

## CITY OF MEDINA POLICY COMPARISON TABLE

**NOTES:**

- 1) This document represents an initial effort to identify potential gaps where the City of Medina Comprehensive Plan may not fully implement the revised VISION 2050 Multi-County Countywide Planning Policies (MPPs) and King County Countywide Planning Policies (CPPs).
- 2) Strikethroughs and underlines in the VISION 2050 reflect revisions and additions to the multi-county planning policies in VISION 2050 compared to Vision 2040.
- 3) Countywide Planning Policies are shown in the adopted format adopted by the King County Council under Ordinance No. 19384. A track change version is provided in the table. Track changes may be turned off (Review/No Markup)
- 4) Columns three and four are utilized to highlight where existing Medina comprehensive plan policies implement revised CPPs and MPPs. The table highlights where existing comprehensive plan policies fully implement the MPPs/CPPs or where there are possible, partial, or full gaps in policy language. Possible gaps are areas where the city may not need a new or revised policy but where the item is highlighted to it can be further reviewed for consistency. A partial gap is where an existing policy could be updated with additional text or a new policy developed. A full gap is where there may not be an existing policy covering a topic addressed within the MPPs/CPPs.

VISION 2050 POLICY	Implementing King County Countywide Planning Policy – adopted December 14, 2021 ( <a href="#">Ord. 19384</a> )	Is there a current Medina Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Notes/Comments/Suggested Action for 2024 Comprehensive Plan update
VISION 2050 # Policy/Action	Countywide Planning Policy		Indicate if there is a partial or full policy gap
<b>Regional Collaboration Goal</b>			
The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.			
<p style="text-align: center;"><b>MPP-RC-1</b></p> <p>Coordinate planning efforts among jurisdictions, agencies, federally recognized tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.</p>	<p><b>DP-11</b> When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p><b>DP-23</b> Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p> <p><b>DP-24</b> Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p><b>DP-25</b> Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</p> <p><b>DP-26</b> Facilitate the annexation of unincorporated areas that are already urbanized and are within a city’s Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p><b>DP-27</b> Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p><b>DP-28</b> Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p>	<p><b>LU-P3:</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p><b>NE-P3:</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P8</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> <li>• Enhanced motorized and non-motorized local connectivity,</li> <li>• Water and air quality improvements, and</li> </ul>	<p><b>Partial Policy Gap</b></p> <p>The City should consider adopting a new Land Use policy regarding coordination with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities (where applicable to the city) to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses to implement <b>CPP DP-23</b>.</p> <ul style="list-style-type: none"> <li>• Please note that HB 1717, which requires tribal coordination, may result in new policies to address coordination with tribes.</li> </ul> <p>The City should consider amending policies <b>T-P8</b> and <b>T-P12</b> to include coordination efforts with jurisdictions, agencies, federally recognized tribes, ports, and adjacent regions; this would implement <b>CPP DP-23</b>.</p>

	<p>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.</p> <p>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</p> <p><b>DP-30</b> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <p>a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</p> <p>b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;</p> <p>c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;</p> <p>d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</p> <p>e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.</p>	<ul style="list-style-type: none"> <li>Overall environmental protection.</li> </ul>	
<p><b>MPP-RC-2</b></p> <p>Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.</p>	<p><b>PF-17</b> Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.</p> <p><b>PF-2</b> Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>No current policy</p>	<p><b>Full Gap</b></p> <p>The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement <b>CPP PF-2</b> and <b>PF-17</b>.</p>
<p><b>MPP-RC-3</b></p> <p>Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.</p>	<p><b>DP-3</b> Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <p>a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;</p> <p>b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</p> <p>c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</p> <p>d) Optimizing the use of existing capacity for housing and employment;</p> <p>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</p> <p>f) Coordinating plans for land use, transportation, schools, capital facilities and</p>	<p><b>NE-G3:</b> To promote community-wide stewardship of the natural environment for future generations through protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which are critical to fish and wildlife survival and proliferation.</p> <p><b>NE-P2:</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>LU-P10</b> Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.</p> <p><b>LU-P11</b> If a proposed essential public facility is not located in an existing Special Planning Area, the proposed site of the essential public facility shall be designated as a</p>	<p><b>Partial Gap</b></p> <p>The City should consider revising Land Use goals and policies that relate to siting of public facilities (<b>LU-P10, LU-P11, LU-P12, LU-P13</b>) to address climate change, economic, equity, and health impacts when siting and building to better implement <b>CPP PF-25</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting a new policy or goal that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement <b>CPP EN-5</b>.</p> <p>The City should implement <b>CPP DP-6</b> through new land use policies and/or goals that promote public health and address racially and</p>

	<p>services.</p> <p><b>DP-6</b> Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.</p> <p><b>DP-39</b> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p><b>EN-1</b> Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p><b>EN-5</b> Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p><b>H-24</b> Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p> <p><b>T-30</b> Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.</p> <p><b>PF-25</b> Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p>Special Planning Area</p> <p><b>LU-P12</b> The City shall not preclude the siting of essential public facilities.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>A forecast of the future needs for the essential public facility;</li> <li>An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>An analysis of the proposal's consistency with County and City policies;</li> <li>An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>An analysis of environmental impacts and mitigation; and</li> <li>Extensive public involvement.</li> </ol>	<p>environmentally disparate impacts and promote access to opportunity.</p> <p>The City should implement <b>CPP H-24</b> through new land use policies and/or goals. The City could work in language from <b>CPP-H-24</b> into the existing policy framework within the Land Use Element. This is also an issue for the Housing, Transportation, Parks and Economic Development Elements.</p>
<p><b>MPP-RC-4</b></p> <p>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</p>	<p><b>DP-23</b> Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p>	<p>No current policy</p>	<p><b>Full Gap</b></p> <p>While existing policies are provided for coordination on specific issues, <a href="#">HB 1717</a>, which requires tribal coordination, may result in new policies to address coordination with tribes more broadly.</p> <p>The City should consider addressing tribal coordination throughout its goals and policies. For example, policies related to resource management, watershed planning, siting of essential capital facilities, and preservation could incorporate tribal coordination. See <b>LU-P4, LU-P8, LU-P9, LU-P13</b>. This would ensure implementation of <b>CPP DP-23</b>.</p>
<p><b>MPP-RC-5</b></p> <p>Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for</p>	<p><b>DP-23</b> Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban</p>	<p>No policy is necessary – there are no Military installations adjacent to the City; no impacts of Military installation growth are foreseen.</p>	<p><b>No Policy Gap</b></p>

impacts between growth occurring within and outside installation boundaries.	development and encroachment of incompatible uses.		
<b>MPP-RC-6</b> Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities.	<b>DP-23</b> Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No policy is necessary – there are no Military installations adjacent to the City; no impacts of Military installation growth are foreseen.	<b>No Policy Gap</b>
<b>MPP-RC-7</b> Give funding priority – both for transportation infrastructure and for economic development to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers.	<b>T-12</b> Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals. <b>T-15</b> Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	No policy is necessary – The City does not have regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>
<b>MPP-RC-8</b> Direct subregional funding, especially county level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.	<b>T-1</b> Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes. <b>T-9</b> Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership. <b>T-11</b> Advocate for state policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies. <b>T-12</b> Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.	No policy is necessary – The City does not have regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>
<b>MPP-RC-9</b> Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	<b>T-7</b> Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership. <b>T-15</b> Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.	No policy is necessary – The City does not have regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>
<b>MPP-RC-10</b> Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the	<b>FW-3</b> Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional	<b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.	<b>Partial Gap</b> The City should consider implementing <b>CPP FW-3</b> throughout all elements by adding

region to implement the vision.	investments with countywide and local needs when making funding determinations.	<b>PO-G3:</b> To identify annual revenue and special funding sources to maintain and improve parks and open spaces.	language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement <b>CPP FW-3</b> . This affects Land Use, Housing, Transportation, and Economic Development Elements.  The City should consider implementing <b>CPP FW-3</b> in the Parks and Open Space element by including regional collaboration as a new policy or adding it to <b>PO-G2</b> or <b>PO-G3</b> .
<b>MPP-RC-11</b> Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.	<b>FW-3</b> Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.  <b>T-27</b> Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.	<b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.  <b>PO-G3:</b> To identify annual revenue and special funding sources to maintain and improve parks and open spaces.	<b>Partial Gap</b> The City should consider implementing <b>CPP FW-3</b> throughout all elements by adding language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement <b>FW-3</b> . This affects Land Use, Housing, Transportation, and Economic Development Elements.  The City should consider implementing <b>CPP FW-3</b> in the Parks and Open Space element by including regional collaboration as a new policy or adding it to <b>PO-G2</b> or <b>PO-G3</b> .  <b>Full Gap</b> The City could implement <b>CPP T-27</b> in the same coordination policy in the transportation element implementing <b>CPP FW-3</b> by adding coordination with transit agencies on service and pricing.
<b>MPP-RC-12</b> Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.	<b>T-11</b> Advocate for state policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.	No current policy. This is more of a regional policy, so no action is needed.	<b>No Policy Gap</b>
<b>MPP-RC-13</b> Update countywide planning policies, where necessary, prior to December 31, 2021, to address the multicounty planning policies in VISION 2050.	No CPP necessary - CPPs updated	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<b>MPP-RC-14</b> Monitor implementation of VISION 2050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<b>MPP-RC-15</b>	<b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination	<b>NE-P1</b> The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best	<b>Partial Gap</b>

<p>Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.</p>	<p>with local jurisdictions, tribes, and other stakeholders.</p> <p><b>EN-16</b> Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p><b>EN-24</b> Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>available science.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P4</b> No net loss of wetlands functions, values, and acreage should result from development.</p> <p><b>NE-P8</b> The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ol> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> </ul>	<p>The City should consider amending <b>NE-P3</b> to include Puget Sound Partnership include and “and other stakeholders” in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing <b>CPP EN-2</b> and <b>CPP EN-16</b>.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies <b>LU-P7, LU-P9, LU-P13, T-P8</b>. This would ensure the implementation of <b>CPP EN-16</b>.</p>
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<p><b>RC-Action-1 (Regional)</b></p> <p><b>Plan Updates:</b> PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>RC-Action-2 (Regional)</b></p> <p><b>Monitoring Program:</b> PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>RC-Action-3 (Regional)</b></p> <p>Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop and implement a regional equity strategy intended to make equity central to PSRC’s work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as:</p> <ul style="list-style-type: none"> <li>• Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region’s residents, specifically as they relate to people of color and people with low incomes.</li> <li>• Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities.</li> <li>• Identifying implementation steps, including how to measure outcomes.</li> <li>• Identifying mechanisms to prioritize access to funding to address inequities.</li> <li>• Developing a plan and committing resources for an equity advisory group that can help provide feedback on and help implement the Regional Equity Strategy.</li> </ul> <p>• Developing and adopting an equity impact tool for evaluating PSRC decisions and community engagement.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>RC-Action 4 (Regional)</b></p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>

<p><b>Outreach:</b> PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, the business community, and the public. This work program will have the following objectives:</p> <ul style="list-style-type: none"> <li>• Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans.</li> <li>• Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region. <ul style="list-style-type: none"> <li>• Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.</li> </ul> </li> </ul>			
<p><b>RC-Action-5 (Regional)</b></p> <p><b>Project Selection Criteria:</b> Incorporate criteria into regional infrastructure evaluation processes that would allow for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. Funding for such projects will be consistent with the goals and policies of VISION 2050, including support for regional centers and progress toward greenhouse gas emissions reductions targets.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>RC-Action-6 (Regional)</b></p> <p><b>Project Support for Puget Sound Recovery:</b> PSRC will develop a methodology within the regional transportation funding process that would support projects that contribute to the recovery of the health of Puget Sound and its watersheds.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>RC-Action-7 (Regional and Local)</b></p> <p><b>Funding Sources:</b> PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, military-community compatibility, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.</p>	<p><b>FW-3</b> Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.</p>	<p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p><b>PO-G3:</b> To identify annual revenue and special funding sources to maintain and improve parks and open spaces.</p>	<p><b>Partial Gap</b></p> <p>The City should consider implementing <b>CPP FW-3</b> throughout all elements by adding language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement <b>CPP FW-3</b>. This affects Land Use, Housing, Transportation, and Economic Development Elements.</p> <p>The City should consider implementing <b>CPP FW-3</b> in the Parks and Open Space element by including regional collaboration as a new policy or adding it to <b>PO-G2</b> or <b>PO-G3</b>.</p>
<p><b>RC-Action-8 (Regional and Local)</b></p> <p><b>Communicate VISION 2050 to State Agencies and the Legislature:</b> PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>



VISION 2050.			
<p><b>RC-Action-9 (Regional and Local)</b></p> <p><b>Fiscal Sustainability:</b> PSRC, together with its member jurisdictions, will advocate to the state Legislature about the needs for counties (including unincorporated areas), cities, and other public agencies and service providers to remain fiscally sustainable and the fiscal challenges facing local governments, public agencies and service providers related to accommodating growth, maintaining aging infrastructure, and the annexation of urban areas.</p>	<p><b>FW-3</b> Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.</p> <p><b>T-27</b> Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.</p>	<p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p><b>PO-G3:</b> To identify annual revenue and special funding sources to maintain and improve parks and open spaces.</p>	<p><b>Partial Gap</b></p> <p>The City should consider implementing <b>CPP FW-3</b> throughout all elements by adding language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement <b>CPP FW-3</b>. This affects Land Use, Housing, Transportation, and Economic Development Elements.</p> <p>The City should consider implementing <b>CPP FW-3</b> in the Parks and Open Space element by including regional collaboration as a new policy or adding it to <b>PO-G2</b> or <b>PO-G3</b>.</p> <p><b>Full Gap</b></p> <p>The City could implement <b>CPP T-27</b> in the same coordination policy in the transportation element implementing <b>CPP FW-3</b> by adding coordination with transit agencies on service and pricing.</p>
<p><b>Regional Growth Strategies Goal</b></p> <p>The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.</p>			
<p><b>MPP-RGS-1</b></p> <p>Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, local plans, and development regulations.</p>	<p>RGS implemented through numerous CPPs included the adopted growth targets in Appendix 4 of the CPPs.</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-RGS-2</b></p> <p>Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment growth targets for each designated regional growth center and manufacturing/industrial center.</p>	<p><b>DP-20</b> Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <ul style="list-style-type: none"> <li>a) To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas;</li> <li>a) To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and</li> <li>b) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.</li> </ul> <p><b>DP-22</b> Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>

	<p>measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p><b>H-25</b> Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhood choices. Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting.</p> <ul style="list-style-type: none"> <li>a) Jurisdictions, including the county for unincorporated areas, will report annually to the county using guidance developed by the County on housing AMI levels: <ul style="list-style-type: none"> <li>1) In the first reporting year, total income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, for which the city is a party to affordable housing covenants on the property title created during the reporting period. In future years, report new units created and units with affordability terms that expired during the reporting period.</li> <li>2) Description and magnitude of land use or regulatory changes to increase zoned residential capacity including, but not limited to, single-family, moderate-density, and high-density.</li> <li>3) New strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and</li> </ul> </li> <li>b) The county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually: <ul style="list-style-type: none"> <li>1) Countywide housing inventory of: <ul style="list-style-type: none"> <li>i. Total housing units, by affordability to AMI bands;</li> <li>ii. Total income-restricted units, by AMI limit;</li> <li>iii. Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period;</li> <li>iv. Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types; and</li> <li>v. Total income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021.</li> <li>vi. Total net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022;</li> <li>vii. Share of households by housing tenure by jurisdiction; and</li> <li>viii. Zoned residential capacity percentages broken down by housing type/number of units allowed per lot;</li> </ul> </li> <li>2) The county's new strategies (e.g., dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources;</li> <li>3) The county's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for</li> </ul> </li> </ul>		
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	<p>Black, Indigenous, and other People of Color households and other population groups identified through policy H-6.</p> <p>4) Number of income-restricted units within a half mile walkshed of a high-capacity or frequent transit stations in the county;</p> <p>5) Share of households with housing cost burden, by income band, race, and ethnicity;</p> <p>6) Tenant protection policies adopted by jurisdiction; and</p> <p>7) Number of individuals and households experiencing homelessness, by race and ethnicity.</p> <p>c) Where feasible, jurisdictions will also collaborate to report:</p> <p>1) Net new units accessible to persons with disabilities.</p> <p><b>H-26</b> The county will provide guidance to jurisdictions on goals for housing AMI levels annually provide transparent, ongoing information measuring jurisdictions’ progress toward meeting countywide affordable housing need, according to H-25, using public-facing tools such as the King County’s Affordable Housing Dashboard.</p>		
<p><b>MPP-RGS-3</b></p> <p>Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.</p>	<p>Noted – adopted growth targets are consistent with the RGS.</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-RGS-4</b></p> <p>Accommodate the region’s growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.</p>	<p><b>DP-2</b> Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities.</p> <p><b>DP-10</b> No new Fully Contained Communities shall be approved in unincorporated King County.</p> <p><b>DP-11</b> When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p><b>DP-22</b> Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p><b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p><b>DP-47</b> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>

	<p><b>DP-48</b> Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none"> <li>a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;</li> <li>b) One home per 10 acres where the predominant lot size is less than 20 acres; or</li> <li>c) One home per five acres where the predominant lot size is less than 10 acres.</li> </ul> <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p><b>DP-49</b> Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p><b>DP-50</b> Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</li> <li>g) Be compatible with existing within-city transfer of development rights programs.</li> </ul> <p><b>PF-1</b> Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.</p>		
<p><b>MPP-RGS-5</b> Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.</p>	<p><b>DP-2</b> Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional,</p>	<p>Not applicable – the city is surrounded by incorporated cities therefore they could not expand the UGA into any rural or resource lands.</p>	<p><b>No Policy Gap</b></p>

