Tacoma Comprehensive Plan* (last amendment 2014) also identifies the South Tacoma Industrial Area as a designated manufacturing/industrial center. The plan prioritizes investments beginning with pedestrians, bicycles, and public transit with single-occupancy vehicles in last place. A mix of uses and higher densities concentrated in mixed-use centers encourages more overall urbanization with emphasis placed on concentrating growth and development into compact mixed-use centers and in nodes along major transportation corridors, including primary transit routes. The greatest concentrations of growth can be expected in the two regional growth centers that emphasize a greater mix of land use types and regional transit access.

The regional growth centers and mixed-use centers are served by Pierce Transit; Tacoma downtown is served by Sound Transit Link and Sounder. In addition, Sounder serves the 56th and South Tacoma Way neighborhood Center at South Tacoma Station, and ST Express serves the Westgate Neighborhood Center and the Jackson Community Center (Tacoma Community College). Link is identified to expand to serve the Martin Luther King subarea.

Extensive planning has been completed for downtown Tacoma, including three downtown center subarea plans (north downtown, south downtown and Hilltop) and the University of Washington–Tacoma Campus Master Plan. The Point Ruston Community Mixed Use Center was added in 2014 on Commencement Bay adjacent to the City of Ruston. Extensive mixed-use center planning has also occurred. There is an employment concentration within the designated manufacturing/industrial center (Port of Tacoma) as well as along South Tacoma Way), which are intended to be well-served by major transportation facilities, including rail, interstate, and transit systems. A subarea plan for the Tacoma Mall Center is under preparation and scheduled to be complete in 2016.

These employment concentrations are important to the local and regional economy and are priority locations for future manufacturing and industrial development and public investments in infrastructure. Many of the industrial uses are land intensive in nature. To preserve industrial lands, in the South Tacoma manufacturing/industrial center, new large retail, residential, or nonrelated office uses are not allowed in the development code. New policies for the Port of Tacoma manufacturing /industrial center are currently being reviewed by the Tacoma Planning Commission. If adopted, these policies would be implemented at a later phase with changes to the development code. The policies would disallow most non-industrial uses in the core area of the Port of Tacoma manufacturing/industrial center and would allow some non-industrial uses in transitions areas such as the east side of the Thea Foss Waterway; residential uses would not be allowed anywhere in the Port of Tacoma manufacturing/industrial center.

Tukwila

Tukwila contains both a *VISION 2040* designated regional growth center and manufacturing/industrial center and is also a Core City. The regional growth center is 847 acres, which is 13.9 percent of the city land area; the North Tukwila manufacturing/industrial center is 961 acres, which is 15.8 percent of the city land area. Tukwila's manufacturing industrial center includes the King County International Airport and several Boeing facilities providing substantial employment in the aerospace sector. The center is one of only four designated in King County. Tukwila's urban center contains the largest mall in Washington and is the destination for over 100,000 people per day, supporting over 25,000 jobs. The *City of Tukwila Comprehensive Plan* (1995, last required update 2004, most recent amendments 2013) has four main objectives:

1. "to improve and sustain residential neighborhood quality and livability,
2. to redevelop and reinvigorate the Pacific Highway corridor,
3. to redevelop and reinvigorate the industrial uses along East Marginal Way,
4. to develop a thriving Urban Center as a true regional concentration of employment, housing, shopping, and recreational opportunities."

Tukwila is served by Sound Transit's Link light rail and Sounder commuter rail. Transit policies in the long-range plan call for a light rail stop at Boeing Access Road, a multimodal center at the Tukwila Commuter Rail station, and multimodal connections to Tukwila's urban center and manufacturing and industrial center.

The City of Tukwila plans to direct large amounts of new development into the Tukwila Urban Center that could support HCT. The *Comprehensive Plan* includes policies to promote restructured zoning to allow for

mixed-use development along major transportation corridors. The Southcenter Subarea Plan was adopted by the City Council in June 2014. The subarea plan directs changes to the urban center. It calls for breaking up the super blocks, adding residential density and a 24/7 urban environment, more transit, less driving, getting “the parking right,” and “the transformation of drivers into walkers.”⁷ New development regulations call for more intensive development in the northern part of Southcenter, particularly in close proximity to high-capacity transit. The Tukwila South Project, approved in 2009, has the potential to add 25,000 jobs and demand for regional transit service. Development agreements for the project provide rules for campus style research and office environments with a mix of other supporting uses, such as retail, residential, commercial, and hotel. The project area is located between S. 180th Street, the Green River, S. 204th Street, and Orillia Road and I-5.

University Place

University Place is a slow-growing city of approximately 31,500 people. The *University Place Comprehensive Plan* (1998, amended 2004) calls for balanced land uses, the creation of a “town center” or central business district, and recognition that the automobile will continue to be the transportation mode of choice for the great majority of residents, while encouraging the construction of pedestrian, bicycle, and public transit facilities. For public transit, the city adopted the levels of service set forth by Pierce Transit in its adopted *Pierce Transit Development Plan* (last updated 2013), and is committed to reviewing and amending city design standards to help Pierce Transit achieve its level of service targets. University Place is designated a candidate regional growth center in the *Pierce County Comprehensive Plan*. University Place is also in the process of seeking designation from PSRC as a Regional Growth Center.

Woodinville

The *City of Woodinville Comprehensive Plan* (adopted 1996, last amended 2009 and currently being updated for adoption in 2015) supports preserving the residential character of existing neighborhoods, establishing land use patterns to reduce reliance on single-occupant vehicle travel, and encouraging a multistory mixed-use pedestrian-oriented downtown.

The transportation section of the plan gives guidance for emphasizing the improvement of existing corridors for better traffic circulation within those areas that are already experiencing circulation or congestion problems and identifying new transportation corridors when there are no feasible alternatives. Additionally, there is policy to identify the acquisition of rights-of-way at the earliest possible time when new corridors are deemed necessary.

In addition, the City of Woodinville will cooperate with transit agencies to achieve increased service from more developed portions of Woodinville by extending transit routes or creating new routes while encouraging Woodinville residents to take advantage of them. The City of Woodinville will also cooperate with public transit providers to develop transit and ride sharing road improvements, such as bus pullouts and HOV lanes.

⁷ Southcenter Subarea Plan, Draft 3/24/14

Woodway

The *Town of Woodway Comprehensive Plan* (last update 2004, last revision 2012) addresses the fact that Woodway is a small residential town whose motto is “The Quiet Place.” The town is located south of downtown Edmonds, and was incorporated in 1958 to prevent its being incorporated into other cities. Today, Woodway has an estimated population of 1,300, exceeding the population projected in the plan for 2025. The comprehensive plan does not contain any transit-specific goals or policies. There are no Community Transit routes that stop within the town boundaries. The proposed plan, however, recognizes the need for transit services for commuters, non-drivers, and persons with mobility disabilities, especially considering the Sound Transit stop in Edmonds and additional stops proposed nearby in Richmond Beach and Point Wells. The plan encourages the development of pedestrian and bicycle paths and trails to improve safety and to improve connections to the Edmonds ferry dock and the regional transportation system.

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