	<p>and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities.</p> <p><b>DP-3</b> Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> <li>a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;</li> <li>b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</li> <li>c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</li> <li>d) Optimizing the use of existing capacity for housing and employment;</li> <li>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</li> <li>f) Coordinating plans for land use, transportation, schools, capital facilities and services.</li> </ul> <p><b>DP-4</b> Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.</p> <p><b>DP-49</b> Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city</li> </ul>		
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	<p>transfer of development rights receiving areas; and</p> <p>g) Be compatible with existing within-city transfer of development rights programs.</p> <p><b>EC-22</b> Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for, manufacturing/industrial, commercial, and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.</p> <p><b>PF-1</b> Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.</p> <p><b>DP-15</b> Review the Urban Growth Area at least every ten years. In this review consider monitoring reports and other available data. As a result of this review and based on the criteria established in policies DP-16 through DP-19, King County may propose and then the Growth Management Planning Council may recommend amendments to the Countywide Planning Policies and King County Comprehensive Plan that make changes to the Urban Growth Area boundary.</p> <p><b>DP-16</b> Allow amendment of the Urban Growth Area only when the following steps have been satisfied:</p> <ul style="list-style-type: none"> <li>a) The proposed amendment is under review by the County as part of an amendment process of the King County Comprehensive Plan;</li> <li>b) King County submits the proposal to the Growth Management Planning Council for the purposes of review and recommendation to the King County Council on the proposed amendment to the Urban Growth Area;</li> <li>c) The King County Council approves or denies the proposed amendment; and</li> <li>d) If approved by the King County Council, the proposed amendment is ratified by the cities following the procedures set forth in policy FW-1.</li> </ul> <p><b>DP-17</b> Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> <li>a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or</li> <li>b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: <ul style="list-style-type: none"> <li>1) Is at least four times the acreage of the land added to the Urban Growth Area;</li> <li>2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and</li> <li>3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</li> </ul> </li> <li>c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</li> </ul> <p><b>DP-18</b> Add land to the Urban Growth Area only if expansion of the Urban Growth Area is warranted based on the criteria in DP-17(a) or DP-17(b), and it meets all of the following criteria:</p>		
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	<ul style="list-style-type: none"> <li>a) Is adjacent to the existing Urban Growth Area;</li> <li>b) For expansions based on DP-17(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs;</li> <li>c) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area;</li> <li>d) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services;</li> <li>e) Is not currently designated as Resource Land;</li> <li>f) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and</li> <li>g) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change.</li> </ul> <p><b>DP-19</b> Allow redesignation of Urban land currently within the Urban Growth Area to Rural land outside of the Urban Growth Area if the land is not needed to accommodate projected urban growth, is not served by public sewers, is contiguous with the Rural Area, and:</p> <ul style="list-style-type: none"> <li>a) Is not characterized by urban development;</li> <li>b) Is currently developed with a low-density lot pattern that cannot be realistically redeveloped at an urban density; or</li> <li>c) Is characterized by environmentally sensitive areas making it inappropriate for higher density development.</li> </ul>		
<p><b>MPP-RGS-6</b></p> <p>Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.</p>	<p><b>DP-20</b> Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <ul style="list-style-type: none"> <li>a) To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas;</li> <li>b) To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and</li> <li>c) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.</li> </ul> <p><b>DP-22</b> Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p><b>EC-18</b> Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.</p> <p><b>EC-26</b> Encourage commercial and mixed-use development that provides a range of job opportunities throughout the county to create a closer balance between the location of jobs and housing.</p>	<p><b>CF-P2</b> The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p>	<p><b>Partial Gap</b></p> <p><b>CF-P2</b> generally meets the <b>CPP EC-18</b>. The City could strengthen this policy by including the maintenance of existing infrastructure and services and supports adopted growth targets.</p>

	<b>PF-1</b> Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.		
<b>MPP-RGS-7</b> Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.	Adopted targets in Appendix 4 implements the RGS.	No policy is necessary – The City is not a metropolitan city.	<b>No Policy Gap</b>
<b>MPP-RGS-8</b> Attract 65% of the region’s residential growth and 75% of the region’s employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	<b>DP-12</b> GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on: <ul style="list-style-type: none"> <li>a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce;</li> <li>b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands;</li> <li>c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems;</li> <li>d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;</li> <li>e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county;</li> <li>f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity;</li> <li>g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth.</li> </ul> <b>DP-31</b> Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. <b>EC-17</b> Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>
<b>MPP-RGS-9</b> Focus a significant share of population and employment growth in designated regional growth centers.	<b>DP-13</b> The Growth Management Planning Council shall: <ul style="list-style-type: none"> <li>a) Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates;</li> <li>b) Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy FW-1;</li> </ul>	No policy is necessary. The City does not have a designated regional growth center.	<b>No Policy Gap</b>



	<ul style="list-style-type: none"> <li>c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets;</li> <li>d) Ensure that each jurisdiction's growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined;</li> <li>e) Ensure that each jurisdiction's growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and</li> <li>f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1.</li> </ul>		
<p><b>MPP-RGS-10</b></p> <p>Focus a significant share of employment growth in designated regional manufacturing/industrial centers.</p>	<p><b>EC-18</b> Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.</p> <p><b>T-12</b> Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	No policy is necessary. The City does not have a designated regional manufacturing/industrial center.	<b>No Policy Gap</b>
<p><b>MPP-RGS-11</b></p> <p>Encourage growth in designated countywide centers.</p>	<p><b>DP-22</b> Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p><b>EC-17</b> Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.</p> <p><b>EC-18</b> Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.</p> <p><b>T-12</b> Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	<p>No policy is necessary. The City does not have a designated regional manufacturing/industrial center.</p> <p><b>CF-P2</b> The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p> <p><b>T-G1</b> To maintain existing roadway surfaces.</p> <p><b>T-G5</b> To maintain and enhance access to public transportation.</p> <p><b>T-G6</b> To maintain and enhance the informal landscaped character of the City's public streets.</p> <p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P11</b> The City shall seek to maintain and enhance access to the Park &amp; Ride lot.</p>	<p><b>Partial Gap</b></p> <p><b>CF-P2</b> generally meets the <b>CPP EC-18</b>. The City could strengthen this policy by including the maintenance of existing infrastructure and services and supports adopted growth targets.</p>
<p><b>MPP-RGS-12</b></p> <p>Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.</p>	<p><b>DP-17</b> Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> <li>a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or</li> <li>b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the</li> </ul>	No policy is necessary – as part of the update, the City will be looking to adopt growth targets consistent with the adopted countywide planning policies.	<b>No Policy Gap</b>

	<p>acreage of the proposed open space:</p> <ol style="list-style-type: none"> <li>1) Is at least four times the acreage of the land added to the Urban Growth Area;</li> <li>2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and</li> <li>3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</li> </ol> <p>c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p><b>DP-20</b> Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <ol style="list-style-type: none"> <li>a) To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas;</li> <li>b) To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and</li> <li>c) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.</li> </ol> <p><b>DP-21</b> The County and the cities, through the Growth Management Planning Council, will collaboratively determine whether reasonable measures other than amending the Urban Growth Area are necessary to ensure sufficient additional capacity if a countywide urban growth capacity report, informed by local data and analysis where appropriate, determines that:</p> <ol style="list-style-type: none"> <li>a) The current Urban Growth Area is insufficient in capacity to accommodate the housing and employment growth targets; or</li> <li>b) Any jurisdiction: <ol style="list-style-type: none"> <li>1) Contains insufficient capacity to accommodate the housing and employment growth targets;</li> <li>2) Has significant differences between development assumptions and growth targets and actual housing and employment growth; or</li> <li>3) Has not achieved urban densities consistent with the adopted comprehensive plan.</li> </ol> </li> </ol>		
<p><b>MPP-RGS-13</b></p> <p>Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to avoid the conversion of rural land into commercial uses.</p>	<p><b>PF-21</b> Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p> <p>Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction's land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of</p>	<p>Not applicable as the City is surrounded by Lake Washington and incorporated cities. There are no rural lands near the city.</p>	<p><b>No Policy Gap</b></p>

	<p>unincorporated King County that are within a school district’s service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school district and jurisdiction to cooperatively prepare strategies for resolving the issue.</p> <p><b>DP-3</b> Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> <li>a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;</li> <li>b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</li> <li>c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</li> <li>d) Optimizing the use of existing capacity for housing and employment;</li> <li>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</li> <li>f) Coordinating plans for land use, transportation, schools, capital facilities and services.</li> </ul> <p><b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p><b>DP-47</b> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p>		
<p><b>MPP-RGS-14</b></p> <p>Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.</p>	<p><b>DP-10</b> No new Fully Contained Communities shall be approved in unincorporated King County.</p> <p><b>DP-11</b> When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p><b>DP-17</b> Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> <li>a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or</li> <li>b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: <ul style="list-style-type: none"> <li>1) Is at least four times the acreage of the land added to the Urban Growth Area;</li> <li>2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area</li> </ul> </li> </ul>	<p>No policy is necessary – this is focused on rural areas.</p>	<p><b>No Policy Gap</b></p>

	<p>expansion; and</p> <p>3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</p> <p>c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p><b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p><b>DP-47</b> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p><b>DP-48</b> Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <p>a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;</p> <p>b) One home per 10 acres where the predominant lot size is less than 20 acres; or</p> <p>c) One home per five acres where the predominant lot size is less than 10 acres.</p> <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p><b>DP-49</b> Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p><b>DP-50</b> Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p><b>DP-57</b> Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p> <p><b>DP-59</b> Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p>		
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	<ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</li> <li>g) Be compatible with existing within-city transfer of development rights programs.</li> </ul>		
<p><b>MPP-RGS-15</b></p> <p>Support the establishment of regional funding sources to acquire conservation easements in rural areas.</p>	<p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</li> <li>g) Be compatible with existing within-city transfer of development rights programs.</li> </ul>	<p>No policy is necessary – this is focused on rural areas.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-RGS-16</b></p> <p>Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.</p>	<p><b>DP-24</b> Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p><b>DP-25</b> Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</p> <p><b>DP-26</b> Facilitate the annexation of unincorporated areas that are already urbanized and are within a city’s Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address</p>	<p>The City does not need to address MPP-RGS-16 because the City does not have a PAA and is fully surrounded by incorporated cities</p>	<p><b>No Policy Gap</b></p>

	<p>infrastructure and service provision issues in Potential Annexation Areas.</p> <p><b>DP-27</b> Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p><b>DP-28</b> Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <ul style="list-style-type: none"> <li>c) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.</li> <li>d) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</li> </ul> <p><b>DP-29</b> Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city's comprehensive plan after the following steps have been taken:</p> <ul style="list-style-type: none"> <li>a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and;</li> <li>b) The cities with the Potential Annexation Area overlap and the county have either: <ul style="list-style-type: none"> <li>1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or</li> <li>2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice.</li> </ul> </li> </ul> <p><b>DP-30</b> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> <li>a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</li> <li>b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;</li> <li>c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;</li> <li>d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</li> <li>e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.</li> </ul>		
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<p><b>RGS-Action-1 (Regional)</b></p> <p><b>Urban Growth Area:</b> PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>RGS-Action-2 (Regional)</b></p> <p><b>Track and Evaluate Growth:</b> PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>RGS-Action-3 (Regional)</b></p> <p><b>Growth Targets:</b> PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. This effort will include consideration of the timing of Regional Growth Strategy implementation</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>RGS-Action-4 (Regional)</b></p> <p><b>Rural Growth:</b> PSRC, together with its members and stakeholders, will explore and implement, as feasible, opportunities for local, regional and state-wide conservation programs to reduce development pressure in rural and resource areas, to facilitate regional Transfer of Development Rights, and to explore additional techniques to conserve valuable open space areas, including Purchase of Development Rights and open space markets.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>RGS-Action-5 (Regional)</b></p> <p><b>Regional Conservation Fund:</b> PSRC, in collaboration with its members and other partners, will explore and support the establishment of regional funding sources to acquire conservation easements in rural areas.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>RGS-Action-6 (Regional)</b></p> <p><b>Outreach:</b> PSRC will work with members to address ways the region can help communities understand and support increased growth within the urban growth area. VISION 2050's success is dependent on cities and counties welcoming new growth.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>RGS-Action-7 (Local)</b></p> <p><b>Regional Growth Strategy:</b> As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.</p>	<p><b>DP-10</b> No new Fully Contained Communities shall be approved in unincorporated King County.</p> <p><b>DP-11</b> When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p><b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p><b>DP-47</b> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p><b>DP-48</b> Limit residential development in the Rural Area to housing at low densities that are</p>	<p>No policies necessary – this MPP focuses on rural growth</p>	<p><b>No policy gap</b></p>

	<p>compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none"> <li>a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;</li> <li>b) One home per 10 acres where the predominant lot size is less than 20 acres; or</li> <li>c) One home per five acres where the predominant lot size is less than 10 acres.</li> </ul> <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p><b>DP-49</b> Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p><b>DP-50</b> Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</li> <li>g) Be compatible with existing within-city transfer of development rights programs.</li> </ul>		
<p><b>RGS-Action-8 (Local)</b></p> <p><b>Plan for Jobs-Housing Balance:</b> Countywide planning organizations will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth targets that substantially improve jobs-housing balance consistent with the Regional Growth Strategy. Metropolitan and Core cities experiencing high job growth will take measures to provide additional housing capacity for a range of housing types and affordability levels to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement.</p>	<p><b>DP-34</b> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p><b>H-15</b> Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p><b>H-25</b> Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhood choices. Where feasible, use</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>



	<p>existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting.</p> <ul style="list-style-type: none"> <li>a) Jurisdictions, including the county for unincorporated areas, will report annually to the county using guidance developed by the County on housing AMI levels: <ul style="list-style-type: none"> <li>1) In the first reporting year, total income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, for which the city is a party to affordable housing covenants on the property title created during the reporting period. In future years, report new units created and units with affordability terms that expired during the reporting period.</li> <li>2) Description and magnitude of land use or regulatory changes to increase zoned residential capacity including, but not limited to, single-family, moderate-density, and high-density.</li> <li>3) New strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and</li> </ul> </li> <li>b) The county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually: <ul style="list-style-type: none"> <li>1) Countywide housing inventory of: <ul style="list-style-type: none"> <li>i. Total housing units, by affordability to AMI bands;</li> <li>ii. Total income-restricted units, by AMI limit;</li> <li>iii. Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period;</li> <li>iv. Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types; and</li> <li>v. Total income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021.</li> <li>vi. Total net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022;</li> <li>vii. Share of households by housing tenure by jurisdiction; and</li> <li>viii. Zoned residential capacity percentages broken down by housing type/number of units allowed per lot;</li> </ul> </li> <li>2) The county's new strategies (e.g., dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources;</li> <li>3) The county's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for Black, Indigenous, and other People of Color households and other population groups identified through policy H-6.</li> <li>4) Number of income-restricted units within a half mile walkshed of a high-capacity or frequent transit stations in the county;</li> <li>5) Share of households with housing cost burden, by income band, race, and ethnicity;</li> <li>6) Tenant protection policies adopted by jurisdiction; and</li> </ul> </li> </ul>		
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	<p>7) Number of individuals and households experiencing homelessness, by race and ethnicity.</p> <p>c) Where feasible, jurisdictions will also collaborate to report:</p> <p>1) Net new units accessible to persons with disabilities.</p> <p><b>H-26</b> The county will provide guidance to jurisdictions on goals for housing AMI levels annually provide transparent, ongoing information measuring jurisdictions' progress toward meeting countywide affordable housing need, according to H-25, using public-facing tools such as the King County's Affordable Housing Dashboard.</p>		
<p><b>RGS-Action-9 (Local)</b></p> <p><b>Growth Targets:</b> Countywide planning organizations will work to develop processes to reconcile any discrepancies between city and county adopted targets contained in local comprehensive plans.</p>	<p><b>DP-13</b> The Growth Management Planning Council shall:</p> <p>a) Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates;</p> <p>b) Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy FW-1;</p> <p>c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets;</p> <p>d) Ensure that each jurisdiction's growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined;</p> <p>e) Ensure that each jurisdiction's growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and</p> <p>f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1.</p>	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>Environment Goal</b></p> <p>The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.</p>			
<p><b>MPP-En-1</b></p> <p>Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes, and countywide planning groups.</p>	<p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p><b>EN-3</b> Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.</p> <p><b>EN-11</b> Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p>	<p><b>NE-P1</b> The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina's critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P6</b> The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine</p>	<p><b>Partial Gap</b></p> <p>The City could consider amending <b>NE-P3</b> to include "and other stakeholders" to more broadly include other agencies/organizations and implement <b>CPP EN-2</b>.</p> <p>The City could consider amending <b>NE-P10</b> to include an address of encouraging/educating its residents on incorporating low-impact development (LID) approaches to planning development/land use within the Medina watershed to better manage stormwater, protect water quality, minimize flooding and erosion, protect habitat, and reduce greenhouse gas emissions. This would implement <b>CPP EN-3</b>.</p>

		<p>effectiveness.</p> <p><b>NE-P9</b> The City shall prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but are not limited to, fish and wildlife habitat conservation areas and their buffers.</p> <p><b>NE-P10</b> The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.</p> <p><b>CF-P6</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>The City should consider amending <b>CF-P6</b> to promote low impact development approaches in both public and private projects to further the policies current goals. This would better implement <b>CPP EN-3</b>.</p> <p><b>Full Gap</b></p> <p><b>NE-P9</b> discusses the enhancement of native plant communities and would better implement <b>CPP EN-11</b> by incorporating discussion of enhanced tree canopy in urban environments to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p><b>MPP-En-2</b></p> <p>Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.</p>	<p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p>	<p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p>	<p><b>Partial Gap</b></p> <p>The City could consider amending <b>NE-P3</b> to include "and other stakeholders" to more broadly include other agencies/organizations and implement <b>CPP EN-2</b>.</p>
<p><b>MPP-En-3</b></p> <p>Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.</p>	<p><b>DP-43</b> Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p><b>EN-5</b> Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p><b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p> <p><b>EN-27</b> Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> </ul>	<p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p> <p><b>PO-P1:</b> The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p><b>PO-P4:</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6:</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p><b>Partial Gap</b></p> <p>The City could strength <b>PO-P4, PO-P6, and PO-P1</b> by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing <b>CPP EN-5, EN-25</b> and <b>DP-43</b>.</p> <p>The City could strength <b>T-P12, T-P13, T-P14, and CF-P6</b> by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing <b>CPP EN-5 and EN-25</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting a new policy or goal that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement <b>CPP EN-5</b> and <b>CPP EN-25</b>.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-27, CPP EN-28, and CPP EN-30</b>.</p>

	<ul style="list-style-type: none"> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul> <p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p> <p><b>T-25</b> Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>		
<p><b>MPP-En-4</b></p> <p>Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.</p>	<p><b>EN-5</b> Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p><b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p>	<p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p><b>Partial Gap</b></p> <p>The City could strength <b>T-P12, T-P13, T-P14,</b> and <b>CF-P6</b> by prioritizing a healthy environment for all residents and identifying, mitigating, and correcting for the racially disparate impacts of environmental hazards, implementing <b>CPP EN-5 and EN-25.</b></p> <p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that pointedly addresses <b>CPP EN-5</b> by addressing environmental impacts to all residents of the City, regardless of race, social, or economic status, and prioritizing the mitigation of impacts to frontline communities.</p>
<p><b>MPP-En-5</b></p> <p>Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.</p>	<p><b>EN-6</b> Locate development and supportive infrastructure in a manner that minimizes impacts to natural features. Promote the use of traditional and innovative environmentally sensitive development practices, including design, materials, construction, and ongoing maintenance.</p>	<p><b>NE-P4</b> No net loss of wetlands functions, values, and acreage should result from development.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p> <p><b>LU-P13:</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> </ul>	<p><b>Partial Gap</b></p> <p>The City could consider better implementing <b>CPP EN-6</b> by emphasizing that development and supportive infrastructure should be located to minimize impacts to natural features. The revised policy could also promote the use of traditional and innovative environmentally-sensitive development practices, including design, materials, construction technique, and ongoing maintenance.</p> <p>The City should consider amending <b>CF-P6</b> to avoid impacts to natural features to implement <b>CPP EN-6</b> along with modifications to encourage Low-impact development for implementation of <b>CPP EN-3.</b></p>

		<ul style="list-style-type: none"> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement.</li> </ul>	
<p><b>MPP-En-6</b></p> <p>Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.</p>	<p><b>EN-8</b> Use the best available science when establishing and implementing environmental standards.</p>	<p><b>NE-P1</b> The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina's critical areas in a manner consistent with best available science.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-En-7</b></p> <p>Reduce and mitigate noise and light pollution caused by transportation, industries, public facilities, and other sources.</p>	<p><b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul>	<p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p>	<p><b>Partial Gap</b></p> <p>The City could strength <b>T-P12, T-P13, and T-P14</b>, by adding the consideration of light and noise pollution caused by transportation.</p> <p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement <b>CPP EN-25</b> into the Medina CP.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-28</b>.</p>
<p><b>MPP-En-8</b></p> <p>Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.</p>	<p><b>EN-5</b> Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.</p> <p><b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p>	<p><b>T-P8</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> <li>• Enhanced motorized and non-motorized local connectivity,</li> </ul>	<p><b>Partial Gap</b></p> <p>The City could strength <b>T-P12, T-P13, T-P14, and CF-P6</b> by prioritizing a healthy environment for all residents and identifying, mitigating, and correcting for the racially disparate impacts of environmental hazards, implementing <b>CPP EN-5 and EN-25</b>.</p> <p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This</p>

	<ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Water and air quality improvements, and</li> <li>• Overall environmental protection.</li> </ul> <p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p>	<p>would implement <b>CPP EN-5</b> and <b>CPP EN-25</b> into the Medina CP.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-28</b>.</p>
<p><b>MPP-En-9</b></p> <p>Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.</p>	<p><b>EN-11</b> Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p><b>EN-21</b> Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p><b>EN-32</b> Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p>	<p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>PO-P4</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p>	<p><b>Partial Gap</b></p> <p>The City could consider revising <b>NE-P2</b> to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement <b>CPP EN-21</b> and <b>CPP EN-32</b>.</p> <p>The City should consider amending Parks and Open Space policies <b>PO-P4</b> and <b>P6</b> to prioritize ecological function, habitat protection and carbon sequestration to better implement <b>CPP EN-21</b> and <b>EN-32</b>.</p> <p><b>Full Gap</b></p> <p><b>NE-P9</b> discusses the enhancement of native plant communities and would better implement <b>CPP EN-11</b> by incorporating discussion of enhanced tree canopy in urban environments to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p><b>MPP-En-10</b></p> <p>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including</p>	<p><b>EN-18</b> Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.</p>	<p><b>NE-P5</b> The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams.</p> <p><b>NE-P6</b> The City shall develop a mitigation incentives</p>	<p><b>No Policy Gap</b></p>

protection of watersheds and wellhead areas that are sources of the region's drinking water supplies.	<b>EC-20</b> Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.	program that promotes improved water quality. Incentives should be monitored to determine effectiveness.	
<p><b>MPP-En-11</b></p> <p>Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.</p>	<p><b>EN-10</b> Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p> <p><b>EN-20</b> Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> <li>a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</li> <li>b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</li> <li>c) Active and passive outdoor recreation opportunities;</li> <li>d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</li> <li>e) Preservation of ecologically sensitive, scenic, or cultural resources;</li> <li>f) Urban green space, habitats, and ecosystems;</li> <li>g) Forest resources; and</li> <li>h) Food production potential.</li> </ul> <p><b>EN-22</b> Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p><b>DP-9</b> Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the Urban Growth Area. Urban Separators are intended to protect Natural Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. Changes to Urban Separators are made pursuant to the Countywide Planning Policies amendment process described in policy FW-1. Designated Urban Separators within cities and unincorporated areas are shown in the Urban Separators Map in Appendix 3.</p> <p><b>EN-11</b> Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p><b>EN-18</b> Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies.</p>	<p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p><b>PO-P2</b> The City shall seek to develop additional view parks at appropriate points in the City.</p> <p><b>PO-P4</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>PO-P8</b> The City should develop a long-term landscaping and maintenance plan to maintain Medina Beach Park and Medina Park in a manner that is consistent with and enhances public use.</p> <p><b>NE-P5</b> The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams.</p> <p><b>NE-P6</b> The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.</p> <p><b>NE-P9</b> The City shall prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but are not limited to, fish and wildlife habitat conservation areas and their buffers.</p> <p><b>NE-P8</b> The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p><b>NE-P10</b> The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.</p>	<p><b>Partial Gap</b></p> <p><b>NE-P8</b> and <b>NE-P10</b> could be expanded to include reference to the State's streamflow restoration law, even if generally stated as "compliant with germane state regulations," or something similar. Recommended edits made to <b>NE-P2</b> that better implement <b>CPP EN-2</b> would otherwise implement these CPPs (<b>CPP EN-10 and EN-20</b>).</p> <p>The City should consider amending Parks and Open Space policies <b>PO-G2, PO-P2, PO-P4, PO-P6, and PO-P8</b> to address historically underserved communities, the types of lands that contain valuable functions and their relation to the Regional Open Space Conservation Plan, how open space contributes and enhancing the urban tree canopy to promote community resiliency to better implement <b>CPP EN-20, EN-22, and EN-11</b>.</p> <p><b>Full Gap</b></p> <p><b>NE-P9</b> discusses the enhancement of native plant communities and would better implement <b>CPP EN-11</b> by incorporating discussion of enhanced tree canopy in urban environments to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p><b>MPP-En-12</b></p> <p>Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.</p>	<p><b>EN-22</b> Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area</p>	<p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p><b>PO-G1</b> To maintain and enhance Medina's parks and open spaces to meet the City's needs. Examples of priority items include installation of a picnic shelter at</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending policies <b>PO-G2, PO-G1, and T-P2</b> to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement <b>CPP EN-</b></p>

	<p>protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p><b>H-24</b> Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p>	<p>Medina Park and reconstruction of the playfield at Fairweather Park for use year-round.</p> <p><b>T-P2:</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p><b>22.</b></p>
<p><b>MPP-En-13</b></p> <p>Preserve and restore native vegetation and tree canopy to protect habitat, especially where it protects habitat and contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.</p>	<p><b>EN-11</b> Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p><b>EN-15</b> Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.</p> <p><b>EN-21</b> Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p><b>EN-32</b> Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p>	<p><b>PO-P4</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P4</b> No net loss of wetlands functions, values, and acreage should result from development.</p> <p><b>NE-P9</b> The City shall prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but are not limited to, fish and wildlife habitat conservation areas and their buffers.</p>	<p><b>Partial Gap</b></p> <p>The City could consider revising <b>NE-P2</b> to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include “natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement <b>CPP EN-21</b> and <b>CPP EN-32</b>.</p> <p>The City should consider amending Parks and Open Space policies <b>PO-P4</b> and <b>P6</b> to prioritize ecological function, habitat protection and carbon sequestration to better implement <b>CPP EN-21</b> and <b>EN-32</b>.</p> <p><b>Full Gap</b></p> <p><b>NE-P9</b> discusses the enhancement of native plant communities and would better implement <b>CPP EN-11</b> by incorporating discussion of enhanced tree canopy in urban environments to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p><b>MPP-En-14</b></p> <p>Identify and protect wildlife corridors both inside and outside the urban growth area.</p>	<p><b>EN-7</b> Coordinate approaches and standards for defining and protecting critical areas, especially where such areas and impacts to them cross jurisdictional boundaries.</p> <p><b>EN-9</b> Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.</p> <p><b>EN-20</b> Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> <li>a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</li> <li>b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</li> <li>c) Active and passive outdoor recreation opportunities;</li> <li>d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</li> </ul>	<p><b>PO-P4</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental</p>	<p><b>Partial Gap</b></p> <p>The City could consider revising <b>NE-P2</b> to include mention of particular focus on coordinated approaches to defining/protecting critical areas when they cross jurisdictional boundaries – this would better implement <b>CPP EN-7</b>.</p> <p>The City could consider revising <b>NE-P2</b> to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include “natural resources such as forests, wetlands,</p>



	<p>e) Preservation of ecologically sensitive, scenic, or cultural resources;  f) Urban green space, habitats, and ecosystems;  g) Forest resources; and  h) Food production potential.</p> <p><b>EN-21</b> Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p><b>EN-17</b> Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p><b>DP-17</b> Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <p>a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or</p> <p>b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space:</p> <ol style="list-style-type: none"> <li>2) Is at least four times the acreage of the land added to the Urban Growth Area;</li> <li>3) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and</li> <li>4) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</li> </ol> <p>c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p>	<p>issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>CF-P4:</b> The City should make improvements to the stormwater system based on the Comprehensive Stormwater Management Plan, including increasing the flow capacity of a number of individual sections of the stormwater system and reconditioning some of the open ditches.</p> <p><b>CF-P5:</b> The City shall maintain requirements for stormwater retention/detention and/or the use of the best management practices as defined under Department of Ecology guidelines, and according to the objectives of the Puget Sound Water Quality Management Plan.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement <b>CPP EN-21</b> and <b>CPP EN-32</b>.</p> <p><b>NE-P3</b> could be expanded to include mention of “other threatened and endangered species and species of local importance” to implement <b>CPP EN-9</b>. It could also be expanded to include discussion of drainage system management and its benefits to better implement <b>CPP EN-17</b>.</p> <p>The City should consider amending Parks and Open Space policies <b>PO-P4</b> and <b>P6</b> to prioritize ecological function, habitat protection and carbon sequestration to better implement <b>CPP EN-21</b> and <b>EN-32</b>.</p>
<p><b>MPP-En-15</b></p> <p>Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>	<p><b>EN-22</b> Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p><b>H-24</b> Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p>	<p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p><b>PO-G1</b> To maintain and enhance Medina’s parks and open spaces to meet the City’s needs. Examples of priority items include installation of a picnic shelter at Medina Park and reconstruction of the playfield at Fairweather Park for use year-round.</p> <p><b>T-P2:</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending policies <b>PO-G2</b>, <b>PO-G1</b>, and <b>T-P2</b> to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement <b>CPP EN-22</b>.</p>

<p><b>MPP-En-16</b></p> <p>Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species and species of local importance.</p>	<p><b>EN-9</b> Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.</p> <p><b>EN-21</b> Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p><b>EN-17</b> Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p>	<p><b>PO-P4</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>CF-P4:</b> The City should make improvements to the stormwater system based on the Comprehensive Stormwater Management Plan, including increasing the flow capacity of a number of individual sections of the stormwater system and reconditioning some of the open ditches.</p> <p><b>CF-P5:</b> The City shall maintain requirements for stormwater retention/detention and/or the use of the best management practices as defined under Department of Ecology guidelines, and according to the objectives of the Puget Sound Water Quality Management Plan.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p><b>Partial Gap</b></p> <p>The City could consider revising <b>NE-P2</b> to include mention of particular focus on coordinated approaches to defining/protecting critical areas when they cross jurisdictional boundaries – this would better implement <b>CPP EN-7</b>.</p> <p>The City could consider revising <b>NE-P2</b> to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include “natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement <b>CPP EN-21</b> and <b>CPP EN-32</b>.</p> <p><b>NE-P3</b> could be expanded to include mention of “other threatened and endangered species and species of local importance” to implement <b>CPP EN-9</b>. It could also be expanded to include discussion of drainage system management and its benefits to better implement <b>CPP EN-17</b>.</p> <p>The City should consider amending Parks and Open Space policies <b>PO-P4</b> and <b>P6</b> to prioritize ecological function, habitat protection and carbon sequestration to better implement <b>CPP EN-21</b> and <b>EN-32</b>.</p>
<p><b>MPP-En-17</b></p> <p>Maintain and restore natural hydrological functions and water quality within the region’s ecosystems and watersheds to recover the health of Puget Sound.</p>	<p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p><b>EN-16</b> Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p><b>EN-24</b> Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p><b>NE-P1</b> The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P4</b> No net loss of wetlands functions, values, and acreage should result from development.</p> <p><b>NE-P8</b> The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending <b>NE-P3</b> to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing <b>CPP EN-16</b>.</p> <p>The City should consider amending policies in its Land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies <b>LU-P7, LU-P9, LU-P13, T-P8</b>. This would ensure the implementation of <b>CPP EN-16</b>.</p>

		<p>or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ol> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> <li>• Enhanced motorized and non-motorized local connectivity,</li> <li>• Water and air quality improvements, and</li> <li>• Overall environmental protection.</li> </ul>	
<p><b>MPP-En-18</b></p> <p>Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.</p>	<p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p><b>EN-3</b> Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat,</p>	<p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P10</b> The City should encourage and educate residents on development and land use practices that</p>	<p><b>Partial Gap</b></p> <p>The City could consider amending <b>NE-P3</b> to include "and other stakeholders" to more broadly include other agencies/organizations and implement <b>CPP EN-2</b>.</p> <p>The City could consider amending <b>NE-P10</b> to</p>

	<p>and reducing greenhouse gas emissions.</p> <p><b>EN-10</b> Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p> <p><b>EN-16</b> Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p><b>T-25</b> Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>minimize impacts on the natural environment, with emphasis on anadromous fisheries.</p> <p><b>NE-P8</b> The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p><b>NE-P10</b> The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.</p> <p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>A forecast of the future needs for the essential public facility;</li> <li>An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>An analysis of the proposal's consistency with County and City policies;</li> <li>An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>An analysis of environmental impacts and mitigation; and</li> <li>Extensive public involvement</li> </ol> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>Noise reduction measures,</li> <li>Landscaped lids and open space,</li> <li>Landscaped buffers,</li> </ul>	<p>include an address of encouraging/educating its residents on incorporating low-impact development (LID) approaches to planning development/land use within the Medina watershed to better manage stormwater, protect water quality, minimize flooding and erosion, protect habitat, and reduce greenhouse gas emissions. This would implement <b>CPP EN-3</b>.</p> <p>The City should consider amending <b>CF-P6</b> to promote low impact development approaches in both public and private projects to further the policies current goals. This would better implement <b>CPP EN-3</b>.</p> <p><b>NE-P8</b> and <b>NE-P10</b> could be expanded to include reference to the State’s streamflow restoration law, even if generally stated as “compliant with germane state regulations,” or something similar that would implement <b>CPP EN-10</b>.</p> <p>The City should consider amending <b>NE-P3</b> to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing <b>CPP EN-16</b>.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies <b>LU-P7, LU-P9, LU-P13, T-P8</b>. This would ensure the implementation of <b>CPP EN-16</b>.</p>
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<p><b>MPP-En-19</b></p> <p>Reduce the use of toxic pesticides, fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.</p>	<p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p><b>EN-16</b> Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p><b>EN-22</b> Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p><b>EN-24</b> Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p><b>PO-G1</b> To maintain and enhance Medina’s parks and open spaces to meet the City’s needs. Examples of priority items include installation of a picnic shelter at Medina Park and reconstruction of the playfield at Fairweather Park for use year-round.</p> <p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P4</b> No net loss of wetlands functions, values, and acreage should result from development.</p> <p><b>NE-P8</b> The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>A forecast of the future needs for the essential public facility;</li> <li>An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>An analysis of the proposal's consistency with County and City policies;</li> </ol>	<p><b>Partial Gap</b></p> <p>The City should consider amending policies <b>PO-G2, PO-G1, and T-P2</b> to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement <b>CPP EN-22</b>.</p> <p>The City should consider amending <b>NE-P3</b> to include Puget Sound Partnership include and “and other stakeholders” in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing <b>CPP EN-2</b> and <b>EN-16</b>.</p> <p>The City should consider amending policies in its Land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies <b>LU-P7, LU-P9, LU-P13, T-P8</b>. This would ensure the implementation of <b>CPP EN-16</b>.</p>

		<p>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>g. An analysis of environmental impacts and mitigation; and</p> <p>h. Extensive public involvement</p> <p><b>T-P2:</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> <li>• Enhanced motorized and non-motorized local connectivity,</li> <li>• Water and air quality improvements, and</li> <li>• Overall environmental protection.</li> </ul>	
<p><b>MPP-En-20</b></p> <p>Restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.</p>	<p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p><b>EN-16</b> Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p><b>EN-24</b> Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P4</b> No net loss of wetlands functions, values, and acreage should result from development.</p> <p><b>NE-P8</b> The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p><b>Partial Gap</b></p> <p>The City could consider amending <b>NE-P3</b> to include “and other stakeholders” to more broadly include other agencies/organizations and implement <b>CPP EN-2</b>.</p> <p>The City should consider amending <b>NE-P3</b> to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing <b>CPP EN-16</b>.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies <b>LU-P7, LU-P9, LU-P13, T-P8</b>. This would ensure the implementation of</p>

		<p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>A forecast of the future needs for the essential public facility;</li> <li>An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>An analysis of the proposal's consistency with County and City policies;</li> <li>An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>An analysis of environmental impacts and mitigation; and</li> <li>Extensive public involvement</li> </ol> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>Noise reduction measures,</li> <li>Landscaped lids and open space,</li> <li>Landscaped buffers,</li> <li>Protection of Fairweather Nature Preserve and Park,</li> <li>Enhanced motorized and non-motorized local connectivity,</li> <li>Water and air quality improvements, and</li> <li>Overall environmental protection.</li> </ul>	<p><b>CPP EN-16.</b></p>
<p><b>MPP-En-21</b> Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.</p>	<p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ol style="list-style-type: none"> <li>Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> </ol>	<p><b>PO-P1:</b> The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p><b>PO-P4:</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6:</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>An inventory of similar existing essential public facilities, including their locations and capacities;</li> </ol>	<p><b>Partial Gap</b> The City could strength <b>PO-P4, PO-P6,</b> and <b>PO-P1</b> by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing <b>CPP DP-43.</b> City could consider modifying <b>LU-P13</b> to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to reduce greenhouse gasses and incorporate <b>CPP EN-4, CPP EN-28,</b> and <b>CPP EN-30.</b> <b>Full Gap</b></p>

	<p>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</p> <p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p> <p><b>DP-43</b> Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p><b>T-25</b> Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>b. A forecast of the future needs for the essential public facility;</p> <p>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</p> <p>d. An analysis of the proposal's consistency with County and City policies;</p> <p>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>g. An analysis of environmental impacts and mitigation; and</p> <p>h. Extensive public involvement</p>	<p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-28</b> and <b>CPP EN-30</b>.</p>
<p><b>MPP-En-22</b></p> <p>Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.</p>	<p><b>EN-8</b> Use the best available science when establishing and implementing environmental standards.</p> <p><b>EN-27</b> Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul> <p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p> <p><b>T-17</b> Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and</p>	<p><b>NE-P1</b> The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina's critical areas in a manner consistent with best available science.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ul>	<p><b>Partial Gap</b></p> <p>City could consider modifying <b>LU-P13</b> to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to incorporate <b>CPP EN-4</b>, <b>CPP EN-28</b>, and <b>CPP EN-30</b>.</p> <p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-27</b>, <b>CPP EN-28</b>, and <b>CPP EN-30</b>.</p>



	resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.		
<p><b>En-Action-1 (Regional)</b></p> <p><b>Open Space Planning:</b> PSRC will work with member jurisdictions, resource agencies, tribes, military installations and service branches, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. PSRC will review and comment on alignment with the Regional Open Space Conservation Plan during the comprehensive plan certification process. On a periodic basis, evaluate and update the plan.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>En-Action-2 (Regional)</b></p> <p><b>Watershed Planning Support:</b> PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>En-Action-3 (Countywide/watershed)</b></p> <p><b>Watershed Planning:</b> Counties and cities, together with other jurisdictions in the watershed, will continue to participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound. Include planning for culvert removal and work with tribal, federal, state, and local governments in planning, funding, and implementation to ensure the effective and efficient use of funds to restore salmon habitat.</p>	<p><b>EN-10</b> Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p> <p><b>EN-16</b> Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p>	<p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P8</b> The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p><b>NE-P10</b> The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.</p> <p><b>LU-G3</b> To maintain active community involvement in land use policy and regulations.</p> <p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> </ol>	<p><b>Partial Gap</b></p> <p>Policies <b>NE-P8</b> and <b>NE-P10</b> could be expanded to include reference to the State’s streamflow restoration law, even if generally stated as “compliant with germane state regulations,” or something similar that would implement <b>CPP EN-10</b>.</p> <p>The City should consider amending <b>NE-P3</b> to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing <b>CPP EN-16</b>.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies <b>LU-P7, LU-P9, LU-P13, T-P8</b>. This would ensure the implementation of <b>CPP EN-16</b>.</p>

		<ul style="list-style-type: none"> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ul> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> <li>• Enhanced motorized and non-motorized local connectivity,</li> <li>• Water and air quality improvements, and</li> <li>• Overall environmental protection.</li> </ul>	
<p><b>En-Action-4 (Local)</b></p> <p><b>Local Open Space Planning:</b> In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.</p>	<p><b>EN-20</b> Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> <li>a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</li> <li>b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</li> <li>c) Active and passive outdoor recreation opportunities;</li> <li>d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</li> <li>e) Preservation of ecologically sensitive, scenic, or cultural resources;</li> <li>f) Urban green space, habitats, and ecosystems;</li> <li>g) Forest resources; and</li> <li>h) Food production potential.</li> </ul>	<p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p>	<p><b>Full Gap</b></p> <p>The City should consider adopting a policy addressing the identification and preservation of regionally significant open space networks through implementation of the Regional Open Space Conservation Plan to implement <b>CPP EN-20</b>.</p>
<p><b>Climate Change Goal</b></p> <p>The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050)</p>			

and prepares for climate change impacts.			
<p><b>MPP-CC-1</b></p> <p>Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</p>	<p><b>EN-27</b> Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p>		<p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to implement <b>CPP EN-27</b>.</p>
<p><b>MPP-CC-2</b></p> <p>Reduce building energy use through green building and retrofit of existing buildings.</p>	<p><b>DP-45</b> Adopt flexible design standards, parking requirements, incentives, or guidelines that foster green building, multimodal transportation, and infill development that enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.</p> <p><b>EN-27</b> Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul> <p><b>EN-29</b> King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and local government buildings, vehicles, and solid waste at least every two years. King County shall update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. King County shall also develop city-specific emissions inventories and data, in partnership with cities.</p> <p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p> <p><b>T-29</b> Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>LU-G1</b> To maintain Medina’s high-quality residential setting and character.</p> <p><b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ul>	<p><b>Partial Gap</b></p> <p>The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement <b>CPP T-29</b>.</p> <p>The City could consider amending <b>LU-P13</b> to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to incorporate <b>CPP EN-4, EN-28, and EN-30</b>.</p> <p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to implement <b>CPP EN-27, EN-28, EN-29, and EN-30</b>.</p> <p>City should consider adding a policy to the transportation element that specifies parking requirements, incentives, and multimodal transportation strategies for green building and infill development to implement <b>CPP DP-45</b>.</p> <p>Consider adding a policy to the capital facilities element that specifies flexible design standards and guidelines for green building and stormwater practices to implement <b>CPP DP-45</b>.</p> <p>Consider adding a policy to the land use element that ensures flexible regulations are implemented in a way that enhances the existing or desired urban character of the city to implement <b>CPP DP-45</b>.</p>

<p><b>MPP-CC-3</b></p> <p>Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p><b>DP-5</b> Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p><b>EN-4</b> Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul> <p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p> <p><b>T-3</b> Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p><b>T-32</b> Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled.</p> <p><b>T-33</b> Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</p> <p><b>T-34</b> Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.</p>	<p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p> <p><b>T-P7:</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes</p> <p><b>LU-G1</b> To maintain Medina’s high-quality residential setting and character.</p> <p><b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ul>	<p><b>Partial Gap</b></p> <p>The City could strengthen policy <b>T-P13</b> by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing <b>CPP T-5, T-3</b>.</p> <p>The City could strengthen policy <b>T-P10</b> by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing <b>CPP T-5</b> and <b>T-13</b>. Additionally, <b>T-P10</b> could be revised to explicitly include energy efficiency to implement <b>CPP EN-28</b> and <b>EN-30</b>.</p> <p><b>Full Gap</b></p> <p>The Transportation Element should include goals and policies related to alternative transportation services, investments in alternative vehicle travel, optimizing existing infrastructure and promoting the use of alternative fuel to provide full implementation of <b>T-3, T-5, T-34, T-32, T-33</b>.</p> <p>The City should consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-4, CPP EN-28, and CPP EN-30</b>.</p>
<p><b>MPP-CC-4</b></p> <p>Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.</p>	<p><b>EN-4</b> Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.</p> <p><b>EN-27</b> Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50%</p>	<p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p>	<p><b>Partial Gap</b></p> <p>The City should consider revising <b>NE-P2</b> to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and</p>

	<p>by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p><b>EN-29</b> King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and local government buildings, vehicles, and solid waste at least every two years. King County shall update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. King County shall also develop city-specific emissions inventories and data, in partnership with cities.</p> <p><b>EN-32</b> Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p>		<p>contributing to ecological function and values. The revised policy could also expand the discussion of "Medina's critical areas" to include "natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon." These revisions would implement <b>CPP EN-32</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-4, CPP EN-27, and CPP EN-29</b>.</p>
<p><b>MPP-CC-5</b></p> <p>Pursue the development of energy management technology as part of meeting the region's energy needs.</p>	<p><b>EN-4</b> Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul> <p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p>		<p><b>Full Gap</b></p> <p>The City should consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-4, CPP EN-28, and CPP EN-30</b>.</p>
<p><b>MPP-CC-6</b></p> <p>Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.</p>	<p><b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p> <p><b>EN-1</b> Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p>	<p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p> <p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending <b>NE-P3</b> to include "and other stakeholders" to more broadly include other agencies/organizations and implement <b>CPP EN-2</b>.</p> <p>The City could strength <b>T-P12, T-P13, T-P14, and CF-P6</b> by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing <b>CPP EN-25</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate environmental</p>

		<p>revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p> <p><b>NE-G3:</b> To promote community-wide stewardship of the natural environment for future generations through protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which are critical to fish and wildlife survival and proliferation.</p> <p><b>NE-P2:</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p>	<p>impacts to historically underserved communities. This would implement <b>CPP EN-25</b>.</p>
<p><b>MPP-CC-7</b></p> <p>Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.</p>	<p><b>EN-1</b> Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p>	<p><b>NE-G3:</b> To promote community-wide stewardship of the natural environment for future generations through protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which are critical to fish and wildlife survival and proliferation.</p> <p><b>NE-P2:</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-CC-8</b></p> <p>Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.</p>	<p><b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p> <p><b>DP-43</b> Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p>	<p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p> <p><b>PO-P1:</b> The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p><b>PO-P4:</b> The City should preserve easements to protect unique trees and tree groupings.</p>	<p><b>Partial Gap</b></p> <p>The City could strength <b>PO-P4, PO-P6, and PO-P1</b> by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing <b>CPP EN-25</b> and <b>DP-43</b>.</p> <p>The City could strength <b>T-P12, T-P13, T-P14, and CF-P6</b> by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing <b>CPP EN-25</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting new polices that pointedly address CPPs focused on disproportionate environmental impacts to historically underserved communities. This would implement <b>CPP EN-25</b> and <b>DP-43</b>. This affects the Natural Environment, Land Use, and Parks and Open Space elements.</p>

		<p><b>PO-P6:</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	
<p><b>MPP-CC-9</b> Identify and address the impacts of climate change on the region's hydrological systems.</p>	<p><b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.</p>	<p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p> <p><b>PO-P1:</b> The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p><b>PO-P4:</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6:</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p><b>Partial Gap</b> The City could strength <b>PO-P4, PO-P6, and PO-P1</b> by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing <b>CPP EN-25</b>.</p> <p>The City could strength <b>T-P12, T-P13, T-P14, and CF-P6</b> by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing <b>CPP EN-25</b>.</p> <p><b>Full Gap</b> The City should consider adopting new polices that pointedly address CPPs focused on disproportionate environmental impacts to historically underserved communities. This would implement <b>CPP EN-25</b>. This affects the Natural Environment, Land Use, and Parks and Open Space elements.</p>
<p><b>MPP-CC-10</b> Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.</p>	<p><b>EN-31</b> Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.</p>	<p><b>LU-P13:</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>i. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>j. A forecast of the future needs for the essential public facility;</li> <li>k. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>l. An analysis of the proposal's consistency with County and City policies;</li> <li>m. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>n. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> </ul>	<p><b>Partial Gap</b> The City could strengthen <b>LU-P13</b> by including an analysis of the potential impact of climate change or sea-level rise on the siting of essential public facilities, implementing <b>CPP EN-31</b>.</p>

		<p>o. An analysis of environmental impacts and mitigation; and</p> <p>p. Extensive public involvement.</p>	
<p><b>MPP-CC-11</b></p> <p>Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.</p>	<p><b>DP-5</b> Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p><b>EN-27</b> Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p> <p><b>T-32</b> Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled.</p> <p><b>T-33</b> Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</p> <p><b>T-34</b> Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.</p>	<p>No current policy</p>	<p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-27</b>.</p>
<p><b>MPP-CC-12</b></p> <p>Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.</p>	<p><b>DP-5</b> Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p><b>EN-3</b> Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ol style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ol>	<p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p> <p><b>T-P7:</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes</p> <p><b>NE-P10</b> The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.</p> <p><b>CF-P6</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p><b>Partial Gap</b></p> <p>The City could strengthen <b>NE-P10</b> by amending it to encourage/educate residents on incorporating low-impact development (LID) approaches to planning development/land use within the Medina watershed to better manage stormwater, protect water quality, minimize flooding and erosion, protect habitat, and reduce greenhouse gas emissions. This would implement <b>CPP EN-3</b>.</p> <p>The City should consider amending <b>CF-P6</b> to promote low impact development approaches in both public and private projects to further the policies current goals. This would better implement <b>CPP EN-3</b>.</p> <p>The City could strengthen policy <b>T-P13</b> by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing <b>CPP T-5, T-3</b>.</p> <p>The City could strengthen policy <b>T-P10</b> by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing <b>CPP T-5</b> and <b>T-13</b>. Additionally, <b>T-P10</b> could be revised to explicitly include energy efficiency to implement <b>CPP EN-28</b> and <b>EN-30</b>.</p>



	<p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.</p> <p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p><b>T-3</b> Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p><b>T-32</b> Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled.</p> <p><b>T-33</b> Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</p> <p><b>T-34</b> Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.</p>		<p><b>Full GAP</b></p> <p>Transportation Element does not include policies that address providing infrastructure for alternative fuel sources or updating the existing transportation systems within the city with zero emissions. City should consider adding policies that incorporate alternative fuel sources for transportation fleets. The Transportation Element should also include elements related to alternative transportation services, investments in alternative vehicle travel, optimizing existing infrastructure and promoting the use of alternative fuel. The city should add additional policies that address these issues to incorporate <b>CPP T-3, T-5, T-34, T-32, and T-33.</b></p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-28 and CPP EN-30.</b></p>
<p><b>CC-Action-1 (Regional)</b></p> <p><b>Greenhouse Gas Strategy:</b> PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy, to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals. The strategy will:</p> <ul style="list-style-type: none"> <li>o Build on the Four-Part Strategy in the Regional Transportation Plan to Address emissions from transportation, land use and development, and other sources of greenhouse gases</li> <li>o Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development</li> <li>o Explore options for PSRC to further emission reductions in the aviation sector</li> </ul> <p>13.1 Be guided by principles of racial equity</p> <ul style="list-style-type: none"> <li>o Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans</li> <li>o Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions</li> </ul> <p>Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>

<p><b>CC-Action-2 (Regional)</b></p> <p><b>Resilience and Climate Preparedness:</b> PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>CC-Action-3 (Local)</b></p> <p><b>Policies and Actions to Address Climate Change:</b> Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.</p>	<p><b>DP-5</b> Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p><b>EN-17</b> Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p><b>EN-27</b> Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.</p>	<p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>CF-P4:</b> The City should make improvements to the stormwater system based on the Comprehensive Stormwater Management Plan, including increasing the flow capacity of a number of individual sections of the stormwater system and reconditioning some of the open ditches.</p> <p><b>CF-P5:</b> The City shall maintain requirements for stormwater retention/detention and/or the use of the best management practices as defined under Department of Ecology guidelines, and according to the objectives of the Puget Sound Water Quality Management Plan.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p><b>Partial Gap</b></p> <p><b>NE-P3</b> could be expanded to include mention of “other threatened and endangered species and species of local importance” to implement <b>CPP EN-9</b>. It could also be expanded to include discussion of drainage system management and its benefits to better implement <b>CPP EN-17</b>.</p> <p><b>Full Gap</b></p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-27</b>.</p>
<p><b>CC-Action-4 (Local)</b></p> <p><b>Resilience:</b> Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.</p>	<p><b>DP-43</b> Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p><b>EC-21</b> Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.</p> <p><b>EN-1</b> Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p><b>EN-11</b> Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p>	<p><b>PO-P1:</b> The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p><b>PO-P4:</b> The City should preserve easements to protect unique trees and tree groupings.</p> <p><b>PO-P6:</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>NE-G3:</b> To promote community-wide stewardship of the natural environment for future generations through protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which are critical to fish and wildlife survival and proliferation.</p> <p><b>NE-P2:</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>NE-P9</b> The City shall prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but</p>	<p><b>Partial Gap</b></p> <p>The City could strength <b>PO-P4, PO-P6,</b> and <b>PO-P1</b> by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing <b>CPP DP-43</b>.</p> <p><b>Full Gap</b></p> <p><b>NE-P9</b> discusses the enhancement of native plant communities and would better implement <b>CPP EN-11</b> by incorporating discussion of enhanced tree canopy in urban environments to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>

		are not limited to, fish and wildlife habitat conservation areas and their buffers.	
<b>Development Patterns Goal</b>			
The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.			
<b>MPP-DP-1</b> Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	<p><b>DP-5</b> Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p><b>DP-7</b> Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.</p> <p><b>DP-40</b> Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>DP-41</b> Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul>	<p><b>LU-G1</b> To maintain Medina's high-quality residential setting and character.</p> <p><b>LU-G3</b> To maintain active community involvement in land use policy and regulations.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>TP-2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p><b>Partial Gap</b> Land Use policies can be strengthened to address <b>CPP DP-40</b> by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>LU-G3</b> should be revised to include "equitable" engagement to implement <b>DP-40</b>.</p> <p><b>Full Gap</b> The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-28</b>.</p>
<b>MPP-DP-2</b> Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.	<p><b>DP-40</b> Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>H-5</b> Evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. Identify gaps in existing partnerships, policies, and dedicated resources for meeting the countywide need and eliminating racial and other disparities in access to housing and neighborhoods of choice.</p> <p><b>H-9</b> Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately</p>	<p><b>LU-G1</b> To maintain Medina's high-quality residential setting and character.</p> <p><b>LU-G3</b> To maintain active community involvement in land use policy and regulations.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public</p>	<p><b>Partial Gap</b> Land Use policies can be strengthened to address <b>CPP DP-40</b> by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>LU-G3</b> should be revised to include "equitable" engagement to implement <b>CPP DP-40</b>.</p>

	<p>impacted populations.</p> <p><b>H-18</b> Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</p> <ul style="list-style-type: none"> <li>a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</li> <li>b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</li> <li>c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</li> <li>d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</li> </ul> <p><b>EC-8</b> Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p><b>EC-15</b> Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p> <p><b>EC-16</b> Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p><b>EC-20</b> Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p> <p><b>PF-2</b> Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p><b>Full Gap</b></p> <p>City should consider creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors to implement <b>CPP H-18</b>.</p> <p>The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement <b>CPP PF-2</b> and <b>PF-17</b>.</p>
<p><b>MPP-DP-3</b></p> <p>Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.</p>	<p><b>DP-7</b> Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.</p> <p><b>DP-41</b> Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p>	<p><b>TP-2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-4</b></p> <p>Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.</p>	<p><b>DP-3</b> Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> <li>a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;</li> <li>b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</li> <li>c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</li> </ul>	<p><b>LU-G1</b> To maintain Medina's high-quality residential setting and character.</p> <p><b>LU-G3</b> To maintain active community involvement in land use policy and regulations.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p>	<p><b>Partial Gap</b></p> <p>Land Use policies can be strengthened to address <b>CPP DP-40</b> by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>LU-G3</b> should be revised to include "equitable"</p>

	<p>d) Optimizing the use of existing capacity for housing and employment;</p> <p>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</p> <p>f) Coordinating plans for land use, transportation, schools, capital facilities and services.</p> <p><b>DP-40</b> Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p>	<p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p>engagement to implement <b>DP-40</b>.</p> <p><b>Full Gap</b></p> <p>City should consider creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors to implement <b>CPP DP-3</b>.</p>
<p><b>MPP-DP-5</b></p> <p>Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.</p>	<p><b>EN-20</b> Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> <li>a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</li> <li>b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</li> <li>c) Active and passive outdoor recreation opportunities;</li> <li>d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</li> <li>e) Preservation of ecologically sensitive, scenic, or cultural resources;</li> <li>f) Urban green space, habitats, and ecosystems;</li> <li>g) Forest resources; and</li> <li>h) Food production potential.</li> </ul> <p><b>DP-42</b> Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p>	<p><b>LU-G4</b> To preserve community treasures, including, but not limited to, those structures and uses that reflect the City's heritage and history.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p><b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-6</b></p> <p>Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.</p>	<p><b>DP-42</b> Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p>	<p><b>LU-G4</b> To preserve community treasures, including, but not limited to, those structures and uses that reflect the City's heritage and history.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p><b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-7</b></p> <p>Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.</p>	<p><b>EN-2</b> Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p><b>EN-17</b> Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p>	<p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p>	<p><b>Partial Gap</b></p> <p>The City could consider amending <b>NE-P3</b> to include "and other stakeholders" to more broadly include other agencies/organizations and implement <b>CPP EN-2</b>.</p>

	<p><b>EC-15</b> Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p>	<ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ul> <p><b>CF-P4:</b> The City should make improvements to the stormwater system based on the Comprehensive Stormwater Management Plan, including increasing the flow capacity of a number of individual sections of the stormwater system and reconditioning some of the open ditches.</p> <p><b>CF-P5:</b> The City shall maintain requirements for stormwater retention/detention and/or the use of the best management practices as defined under Department of Ecology guidelines, and according to the objectives of the Puget Sound Water Quality Management Plan.</p> <p><b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	
<p><b>MPP-DP-8</b></p> <p>Conduct inclusive engagement to identify and address the diverse needs of the region's residents.</p>	<p><b>H-9</b> Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p><b>DP-39</b> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p><b>H-17</b> Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</p> <p>Extremely low-, very low-, and low-income residents often have limited choices when seeking an affordable home and neighborhood. The King County Consortium's Analysis of Impediments to Fair Housing Choice found that many Black, Indigenous, and other People of Color communities and immigrant groups face disparities in access to opportunity areas with high quality schools, jobs, transit and access to parks, open space, and clean air, water, and soil. Some of the same groups are significantly less likely to own their home as compared to the countywide average, cutting them off from an important tool for housing stability and wealth building. Further, inequities in housing and land use practices as well as cycles of public and private disinvestment</p>	<p><b>LU-G3</b> To maintain active community involvement in land use policy and regulations.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> </ul>	<p><b>Partial Gap</b></p> <p>Policies <b>LU-G3</b> and <b>LU-P8</b> could be strengthened by prioritizing collaboration and communication with populations most disproportionately impacted by housing cost burden in developing land use and planning processes to implement <b>CPP H-9</b>.</p> <p>The City should consider amending <b>LU-P9</b> adding specific language about the stakeholders consistent with the list in <b>CPP DP-39</b>.</p>

	and investment have also resulted in communities vulnerable to displacement. Intentional actions to expand housing choices throughout the community will help address these challenges.	<ul style="list-style-type: none"> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement.</li> </ul>	
<p><b>MPP-DP-9</b></p> <p>Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.</p>	<p><b>DP-40</b> Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>DP-41</b> Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p><b>DP-42</b> Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p>	<p><b>LU-G3</b> To maintain active community involvement in land use policy and regulations.</p> <p><b>LU-G4</b> To preserve community treasures, including, but not limited to, those structures and uses that reflect the City’s heritage and history.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p><b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City’s heritage and history.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p><b>Partial Gap</b></p> <p>Land Use policies can be strengthened to address <b>CPP DP-40</b> by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>LU-G3</b> should be revised to include “equitable” engagement to implement <b>CPP DP-40</b>.</p>
<p><b>MPP-DP-10</b></p> <p>Design public buildings and spaces that contribute to a sense of community and a sense of place.</p>	It does not appear there is a CPP implementing this MPP	No current policy	<p><b>Partial Gap</b></p> <p>The city could consider a new policy in the Capital Facilities element to address public building design. However, a new policy is not required as long as other city regulations or code demonstrate consistency with this MPP.</p> <p><b>MPP-DP-10</b> is not implemented by any CPP and the City is not required to implement it through a Comp Plan policy. The City likely is implementing the intention of this policy through existing review structures or committees. The City could strengthen their Capital Facilities or Parks Elements by adding a policy specifying the process through which the City currently ensures public facilities “contribute to a sense of community and a sense of place”.</p>
<p><b>MPP-DP-11</b></p> <p>Identify and create opportunities to develop parks, civic places (including schools) and public spaces, especially in or adjacent to centers.</p>	<p><b>DP-43</b> Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p><b>EN-22</b> Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>	<p><b>PO-P1:</b> The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p><b>PO-P4:</b> The City should preserve easements to protect unique trees and tree groupings.</p>	<p><b>Partial Gap</b></p> <p>The City could strength <b>PO-P4, PO-P6,</b> and <b>PO-P1</b> by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing <b>CPP DP-43</b>.</p> <p>The City should consider amending policies</p>

		<p><b>PO-P6:</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>LU-P5</b> Existing non-residential uses are encouraged to be maintained. Existing non- residential uses include: City Hall, Medina Grocery Store, Post Office, Bellevue Christian School, Wells Medina Nursery, Overlake Golf and Country Club, St. Thomas Church, St. Thomas School, Gas Station, Medina Elementary School, City facilities and parks, Utilities</p>	<p><b>PO-G2, PO-G1, and T-P2</b> to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement <b>CPP EN-22</b>.</p>
<p><b>MPP-DP-12</b></p> <p>Design transportation projects and other infrastructure to achieve community development objectives and improve communities.</p>	<p><b>EC-8</b> Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p><b>T-6</b> Develop station area plans for high-capacity transit stations and mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.</p>	<p><b>T-G5:</b> To maintain and enhance access to public transportation.</p> <p><b>T-P6</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p><b>Partial Gap</b></p> <p>The City should consider adopting/amending policies within the transportation element to incorporate community engagement in some transportation projects to implement <b>CPP T-6</b>.</p>
<p><b>MPP-DP-13</b></p> <p>Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.</p>	<p>No CPP identified</p>	<p><b>LU-P13:</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>A forecast of the future needs for the essential public facility;</li> <li>An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>An analysis of the proposal's consistency with County and City policies;</li> <li>An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>An analysis of environmental impacts and mitigation; and</li> <li>Extensive public involvement.</li> </ol>	<p><b>Partial Gap</b></p> <p>The City could consider adding the consideration of natural boundaries in the siting of essential public facilities to policy <b>LU-P13</b> to fully implement <b>MPP DP-13</b>.</p>
<p><b>MPP-DP-14</b></p> <p>Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.</p>	<p><b>EN-20</b> Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ol style="list-style-type: none"> <li>Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</li> <li>Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</li> <li>Active and passive outdoor recreation opportunities;</li> <li>Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</li> <li>Preservation of ecologically sensitive, scenic, or cultural resources;</li> <li>Urban green space, habitats, and ecosystems;</li> </ol>	<p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p><b>PO-P2</b> The City shall seek to develop additional view parks at appropriate points in the City.</p> <p><b>PO-P4</b> The City should preserve easements to protect unique trees and tree groupings.</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending Parks and Open Space policies <b>PO-G2, PO-P2, PO-P4, PO-P6, and PO-P8</b> to address historically underserved communities, the types of lands that contain valuable functions and their relation to the Regional Open Space Conservation Plan, how open space contributes and enhancing the urban tree canopy to promote community resiliency to better implement <b>CPP EN-20</b>.</p>



	<p>g) Forest resources; and h) Food production potential.</p>	<p><b>PO-P6</b> The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p><b>PO-P8</b> The City should develop a long-term landscaping and maintenance plan to maintain Medina Beach Park and Medina Park in a manner that is consistent with and enhances public use.</p>	
<p><b>MPP-DP-15</b> Design communities to provide safe and welcoming environments for walking and bicycling.</p>	<p><b>DP-7</b> Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.</p> <p><b>DP-41</b> Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p><b>EN-22</b> Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p><b>EN-28</b> Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> <li>a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;</li> <li>b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;</li> <li>c) Incorporating energy-saving strategies in infrastructure planning and design;</li> <li>d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;</li> <li>e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and</li> <li>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</li> </ul>	<p><b>TP-2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>PO-G1</b> To maintain and enhance Medina’s parks and open spaces to meet the City’s needs. Examples of priority items include installation of a picnic shelter at Medina Park and reconstruction of the playfield at Fairweather Park for use year-round.</p> <p><b>PO-G2</b> To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p>	<p><b>Partial Gap</b> The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-28</b>.</p> <p>The City should consider amending policies <b>PO-G2, PO-G1, and T-P2</b> to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement <b>CPP EN-22</b>.</p>
<p><b>MPP-DP-16</b> Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.</p>	<p><b>EN-1</b> Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p><b>T-30</b> Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.</p>	<p><b>NE-G3:</b> To promote community-wide stewardship of the natural environment for future generations through protection, preservation/conservation, and enhancement of those natural environment features which are most sensitive to human activities and which are critical to fish and wildlife survival and proliferation.</p> <p><b>NE-P2:</b> The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian</p>	<p><b>Partial Gap</b> The City should consider amending Transportation policies <b>T-P1, P2, P2.5, P12, P13, and P14</b> to minimize negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions to implement <b>CPP T-30</b>.</p>

		and nonmotorized safety. <b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment. <b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution. <b>T-P14</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.	
<b>MPP-DP-17</b> Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	<b>T-17</b> Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State. <b>PF-3</b> Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts.	<b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.	<b>Partial Gap</b> Policy <b>LU-P7</b> can be modified to include "and are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments." to fully implement <b>CPP T-17</b> .
<b>MPP-DP-18</b> Address existing health disparities and improve health outcomes in all communities.	<b>EN-25</b> Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.	No current policy	<b>Full Gap</b> The City should consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement <b>CPP EN-25</b> into the Medina CP.
<b>MPP-DP-19</b> Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	<b>H-23</b> Adopt and implement programs and policies that ensure healthy and safe homes.	No current policy	<b>Full Gap</b> The City could consider adopting a Housing policy or goal that speaks to ensuring safe and healthy homes in Medina. <b>H-G1</b> could be expanded to included mention of these focus areas.
<b>MPP-DP-20</b> Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.	<b>DP-60</b> Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.	No current policy	<b>Full Gap</b> The City could consider adopting Land Use goals and/or policies that would support the local food system and implement <b>CPP DP-60</b> .
<b>MPP-DP-21</b> Provide a regional framework for designating and evaluating regional growth centers.	<b>DP-31</b> Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. <b>DP-32</b> Designate regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.	No policy is necessary. The City does not have a designated regional growth center.	<b>No Policy Gap</b>

	<b>DP-34</b> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.		
<b>MPP-DP-22</b> Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.	<b>DP-31</b> Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. <b>DP-32</b> Designate regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals. <b>DP-37</b> Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors. <b>DP-38</b> Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>
<b>MPP-DP-23</b> Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.	<b>DP-34</b> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts. <b>EC-15</b> Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities. <b>EC-16</b> Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions. <b>EC-29</b> Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>
<b>MPP-DP-24</b> Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.	<b>DP-35</b> Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers based on nominations from cities and after determining that: a) The nominated locations meet the criteria set forth in the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for regional manufacturing/industrial centers; b) The proposed center’s location will promote a countywide system of manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; and c) The city’s commitments will help ensure the success of the center.	No policy is necessary. The City does not have a designated regional manufacturing/industrial center.	<b>No Policy Gap</b>
<b>MPP-DP-25</b> Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.	See the King County Centers Designation Framework <b>DP-31</b> Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. <b>DP-32</b> Designate regional growth centers in the Countywide Planning Policies where city-	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>

	<p>nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.</p> <p><b>DP-37</b> Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</p> <p><b>DP-38</b> Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p>		
<p><b>MPP-DP-26</b></p> <p>Implement the adopted framework to designate countywide centers to ensure compatibility within the region.</p>	<p>See the King County Centers Designation Framework</p> <p><b>DP-37</b> Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</p>	<p>Not applicable, the City does not have a centers designation.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-27</b></p> <p>Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, while promoting economical administration and services, annexation is preferred over incorporation.</p>	<p><b>DP-24</b> Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p><b>DP-26</b> Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p><b>DP-27</b> Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p><b>DP-28</b> Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <ul style="list-style-type: none"> <li>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.</li> <li>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</li> </ul> <p><b>DP-30</b> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> <li>a) Conformance with Countywide Planning Policies including the Urban Growth Area</li> </ul>	<p>Not applicable as the City does have a Potential Annexation Area - PAA (no Unincorporated UGA)</p>	<p><b>No Policy Gap</b></p>

	<p>boundary;</p> <ul style="list-style-type: none"> <li>b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;</li> <li>c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;</li> <li>d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</li> <li>e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.</li> </ul>		
<p><b>MPP-DP-28</b></p> <p>Support joint planning between cities, counties, and service providers to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.</p>	<p><b>DP-24</b> Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p><b>DP-25</b> Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</p> <p><b>DP-26</b> Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p><b>DP-27</b> Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p>	<p>Not applicable as the City does have a Potential Annexation Area - PAA (no Unincorporated UGA)</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-29</b></p> <p>Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.</p>	<p><b>DP-27</b> Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p><b>DP-28</b> Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <ul style="list-style-type: none"> <li>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.</li> <li>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</li> </ul> <p><b>DP-30</b> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> <li>a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</li> </ul>	<p>Not applicable as the City does have a Potential Annexation Area - PAA (no Unincorporated UGA)</p>	<p><b>No Policy Gap</b></p>

	<ul style="list-style-type: none"> <li>b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;</li> <li>c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;</li> <li>d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</li> <li>e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.</li> </ul>		
<p><b>MPP-DP-30</b></p> <p>Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county or an existing utility district as an interim approach.</p>	<p><b>DP-27</b> Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p>	Policy noted. No policy should be needed to implement this CPP.	<b>No Policy Gap</b>
<p><b>MPP-DP-31</b></p> <p>Promote transit service to and from existing cities in rural areas.</p>	<p><b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p>	Not applicable, the City is not located in a rural area.	<b>No Policy Gap</b>
<p><b>MPP-DP-32</b></p> <p>Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.</p>	<p><b>DP-11</b> When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p><b>DP-50</b> Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city</li> </ul>	Not applicable. There are no rural lands adjacent to the city. The City is surrounded by other incorporated cities.	<b>No Policy Gap</b>

	transfer of development rights receiving areas; and Be compatible with existing within-city transfer of development rights programs.		
<b>MPP-DP-33</b> Do not allow urban net densities in rural and resource areas.	<b>DP-10</b> No new Fully Contained Communities shall be approved in unincorporated King County. <b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. <b>DP-48</b> Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. d) Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).	Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.	<b>No Policy Gap</b>
<b>MPP-DP-34</b> Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	<b>DP-10</b> No new Fully Contained Communities shall be approved in unincorporated King County.	No policy is necessary – this is focused on unincorporated areas.	<b>No Policy Gap</b>
<b>MPP-DP-35</b> In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	<b>DP-10</b> No new Fully Contained Communities shall be approved in unincorporated King County.	No policy is necessary – this is focused on unincorporated areas.	<b>No Policy Gap</b>
<b>MPP-DP-36</b> Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	There does appear to be a CPP that implements this MPP.	There is not a CPP to implement MPP-DP-36. Also, it does not appear that one is necessary. Vesting is guided by statute and adopted vesting regulations. Further, this CPP is focused on rural areas.	<b>No Policy Gap</b>
<b>MPP-DP-37</b> Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	<b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. <b>DP-47</b> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. <b>DP-48</b> Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;	Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.	<b>No Policy Gap</b>

	<p>b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres.</p> <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p><b>DP-50</b> Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p>		
<p><b>MPP-DP-38</b></p> <p>Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.</p>	<p><b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p><b>DP-49</b> Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-39</b></p> <p>Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.</p>	<p><b>DP-54</b> Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural.</p> <p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p><b>DP-56</b> Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.</p> <p><b>DP-57</b> Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p> <p><b>DP-58</b> Retain the Lower Green River Agricultural Production District as a regionally designated resource that is to remain in unincorporated King County.</p> <p><b>DP-59</b> Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p><b>DP-60</b> Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.</p> <p><b>DP-61</b> Support institutional procurement policies that encourage purchases of locally grown food products.</p> <p><b>DP-62</b> Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality, minimize negative impacts on adjacent lands, and that</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p><b>No Policy Gap</b></p>



	<p>an appropriate level of reclamation occurs prior to redesignation.</p> <p><b>DP-63</b> Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</li> <li>g) Be compatible with existing within-city transfer of development rights programs.</li> </ul>		
<p><b>MPP-DP-40</b> Protect and enhance significant open spaces, natural resources, and critical areas.</p>	<p><b>DP-1</b> Designate all lands within King County as one of the following. In each of these designations, critical areas may exist and these are to be conserved through regulations, incentives, and programs.</p> <ul style="list-style-type: none"> <li>a) Urban land within the Urban Growth Area, where new growth is focused and accommodated;</li> <li>b) Rural land, where farming, forestry, and other resource uses are protected, and very low-density residential uses and small-scale non-residential uses are allowed; or</li> <li>c) Natural Resource land, where permanent regionally significant agricultural, forestry, and mining lands are preserved.</li> </ul> <p><b>DP-47</b> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p><b>EN-11</b> Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p><b>EN-15</b> Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.</p> <p><b>EN-18</b> Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region's drinking water supplies.</p> <p><b>EN-20</b> Identify and preserve regionally significant open space networks in both Urban</p>	<p><b>NE-P2</b> The City shall preserve and should enhance where possible the functions and values of Medina's critical areas in a manner consistent with best available science.</p> <p><b>NE-P3</b> The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p><b>NE-P4</b> No net loss of wetlands functions, values, and acreage should result from development.</p> <p><b>NE-P5</b> The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams.</p> <p><b>NE-P6</b> The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.</p> <p><b>LU-P2</b> The City shall consider ways to restrict the size of homes in order to retain the character of the community and lessen impacts associated with construction.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly</p>	<p><b>Full Gap</b> <b>NE-P9</b> discusses the enhancement of native plant communities and would better implement <b>CPP EN-11</b> by incorporating discussion of enhanced tree canopy in urban environments to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>

	<p>and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> <li>a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;</li> <li>b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;</li> <li>c) Active and passive outdoor recreation opportunities;</li> <li>d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;</li> <li>e) Preservation of ecologically sensitive, scenic, or cultural resources;</li> <li>f) Urban green space, habitats, and ecosystems;</li> <li>g) Forest resources; and</li> <li>h) Food production potential.</li> </ul>	<p>supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>i. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>j. A forecast of the future needs for the essential public facility;</li> <li>k. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>l. An analysis of the proposal's consistency with County and City policies;</li> <li>m. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>n. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li><b>o. An analysis of environmental impacts and mitigation; and</b></li> <li>p. Extensive public involvement.</li> </ul>	
<p><b>MPP-DP-41</b></p> <p>Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.</p>	<p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p><b>DP-56</b> Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.</p> <p><b>DP-59</b> Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p><b>DP-60</b> Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.</p> <p><b>DP-62</b> Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-42</b></p> <p>Support the sustainability of designated resource lands. Do not convert these lands to other uses.</p>	<p><b>DP-54</b> Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural.</p> <p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p><b>DP-56</b> Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.</p> <p><b>DP-57</b> Prohibit annexation of lands within designated Agricultural Production Districts or</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p><b>No Policy Gap</b></p>

	within Forest Production Districts by cities.		
<p><b>MPP-DP-43</b></p> <p>Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.</p>	<p><b>DP-54</b> Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural.</p> <p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p><b>DP-59</b> Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p><b>DP-62</b> Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within cities;</li> <li>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</li> <li>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</li> <li>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</li> <li>g) Be compatible with existing within-city transfer of development rights programs.</li> </ul>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-DP-44</b></p> <p>Work to conserve valuable rural and resource lands through techniques, such as conservation programs, transfer of development rights, and the purchase of development rights. Focus growth within the urban growth area, especially cities, to lessen pressures to convert rural and resource areas to residential uses.</p>	<p><b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p><b>DP-57</b> Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p> <p><b>DP-64</b> Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> <li>a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;</li> <li>b) Preserve rural and resource lands of compelling interest countywide and to participating cities;</li> <li>c) Identify appropriate transfer of development rights receiving areas within</li> </ul>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p><b>No Policy Gap</b></p>

	<p>cities;</p> <p>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</p> <p>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</p> <p>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</p> <p>g) Be compatible with existing within-city transfer of development rights programs.</p>		
<p><b>MPP-DP-45</b></p> <p>Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.</p>	<p><b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p><b>DP-47</b> Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p>	No policy is necessary – this is focused on rural areas.	<b>No Policy Gap</b>
<p><b>MPP-DP-46</b></p> <p>Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.</p>	There does not appear to be a CPP implementing this MPP.	<b>NE-P10</b> The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.	<b>Partial Gap.</b> The City could consider revising <b>NE-P10</b> to include discussion of supporting development built against higher performing energy and environmental standards which would also minimize impacts on the natural environment. This would better implement <b>MPP-DP-46</b> .
<p><b>MPP-DP-47</b></p> <p>Streamline development standards and regulations for residential and commercial development and public projects, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.</p>	<b>H-13</b> Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.	<p><b>H-P6</b> The City should continue participation in inter-jurisdictional organizations to assist in the provision of affordable housing on the Eastside.</p> <p><b>H-P7</b> The City shall continue to make contributions to agencies that support affordable housing.</p> <p><b>H-P8</b> The City shall explore additional affordable housing options that are compatible with the City’s high-quality residential setting.</p>	<b>No Policy Gap</b>
<p><b>MPP-DP-48</b></p> <p>Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.</p>	<b>DP-23</b> Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No general aviation airport – no policies needed	<b>No Policy Gap</b>
<p><b>MPP-DP-49</b></p> <p>Protect military lands from encroachment by incompatible uses and development on adjacent land.</p>	<b>DP-23</b> Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	The city is not adjacent to a military base. No policy needed.	<b>No Policy Gap</b> Note that coordination discussed in <b>DP-23</b> called out in other areas of this document.
<p><b>MPP-DP-50</b></p> <p>Protect industrial zoning and manufacturing/industrial centers from encroachment by incompatible uses and development on adjacent land.</p>	<b>EC-23</b> Support manufacturing/industrial centers with land use policies that protect industrial land, retain and expand industrial employment, support a diverse regional economy, and provide for the evolution of these Centers to reflect industrial business trends, including in technology and automation. Prohibit or limit non-supporting or incompatible activities that may interfere with the retention and operation of industrial businesses while recognizing that a wider mix of uses, in targeted areas and circumstances, may be appropriate when designed to be supportive of and compatible with industrial employment.	Not applicable – the city does not have industrial or manufacturing zoning	<b>No Policy Gap</b>
<p><b>MPP-DP-51</b></p> <p>Protect tribal reservation lands from encroachment by</p>	<b>DP-59</b> Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.	Not applicable, Normandy Park is not adjacent to any tribal reservations.	<b>No Policy Gap</b>

incompatible land uses and development both within reservation boundaries and on adjacent land.			
<p><b>MPP-DP-52</b></p> <p>Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.</p>	<p><b>T-2</b> Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.</p> <p><b>T-3</b> Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p><b>T-15</b> Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p>	No current policy	<p><b>Full Gap</b></p> <p>The Transportation Element should include goals and policies related to alternative transportation services and investments in alternative vehicle travel to provide full implementation of <b>T-3</b>.</p>
<p><b>MPP-DP-53</b></p> <p>Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.</p>	<p><b>DP-41</b> Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p><b>DP-45</b> Adopt flexible design standards, parking requirements, incentives, or guidelines that foster green building, multimodal transportation, and infill development that enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.</p>	No current policy	<p><b>Full Gap</b></p> <p>City should consider adding a policy to the transportation element that specifies parking requirements, incentives, and multimodal transportation strategies for green building and infill development to implement <b>CPP DP-45</b>.</p> <p>Consider adding a policy to the capital facilities element that specifies flexible design standards and guidelines for green building and stormwater practices to implement <b>CPP DP-45</b>.</p> <p>Consider adding a policy to the land use element that ensures flexible regulations are implemented in a way that enhances the existing or desired urban character of the city to implement <b>CPP DP-45</b>.</p>
<p><b>MPP-DP-54</b></p> <p>Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.</p>	<p><b>DP-41</b> Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p><b>T-3</b> Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p>	<p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p> <p><b>T-P7:</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes</p>	<p><b>Partial Gap</b></p> <p>The City could strengthen policy <b>T-P13</b> by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing <b>CPP T-5, T-3</b>.</p> <p>The City could strengthen policy <b>T-P10</b> by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing <b>CPP T-5</b> and <b>T-13</b>. Additionally, <b>T-P10</b> could be revised to explicitly include energy efficiency to implement <b>CPP EN-28</b> and <b>EN-30</b>.</p>
<p><b>DP-Action-1 (Regional)</b></p> <p><b>Implement the Regional Centers Framework:</b> PSRC</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>

<p>will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.</p>			
<p><b>DP-Action-2 (Regional)</b> <b>Industrial Lands:</b> PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land across all industry sectors, research trends for industrial uses as technology and markets evolve, and identify strategies to preserve, protect, and enhance industrial lands, jobs, and businesses in the region in coordination with jurisdictions' efforts to support their industrial land base. In 2020, PSRC will convene a working group to review policy related to preserving industrial lands and employment.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>DP-Action-3 (Regional)</b> <b>Transit-Oriented Development:</b> PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>DP-Action-4 (Regional)</b> <b>Densities in Transit Station Areas:</b> PSRC will work in collaboration with transit agencies and local government to develop guidance for transit- supportive densities in different types of high-capacity transit station areas.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>DP-Action-5 (Regional)</b> <b>Concurrency Best Practices:</b> PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>DP-Action-6 (Regional)</b> <b>Coordinated Planning in Unincorporated Urban Areas:</b> PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that</p>	<p><b>DP-24</b> Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation. <b>DP-25</b> Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County</p>	<p>No policy is necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>

<p>address the barriers to joint planning, annexation, and incorporation.</p>	<p>jurisdiction.</p> <p><b>DP-26</b> Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p><b>DP-27</b> Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p><b>DP-28</b> Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <ul style="list-style-type: none"> <li>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.</li> <li>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</li> </ul> <p><b>DP-29</b> Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city's comprehensive plan after the following steps have been taken:</p> <ul style="list-style-type: none"> <li>a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and;</li> <li>b) The cities with the Potential Annexation Area overlap and the county have either: <ul style="list-style-type: none"> <li>1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or</li> <li>2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice.</li> </ul> </li> </ul> <p><b>DP-30</b> Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> <li>a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</li> <li>b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;</li> <li>c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;</li> </ul>		
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	<ul style="list-style-type: none"> <li>d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</li> <li>e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.</li> </ul>		
<p><b>DP-Action-7 (Local)</b></p> <p><b>Identification and Clean-up of Underused Lands:</b> Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.</p>	<p><b>EC-24</b> Facilitate redevelopment of contaminated sites through local, county, and state financing and other strategies that assist with planning, site design, and funding for environmental remediation.</p>	<p><b>SM-P8.16</b> Fills waterward of the ordinary high water mark should be restricted to supporting water-dependent uses, public access, cleanup and disposal of contaminated sediments as part of an interagency clean-up plan, disposal of dredged sediments in accordance with Department of Natural Resources rules, expansion or alteration of transportation facilities of statewide significance when no other alternatives are feasible, and for mitigation actions, environmental restoration and enhancement projects, and only when other solutions would result in greater environmental impact.</p> <p><b>SM-P21.3</b> The City should, and private entities are encouraged to, seek funding from State, Federal, private and other sources to implement restoration, enhancement, and acquisition projects, particularly those that are identified in the Restoration Plan of this SMP or the Final WRIA 8 Chinook Salmon Conservation Plan and related documents.</p>	<p><b>Partial Gap</b></p> <p>The City could consider adopting a new Land Use policy, or revising existing Shoreline policy <b>SM-P21.3</b>, that center on developing strategies for cleaning up brownfield and contaminated sites and identifying underused lands.</p>
<p><b>DP-Action-8 (Local)</b></p> <p><b>Center Plans and Station Area Plans:</b> Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.</p>	<p><b>DP-33</b> Establish subarea plans for designated regional and countywide centers that meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6.</p> <p><b>DP-37</b> Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</p> <p><b>DP-38</b> Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p> <p><b>DP-39</b> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p>	<p>No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.</p>	<p><b>No Policy Gap</b></p>
<p><b>DP-Action-9 (Local)</b></p> <p><b>Mode Split Goals for Centers:</b> Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.</p>	<p><b>DP-33</b> Establish subarea plans for designated regional and countywide centers that meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6.</p> <p><b>DP-35</b> Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers based on nominations from cities and after determining that:</p> <ul style="list-style-type: none"> <li>a) The nominated locations meet the criteria set forth in the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for regional manufacturing/industrial centers;</li> <li>b) The proposed center’s location will promote a countywide system of manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; and</li> <li>c) The city’s commitments will help ensure the success of the center.</li> </ul>	<p>No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.</p>	<p><b>No Policy Gap</b></p>
<b>Housing Goal</b>			



<p>The region preserves, improves, and expands its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.</p>			
<p><b>MPP-H-1</b></p> <p>Plan for housing supply, forms and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.</p>	<p><b>H-1</b> All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:</p> <ul style="list-style-type: none"> <li>- 30 percent and below AMI (extremely low) - 15 percent of total housing supply</li> <li>- 31-50 percent of AMI (very low) - 15 percent of total housing supply</li> <li>- 51-80 percent of AMI (low) - 19 percent of total housing supply</li> </ul> <p>Table H-1 provides additional context on the countywide need for housing.</p> <p><b>H-15</b> Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p><b>H-18</b> Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</p> <ol style="list-style-type: none"> <li>a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</li> <li>b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</li> <li>c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</li> <li>d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</li> </ol>	<p><b>LU-G1</b> To maintain Medina's high-quality residential setting and character.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p><b>Full Gap</b></p> <p>The city should consider revising <b>LU-P1</b> or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement <b>CPP H-16, H-17, and H-18</b>.</p> <p>Currently, Medina is very reluctant to change their land use and zoning (based on policies in Comp Plan). Current land use and zoning densities do not allow for middle housing or severely limits its development. <b>LU-P1</b> can be revised to plan for allowing middle housing, at least along transit corridors, in the future. Many of the CPPs that implement Vision 2050's housing goal will fall back to this same solution.</p>
<p><b>MPP-H-2</b></p> <p>Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.</p>	<p><b>H-1</b> All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:</p> <ul style="list-style-type: none"> <li>- 30 percent and below AMI (extremely low) - 15 percent of total housing supply</li> <li>- 31-50 percent of AMI (very low) - 15 percent of total housing supply</li> <li>- 51-80 percent of AMI (low) - 19 percent of total housing supply</li> </ul> <p>Table H-1 provides additional context on the countywide need for housing.<sup>1</sup></p> <p><b>H-2</b> Prioritize the need for housing affordable to households at or below 30 percent AMI</p>	<p><b>LU-G1</b> To maintain Medina's high-quality residential setting and character.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p><b>Full Gap</b></p> <p>The city should consider revising <b>LU-P1</b> or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement <b>CPP H-16, H-17, and H-18</b>.</p>

<sup>1</sup> Table H-1 includes both homeownership and rental units.

(extremely low-income) by implementing tools such as:

- a) Increasing capital, operations, and maintenance funding;
- b) Adopting complementary land use regulations;
- c) Fostering welcoming communities, including people with behavioral health needs;
- d) Adopting supportive policies; and
- e) Supporting collaborative actions by all jurisdictions.

**H-3** Update existing and projected countywide and jurisdictional housing needs using data and methodology provided by the Washington State Department of Commerce, in compliance with state law.

**H-4** Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include:

- a) Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households;
- b) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and AMI limit (for income-restricted units);
- c) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;
- d) Percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction;
- e) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers;
- f) Household characteristics, by race/ethnicity:
  - 1) Income (median and by AMI bracket)
  - 2) Tenure (renter or homeowner)
  - 3) Size
  - 4) Housing cost burden and severe housing cost burden;
- g) Current population characteristics:
  - 1) Age by race/ethnicity;
  - 2) Disability
- h) Projected population growth;
- i) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable;
- j) Ratio of housing to jobs in the jurisdiction;
- k) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted;
- l) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, persons with disabilities, people with medical conditions, and older adults;
- m) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and
- n) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.

**H-6** Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development

	<p>patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p><b>H-9</b> Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p><b>H-10</b> Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p> <p><b>H-11</b> Adopt policies, incentives, strategies, actions, and regulations that increase the supply of long-term income-restricted housing for extremely low-, very low-, and low-income households and households with special needs.</p> <p><b>H-12</b> Identify sufficient capacity of land for housing including, but not limited to income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within an urban growth area boundary, duplexes, triplexes, and townhomes.</p> <p><b>H-15</b> Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p><b>H-18</b> Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</p> <ul style="list-style-type: none"> <li>a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</li> <li>b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</li> <li>c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</li> <li>d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</li> </ul> <p><b>H-16</b> Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p>		
<p><b>MPP-H-3</b> Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low- income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the</p>	<p><b>H-2</b> Prioritize the need for housing affordable to households at or below 30 percent AMI (extremely low-income) by implementing tools such as:</p> <ul style="list-style-type: none"> <li>a) Increasing capital, operations, and maintenance funding;</li> <li>b) Adopting complementary land use regulations;</li> </ul>		

<p>region.</p>	<ul style="list-style-type: none"> <li>c) Fostering welcoming communities, including people with behavioral health needs;</li> <li>d) Adopting supportive policies; and</li> <li>e) Supporting collaborative actions by all jurisdictions.</li> </ul> <p><b>H-4</b> Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include:</p> <p>Affordability gap of the jurisdiction's housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households;</p> <ul style="list-style-type: none"> <li>a) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and AMI limit (for income-restricted units);</li> <li>b) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;</li> <li>c) Percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction;</li> <li>d) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers;</li> <li>e) Household characteristics, by race/ethnicity: <ul style="list-style-type: none"> <li>1) Income (median and by AMI bracket)</li> <li>2) Tenure (renter or homeowner)</li> <li>3) Size</li> <li>4) Housing cost burden and severe housing cost burden;</li> </ul> </li> <li>f) Current population characteristics: <ul style="list-style-type: none"> <li>1) Age by race/ethnicity;</li> <li>2) Disability</li> </ul> </li> <li>g) Projected population growth;</li> <li>h) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable;</li> <li>i) Ratio of housing to jobs in the jurisdiction;</li> <li>j) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted;</li> <li>k) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, persons with disabilities, people with medical conditions, and older adults;</li> <li>l) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and</li> <li>m) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.</li> </ul> <p><b>H-6</b> Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in</p>		
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	<p>housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p><b>H-9</b> Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p><b>H-10</b> Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p> <p><b>H-11</b> Adopt policies, incentives, strategies, actions, and regulations that increase the supply of long-term income-restricted housing for extremely low-, very low-, and low-income households and households with special needs.</p> <p><b>H-12</b> Identify sufficient capacity of land for housing including, but not limited to income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within an urban growth area boundary, duplexes, triplexes, and townhomes.</p> <p><b>H-14</b> Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p><b>H-19</b> Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income households. Emphasize:</p> <ul style="list-style-type: none"> <li>a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</li> <li>b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.</li> </ul>		
<p><b>MPP-H-4</b></p> <p>Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration and jurisdictional action.</p>	<p><b>H-2</b> Prioritize the need for housing affordable to households at or below 30 percent AMI (extremely low-income) by implementing tools such as:</p> <ul style="list-style-type: none"> <li>a) Increasing capital, operations, and maintenance funding;</li> <li>b) Adopting complementary land use regulations;</li> <li>c) Fostering welcoming communities, including people with behavioral health needs;</li> <li>d) Adopting supportive policies; and</li> <li>e) Supporting collaborative actions by all jurisdictions.</li> </ul> <p><b>H-4</b> Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include:</p> <p>Affordability gap of the jurisdiction's housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households;</p> <ul style="list-style-type: none"> <li>a) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and AMI limit (for income-restricted units);</li> </ul>		

	<ul style="list-style-type: none"> <li>b) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;</li> <li>c) Percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction;</li> <li>d) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers;</li> <li>e) Household characteristics, by race/ethnicity: <ul style="list-style-type: none"> <li>1) Income (median and by AMI bracket)</li> <li>2) Tenure (renter or homeowner)</li> <li>3) Size</li> <li>4) Housing cost burden and severe housing cost burden;</li> </ul> </li> <li>f) Current population characteristics: <ul style="list-style-type: none"> <li>1) Age by race/ethnicity;</li> <li>2) Disability</li> </ul> </li> <li>g) Projected population growth;</li> <li>h) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable;</li> <li>i) Ratio of housing to jobs in the jurisdiction;</li> <li>j) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted;</li> <li>k) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, persons with disabilities, people with medical conditions, and older adults;</li> <li>l) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and</li> <li>m) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.</li> </ul> <p><b>H-6</b> Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p><b>H-9</b> Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p><b>H-10</b> Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p>		
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	<p><b>H-11</b> Adopt policies, incentives, strategies, actions, and regulations that increase the supply of long-term income-restricted housing for extremely low-, very low-, and low-income households and households with special needs.</p> <p><b>H-12</b> Identify sufficient capacity of land for housing including, but not limited to income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within an urban growth area boundary, duplexes, triplexes, and townhomes.</p> <p><b>H-14</b> Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p><b>H-19</b> Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize:</p> <ul style="list-style-type: none"> <li>a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</li> <li>b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.</li> </ul>		
<p><b>MPP-H-5</b></p> <p>Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.</p>	<p><b>H-6</b> Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p><b>H-9</b> Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p><b>H-10</b> Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p> <p><b>H-14</b> Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p><b>H-19</b> Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize:</p> <ul style="list-style-type: none"> <li>a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</li> <li>b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.</li> </ul>		

<p><b>MPP-H-6</b></p> <p>Develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to job centers and attainable to workers at anticipated wages.</p>	<p><b>H-1</b> All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction’s identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:</p> <ul style="list-style-type: none"> <li>- 30 percent and below AMI (extremely low) - 15 percent of total housing supply</li> <li>- 31-50 percent of AMI (very low) - 15 percent of total housing supply</li> <li>- 51-80 percent of AMI (low) - 19 percent of total housing supply</li> </ul> <p>Table H-1 provides additional context on the countywide need for housing.</p> <p><b>H-15</b> Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p><b>H-18</b> Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <ul style="list-style-type: none"> <li>a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</li> <li>b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</li> <li>c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</li> <li>c) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</li> </ul>	<p><b>LU-G1</b> To maintain Medina’s high-quality residential setting and character.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p><b>Full Gap</b></p> <p>The city should consider revising <b>LU-P1</b> or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement <b>CPP H-16, H-17, and H-18.</b></p>
<p><b>MPP-H-7</b></p> <p>Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.</p>	<p><b>H-16</b> Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p>	<p><b>LU-G1</b> To maintain Medina’s high-quality residential setting and character.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p><b>Full Gap</b></p> <p>The city should consider revising <b>LU-P1</b> or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement <b>CPP H-16, H-17, and H-18.</b></p>
<p><b>MPP-H-8</b></p> <p>Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.</p>	<p><b>H-16</b> Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p> <p><b>H-17</b> Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</p>	<p><b>LU-G1</b> To maintain Medina’s high-quality residential setting and character.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p><b>Full Gap</b></p> <p>The city should consider revising <b>LU-P1</b> or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement <b>CPP H-16, H-17, and H-18.</b></p>
<p><b>MPP-H-9</b></p> <p>Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows</p>	<p><b>H-16</b> Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p> <p><b>H-18</b> Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future</p>	<p><b>LU-G1</b> To maintain Medina’s high-quality residential setting and character.</p> <p><b>LU-P1</b> The City shall minimize changes to existing zoning and land use patterns except as to meet above</p>	<p><b>Full Gap</b></p> <p>The city should consider revising <b>LU-P1</b> or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and</p>



<p>more people to live in neighborhoods across the region.</p>	<p>residents by:</p> <ul style="list-style-type: none"> <li>a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</li> <li>b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;</li> <li>c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</li> <li>d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</li> </ul> <p><b>DP-3</b> Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> <li>a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;</li> <li>b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</li> <li>c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</li> <li>d) Optimizing the use of existing capacity for housing and employment;</li> <li>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</li> <li>f) Coordinating plans for land use, transportation, schools, capital facilities and services.</li> </ul> <p><b>DP-31</b> Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p> <p><b>DP-38</b> Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p>	<p>goals when deemed necessary by its citizens.</p>	<p>frequent transit corridors. This will implement <b>CPP H-16, H-17, and H-18.</b></p>
<p><b>MPP-H-10</b> Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.</p>	<p><b>H-13</b> Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p>		
<p><b>MPP-H-11</b> Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.</p>	<p><b>H-7</b> Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.</p> <p><b>H-14</b> Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p>		

<p><b>MPP-H-12</b></p> <p>Identify potential physical, economic, and cultural displacement of low- income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.</p>	<p><b>H-14</b> Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p><b>H-20</b> Adopt policies and strategies that promote equitable development and mitigate displacement risk, with consideration given to the preservation of historical and cultural communities as well as investments in low-, very low-, extremely low-, and moderate-income housing production and preservation; dedicated funds for land acquisition; manufactured housing community preservation, inclusionary zoning; community planning requirements; tenant protections; public land disposition policies; and land that may be used for affordable housing. Mitigate displacement that may result from planning efforts, large-scale private investments, and market pressure. Implement anti-displacement measures prior to or concurrent with development capacity increases and public capital investments.</p> <p><b>DP-42</b> Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p> <p><b>DP-34</b> Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p><b>EC-29</b> Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.</p> <p><b>T-9</b> Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p>		
<p><b>H-Action-1 (Regional)</b></p> <p><b>Regional Housing Strategy:</b> PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>H-Action-2 (Regional)</b></p> <p><b>Regional Housing Assistance:</b> PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance shall include the following components:</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>H-Action-3 (Regional)</b></p> <p><b>State Support and Coordination:</b> PSRC will monitor and support as appropriate members’ efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p><b>No Policy Gap</b></p>
<p><b>H-Action-4 (Local)</b></p> <p><b>Local Housing Needs:</b> Counties and cities will conduct a</p>	<p>No CPP necessary – a local HNA is completed as part of a local comprehensive plan update</p>	<p>No policy is necessary – this will be completed as part of the comprehensive plan update</p>	<p><b>No Policy Gap</b></p>

housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.			
<b>H-Action-5 (Local)</b> <b>Affordable Housing Incentives:</b> As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.	No CPP necessary – this will be evaluated as part of the comprehensive plan update	No current policies	<b>Full Gap</b> The City should consider a policy to support affordable incentives. NOTE: the need for a new policy will be driven by the types of housing the city will be planning for – i.e., housing targets by income band.
<b>H-Action-6 (Local)</b> <b>Displacement:</b> Metropolitan Cities, Core Cities, and High Capacity Transit Communities will develop anti-displacement strategies in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners.	No CPP is provided	Does not apply to the city	<b>No Policy Gap</b>
<b>Economy Goal</b> The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.			
<b>MPP-Ec-1</b> Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.	<b>EC-1</b> Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy. <b>EC-2</b> Support economic growth that accommodates employment growth targets (see Table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.	The City is a residential community and does not have economic growth targets allocated to it, thus no policies are necessary.	<b>No Policy Gap</b>
<b>MPP-Ec-2</b> Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.	<b>EC-8</b> Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups. <b>EC-9</b> Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.	The City is a residential community and is not required to have an economic development element. No policies necessary.	<b>No Policy Gap</b>
<b>MPP-Ec-3</b> Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, increasing capital in the region.	<b>EC-3</b> Support industry clusters and their related subclusters that are integral components of the Regional Economic Strategy and King County's economy. Emphasize support for clusters that are vulnerable or threatened by market forces, provide middle-wage jobs, play an outsized role in the local economy, or have significant growth potential.	Not applicable as the city does not have zoning for manufacturing.	<b>No Policy Gap</b>
<b>MPP-Ec-4</b> Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.	<b>EC-10</b> Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities. <b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.	<b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina's public facilities and amenities. <b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.	<b>Partial Gap</b> Policy <b>LU-P4</b> could be strengthened by including key local assets to the economy (SR-520 and shoreline). It is currently implied, but an explicit reference will implement <b>CPP EC-10</b> . Policy <b>T-P9</b> or <b>T-P12</b> can be strengthened to

		<p><b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p><b>T-P9</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	<p>include the development of freight mobility strategies to better implement <b>CPP T-18</b>.</p>
<p><b>MPP-Ec-5</b></p> <p>Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.</p>	<p><b>EC-10</b> Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</p> <p><b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p><b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina's public facilities and amenities.</p> <p><b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.</p> <p><b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p><b>T-P9</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	<p><b>Partial Gap</b></p> <p>Policy <b>LU-P4</b> could be strengthened by including key local assets to the economy (SR-520 and shoreline). It is currently implied, but an explicit reference will implement <b>CPP EC-10</b>.</p> <p>Policy <b>T-P9</b> or <b>T-P12</b> can be strengthened to include the development of freight mobility strategies to better implement <b>CPP T-18</b>.</p>
<p><b>MPP-Ec-6</b></p> <p>Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the needs of the regional economy.</p>	<p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p><b>T-12</b> Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p> <p><b>T-15</b> Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p> <p><b>T-33</b> Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-Ec-7</b></p> <p>Foster a supportive environment for business startups, small businesses, locally owned, and women- and minority-owned businesses to help them continue to prosper.</p>	<p><b>EC-7</b> Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-Ec-8</b></p>	<p><b>DP-40</b> Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of</p>	<p><b>LU-G1</b> To maintain Medina's high-quality residential</p>	<p><b>Partial Gap</b></p>

<p>Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.</p>	<p>existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>EC-8</b> Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p><b>EC-9</b> Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</p> <p><b>EC-16</b> Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p><b>EC-20</b> Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p> <p><b>PF-2</b> Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>setting and character.</p> <p><b>LU-G3</b> To maintain active community involvement in land use policy and regulations.</p> <p><b>LU-P8</b> The City shall encourage and facilitate public participation in all land use planning processes.</p> <p><b>LU-P9</b> The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p><b>TP-2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>Land Use policies can be strengthened to address <b>CPP DP-40</b> by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p><b>LU-G3</b> should be revised to include “equitable” engagement to implement <b>DP-40</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement <b>CPP PF-2</b> and <b>MPP Ec-8</b>.</p>
<p><b>MPP-Ec-9</b></p> <p>Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living-wage jobs for the region’s residents.</p>	<p><b>EC-1</b> Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy.</p> <p><b>EC-2</b> Support economic growth that accommodates employment growth targets (see Table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.</p>	<p>The City is a residential community and does not have economic growth targets allocated to it, thus no policies are necessary.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-Ec-10</b></p> <p>Ensure that the region has a high quality education system that is accessible to all of the region’s residents.</p>	<p><b>EC-12</b> Work with schools and other institutions to increase graduation rates and sustain a highly educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region’s industry clusters. Identify partnership and funding opportunities where appropriate. Align and prioritize workforce development efforts with Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-Ec-11</b></p> <p>Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.</p>	<p><b>EC-12</b> Work with schools and other institutions to increase graduation rates and sustain a highly educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region’s industry clusters. Identify partnership and funding opportunities where appropriate. Align and prioritize workforce development efforts with Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-Ec-12</b></p> <p>Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.</p>	<p><b>EC-28</b> Ensure public investment decisions protect culturally significant economic assets and advance the business interests of Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.</p> <p><b>EC-29</b> Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-Ec-13</b></p> <p>Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region’s shared economic future.</p>	<p><b>EC-7</b> Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.</p> <p><b>EC-8</b> Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p><b>No Policy Gap</b></p>

	<p>groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p><b>EC-9</b> Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</p> <p><b>EC-15</b> Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p> <p><b>EC-16</b> Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p><b>EC-20</b> Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p>		
<p><b>MPP-Ec-14</b></p> <p>Foster appropriate and targeted economic growth in areas with low and very low access to opportunity to improve access to opportunity for current and future residents of these areas.</p>	<p><b>EC-7</b> Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.</p> <p><b>EC-8</b> Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p>	<p><b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p><b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City’s heritage and history.</p>	<b>No Policy Gap</b>
<p><b>MPP-Ec-15</b></p> <p>Support and recognize the contributions of the region’s culturally and ethnically diverse communities and Native Tribes, including helping the region continue to expand its international economy.</p>	<p><b>EC-15</b> Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p>	The City is a residential community and does not plan for economic development. No policies necessary.	<b>No Policy Gap</b>
<p><b>MPP-Ec-16</b></p> <p>Ensure that economic development sustains and respects the region’s environment and encourages development of established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.</p>	<p><b>EC-20</b> Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p>	<p><b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities</p>	<p><b>Partial Gap</b></p> <p>No policies are required, but <b>LU-G2</b> and other policies in Land Use element can be strengthened (or add new policy) to include collaboration with local businesses to restore the natural environment to address <b>CPP EC-20</b>.</p>
<p><b>MPP-Ec-17</b></p> <p>Preserve and enhance the region’s unique attributes and each community’s distinctive identity and design as economic assets as the region grows.</p>	<p><b>EC-10</b> Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region’s position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</p>	<p><b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p><b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City’s heritage and history.</p>	<p><b>No Policy Gap</b></p> <p>Policy <b>LU-P4</b> could be strengthened by including key local assets to the economy (SR-520 and shoreline). It is currently implied, but an explicit reference will implement <b>CPP EC-10</b>.</p>
<p><b>MPP-Ec-18</b></p> <p>Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing.</p>	<p><b>H-15</b> Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p>	<p>.</p> <p><b>LU-G1</b> To maintain Medina’s high-quality residential setting and character.</p> <p><b>LU-P3</b> Residential uses shall not be considered for conversion to non-residential use except when clearly supported by the community and when impacts to the surrounding area can be fully mitigated.</p>	<p><b>Partial Gap</b></p> <p>The City should consider revising Policies <b>LU-P1</b> and <b>LU-P2</b> to ensure diverse housing types are not restricted in the city and that zones/land uses that allow those housing choices are able to be implemented. This will directly implement <b>CPP H-15</b>.</p>

		<b>CF-P2</b> The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.	<b>CF-P2</b> generally meets the <b>CPP EC-18</b> . The City could strengthen this policy and by including the maintenance of existing infrastructure and services and supports adopted growth targets.
<b>MPP-Ec-19</b> Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities.	It does not appear there is a CPP implementing this MPP.	No policy is necessary – this is focused on rural areas.	<b>No Policy Gap</b>
<b>MPP-Ec-20</b> Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	<b>DP-42</b> Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development. <b>DP-8</b> Increase access to healthy and culturally relevant food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food. <b>EC-14</b> Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.	The City is a residential community and does not plan for economic development. Applicable policies listed only for reference. <b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina's public facilities and amenities. <b>LU-P4</b> The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.	<b>No Policy Gap</b>
<b>MPP-Ec-21</b> Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	<b>DP-12</b> GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on: a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce; b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands; c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems; d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county; f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity; g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity	The City is a residential community and does not plan for economic development. Further, DP-12 is direction for the Growth Management Planning Council to adopt. No policies necessary.	<b>No Policy Gap</b>

	for housing and employment growth. <b>EC-17</b> Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.		
<b>MPP-Ec-22</b> Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.	<b>DP-12</b> GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on: a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce; b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands; c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems; d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county; f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity; g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth. <b>EC-17</b> Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.	No policy is necessary. The City does not have a designated regional manufacturing/industrial center. Further, DP-12 is direction for the Growth Management Planning Council to adopt.	<b>No Policy Gap</b>
<b>MPP-Ec-23</b> Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.	<b>DP-46</b> Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. <b>DP-54</b> Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural. <b>DP-55</b> Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production. <b>DP-56</b> Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.	Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.	<b>No Policy Gap</b>
<b>Ec-Action-1 (Regional)</b> <b>Regional Economic Strategy:</b> PSRC and the Economic Development District will coordinate economic	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>



development efforts to strengthen the region's industries, economic foundations and implement the Regional Economic Strategy. Update the Regional Economic Strategy periodically.			
<p><b>Ec-Action-2 (Regional)</b></p> <p><b>Regional Support for Local Government Economic Development</b></p> <p><b>Planning:</b> PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to develop economic development elements as part of their expected 2023/24 comprehensive plan updates to support the Regional Growth Strategy. PSRC will also provide guidance on local planning to address commercial displacement.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>Ec-Action-3 (Regional)</b></p> <p><b>Regional Economic Data:</b> PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>Ec-Action-4 (Regional)</b></p> <p><b>Job Growth Distribution:</b> Identify regional roles in achieving the desired allocation of new jobs as reflected in the Regional Growth Strategy.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>Ec-Action-5 (Local)</b></p> <p><b>Economic Development Elements:</b> Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction's unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.</p>	This will be considered as part of the Comprehensive Plan update. No CPP necessary.	The City is a residential community and does not plan for economic development. No policies necessary.	<b>No Policy Gap</b>
<p><b>Transportation Goal</b></p> <p>The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.</p>			
<p><b>MPP-T-1</b></p> <p>Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.</p>	<p><b>T-16</b> Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p><b>T-19</b> Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems.</p> <p><b>T-20</b> Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and mobility hubs, especially those that are serviced by high-capacity transit.</p> <p><b>T-23</b> Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly</p>	<p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending and/or adopting Transportation policies that consider site and design of transit stations serviced by high-capacity transit and address transportation needs for those people who do not drive to fully implement <b>CPP T-19</b> and <b>T-20</b>.</p>

	<p>replacement projects.</p>	<p><b>T-P3</b> The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable</p> <p><b>T-P5</b> The City shall seek to maintain and enhance the Points Loop Trail within the City.</p> <p><b>T-P6</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p> <p><b>T-P7:</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p><b>T-P11</b> The City shall seek to maintain and enhance access to the Park &amp; Ride lot.</p>	
<p><b>MPP-T-2</b></p> <p>Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.</p>	<p><b>T-4</b> Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current system.</p> <p><b>T-13</b> Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.</p> <p><b>T-23</b> Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.</p>	<p><b>T-G1:</b> To maintain existing roadway surfaces.</p> <p><b>T-G2:</b> To enhance pedestrian and bicycle access throughout the City.</p> <p><b>T-G5:</b> To maintain and enhance access to public transportation.</p> <p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p><b>T-P3</b> The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable</p> <p><b>T-P5</b> The City shall seek to maintain and enhance the Points Loop Trail within the City.</p> <p><b>T-P6</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p>	<p><b>Partial Gap</b></p> <p>The City could strengthen policy <b>T-P10</b> by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing <b>CPP T-13</b>.</p>

		<p><b>T-P11</b> The City shall seek to maintain and enhance access to the Park &amp; Ride lot.</p>	
<p><b>MPP-T-3</b> Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.</p>	<p><b>T-4</b> Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current system.</p> <p><b>T-23</b> Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.</p>	<p><b>T-G5</b> To maintain and enhance access to public transportation.</p> <p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P5</b> The City shall seek to maintain and enhance the Points Loop Trail within the City.</p> <p><b>T-P6:</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p> <p><b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P10:</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p> <p><b>T-P11</b> The City shall seek to maintain and enhance access to the Park &amp; Ride lot.</p>	<p><b>No Policy Gap</b></p>
<p><b>MPP-T-4</b> Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious disabling-injuries.</p>	<p><b>T-23</b> Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.</p> <p><b>T-29</b> Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p><b>T-P7</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple</p>	<p><b>Partial Gap</b></p> <p>The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement <b>CPP T-29</b>.</p>

		occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.	
<p><b>MPP-T-5</b></p> <p>Develop a transportation system that minimizes negative impacts to, and promotes, human health.</p>	<p><b>T-17</b> Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.</p> <p><b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p> <p><b>T-30</b> Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.</p> <p><b>T-31</b> Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.</p>	<p><b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety</p> <p><b>T-P9</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending Transportation policies <b>T-P1, P2, P2.5, P12, P13, and P14</b> to minimize negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions to implement <b>CPP T-30</b> and <b>T-31</b>.</p> <p><u>Policy <b>T-P9</b> or <b>T-P12</b> can be strengthened to include the development of freight mobility strategies to better implement <b>CPP T-18</b>.</u></p>
<p><b>MPP-T-6</b></p> <p>Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.</p>	<p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p><b>T-13</b> Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.</p> <p><b>T-22</b> Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.</p> <p><b>T-27</b> Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.</p>	<p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p>	<p><b>Partial Gap</b></p> <p>The City could strengthen policy <b>T-P13</b> by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing <b>CPP T-5</b>.</p> <p>The City could strengthen policy <b>T-P10</b> by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing <b>CPP T-5</b> and <b>T-13</b>.</p> <p><b>Full Gap</b></p> <p>The City could implement <b>CPP T-27</b> in the same coordination policy in the transportation element implementing <b>FW-3</b> by adding coordination with transit agencies on service and pricing.</p>
<p><b>MPP-T-7</b></p>	<p><b>T-1</b> Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal</p>	<p>No Current policy</p>	<p><b>Full Gap</b></p>

Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system.	transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.		The City should consider adopting new Transportation goals or policies that support cooperation with PSRC and other agencies to help develop and equitable transportation system and help create multimodal network of high-capacity transit system to fully implement <b>CPP T-1</b>
<p align="center"><b>MPP-T-8</b></p> Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	<p><b>T-7</b> Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p> <p><b>T-10</b> Integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.</p> <p><b>T-12</b> Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p> <p><b>T-15</b> Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p>	<p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p>	<p><b>Partial Gap</b></p> Transportation policies <b>T-P1, T-P2, and T-P2.5</b> should be strengthened by adding language recognizing that pedestrian improvements should also support transit ridership to fully implement <b>CPP T-7</b> . <p><b>Full Gap</b></p> City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing <b>CPP T-10, T-12, and T-15</b> .
<p align="center"><b>MPP-T-9</b></p> Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.	<p><b>T-8</b> Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p> <p><b>T-9</b> Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p>	<p><b>T-P6:</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p><b>Partial Gap</b></p> The City should consider amending policy <b>T-P6</b> to implement transportation improvements that promote access by and prevent displacement of promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs. Implementing <b>CPP T-8 and T-9</b> .
<p align="center"><b>MPP-T-10</b></p> Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.	<p><b>T-8</b> Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p>	<p><b>T-P6:</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p><b>Partial Gap</b></p> The City should consider amending policy <b>T-P6</b> to implement transportation improvements that promote access by and prevent displacement of promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs. Implementing <b>CPP T-8</b> .
<p align="center"><b>MPP-T-11</b></p> Design, construct, and operate a safe and convenient transportation system for all users while accommodating the movement of freight and goods, using best practices and context sensitive design strategies.	<p><b>T-28</b> Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists.</p> <p><b>T-29</b> Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p><b>Partial Gap</b></p> The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement <b>CPP T-29</b> .

		<p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p>	
<p><b>MPP-T-12</b></p> <p>Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.</p>	<p><b>T-3</b> Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p><b>DP-12</b> GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on:</p> <ul style="list-style-type: none"> <li>a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce;</li> <li>b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands;</li> <li>c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems;</li> <li>d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;</li> <li>e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county;</li> <li>f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity;</li> <li>g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth.</li> </ul> <p><b>DP-41</b> Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p>	<p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p>	<p><b>Partial Gap</b></p> <p>The City could strengthen policy <b>T-P13</b> by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing <b>CPP T-5, T-3</b>.</p> <p>The City could strengthen policy <b>T-P10</b> by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing <b>CPP T-5</b> and <b>T-13</b>.</p>
<p><b>MPP-T-13</b></p> <p>Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.</p>	<p><b>T-3</b> Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p><b>T-10</b> Integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.</p> <p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p>	<p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p>	<p><b>Partial Gap</b></p> <p>Transportation policies <b>T-P1, T-P2, and T-P2.5</b> should be strengthened by adding language recognizing that pedestrian improvements should also support transit ridership to fully implement <b>CPP T-7</b>.</p> <p>The City could strengthen policy <b>T-P13</b> by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing <b>CPP T-5, T-3</b>.</p>

		<p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p>	<p><b>Full Gap</b> City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing <b>CPP T-10, T-12, and T-15.</b></p>
<p><b>MPP-T-14</b> Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.</p>	<p><b>T-10</b> Integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.</p> <p><b>T-14</b> Promote the mobility of people and goods through a multimodal transportation system based on regional priorities consistent with VISION 2050 and local comprehensive plans.</p> <p><b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p> <p><b>T-20</b> Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and mobility hubs, especially those that are serviced by high-capacity transit.</p> <p><b>T-29</b> Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p><b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p><b>T-P7:</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p><b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P11</b> The City shall seek to maintain and enhance access to the Park &amp; Ride lot.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p>	<p><b>Partial Gap</b> The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement <b>CPP T-29 and 14.</b></p> <p>The City should consider amending and/or adopting Transportation policies that consider site and design of transit stations serviced by high-capacity transit and address transportation needs for those people who do not drive to fully implement <b>CPP T-20.</b></p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p> <p><b>Full Gap</b> City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing <b>CPP T-10, T-12, and T-15.</b></p>
<p><b>MPP-T-15</b> Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.</p>	<p><b>T-5</b> Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p><b>T-7</b> Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p> <p><b>T-10</b> Integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.</p> <p><b>T-12</b> Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	<p><b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p><b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p><b>T-P10</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p>	<p><b>Partial Gap</b> Transportation policies <b>T-P1, T-P2, and T-P2.5</b> should be strengthened by adding language recognizing that pedestrian improvements should also support transit ridership to fully implement <b>CPP T-7.</b></p> <p>The City could strengthen policy <b>T-P13</b> by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing <b>CPP T-5.</b></p> <p><b>Full Gap</b> City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing <b>CPP T-10 and T-12.</b></p>

		<b>T-P13</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.	
<b>MPP-T-16</b> Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	<b>T-28</b> Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists. <b>T-31</b> Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.	<b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces. <b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities. <b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety. <b>T-P4:</b> Where sidewalks, trails or pathways are installed, they shall be designed and landscaped in accordance with the Landscape Plan, and public input in order to maintain the City's natural and informal character. <b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.	<b>Partial Gap</b> The City could strengthen policy <b>T-P2</b> by adding language recognizing that pedestrian improvements should equitable opportunities for access and promote a healthy lifestyle, implementing, implementing <b>CPP T-31</b> .
<b>MPP-T-17</b> Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.	<b>T-28</b> Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists. <b>T-31</b> Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.	<b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces. <b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities. <b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety. <b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.	<b>No Policy Gap</b>
<b>MPP-T-18</b> Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.	It does not appear there is a CPP implementing this MPP.	<b>T-P6:</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community. <b>T-P9</b> The City shall continue to be involved in regional transportation discussions and coordination.	<b>Partial Gap</b> The City consider adopting a new Transportation or Land Use policy supporting coordination, but this would only need to be implemented should the City choose to allow such mixed use development as what is refeed to in <b>MPP T-18</b> .
<b>MPP-T-19</b> Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas.	<b>T-6</b> Develop station area plans for high-capacity transit stations and mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement. <b>T-7</b> Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	<b>No Policy Gap</b>
<b>MPP-T-20</b>	<b>T-6</b> Develop station area plans for high-capacity transit stations and mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each	<b>T-G5:</b> To maintain and enhance access to public transportation.	<b>Partial Gap</b>



Promote the preservation of existing rights-of-way for future high-capacity transit.	station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.	<b>T-P6</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.	The City should consider adopting/amending policies within the transportation element to incorporate community engagement in some transportation projects to implement <b>CPP T-6</b> .
<b>MPP-T-21</b> Design transportation facilities to fit within the context of the built or natural environments in which they are located.	<b>T-24</b> Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.	<b>T-P11</b> The City shall seek to maintain and enhance access to the Park & Ride lot.	<b>Full Gap</b> The city should implement a policy that will address designing transportation facilities in a way that is compatible with the natural environment to fully implement <b>CPP T-24</b> .
<b>MPP-T-22</b> Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.	<b>T-2</b> Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.	No policy is necessary – this is focused on rural areas.	<b>No Policy Gap</b>
<b>MPP-T-23</b> Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	<b>T-21</b> Make transportation investments that improve economic and living conditions so that industries and workers are retained and attracted to the region and the county.	<b>T-P1</b> The City should provide street repairs as necessary to maintain safe driving and biking surfaces. <b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities. <b>T-P2.5</b> Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety. <b>T-G2</b> To enhance pedestrian and bicycle access throughout the City.	<b>No Policy Gap</b>
<b>MPP-T-24</b> Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.	<b>EC-10</b> Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities. <b>T-16</b> Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. <b>T-17</b> Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State. <b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.	<b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole. <b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as: <ul style="list-style-type: none"><li>• Noise reduction measures,</li><li>• Landscaped lids and open space,</li><li>• Landscaped buffers,</li><li>• Protection of Fairweather Nature Preserve and Park,</li><li>• Enhanced motorized and non-motorized local connectivity,</li></ul>	<b>Partial Gap</b> <u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u>

		<ul style="list-style-type: none"> <li>• Water and air quality improvements, and</li> <li>• Overall environmental protection.</li> </ul> <p><b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P10:</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	
<p><b>MPP-T-25</b></p> <p>Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.</p>	<p><b>T-16</b> Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p><b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p><b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> <li>• Enhanced motorized and non-motorized local connectivity,</li> <li>• Water and air quality improvements, and</li> <li>• Overall environmental protection.</li> </ul> <p><b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P10:</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	<p><b>Partial Gap</b></p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>
<p><b>MPP-T-26</b></p> <p>Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, and efficiency, and mobility, and prepare for continuing</p>	<p><b>T-16</b> Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p><b>T-23</b> Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly</p>	<p><b>T-P2</b> The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p><b>No Policy Gap</b></p>

<p>growth in freight and goods movement.</p>	<p>replacement projects.</p>	<p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> <li>• Enhanced motorized and non-motorized local connectivity,</li> <li>• Water and air quality improvements, and</li> <li>• Overall environmental protection.</li> </ul> <p><b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P10:</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p>	
<p><b>MPP-T-27</b></p> <p>Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.</p>	<p><b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p><b>T-P7:</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures,</li> <li>• Landscaped lids and open space,</li> <li>• Landscaped buffers,</li> <li>• Protection of Fairweather Nature Preserve and Park,</li> </ul>	<p><b>Partial Gap</b></p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>

		<ul style="list-style-type: none"> <li>Enhanced motorized and non-motorized local connectivity,</li> <li>Water and air quality improvements, and</li> <li>Overall environmental protection.</li> </ul> <p><b>T-P9</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <p><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	
<p><b>MPP-T-28</b></p> <p>Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.</p>	<p><b>EC-10</b> Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</p> <p><b>T-17</b> Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation.</p> <p><b>T-18</b> Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p><b>LU-P7</b> The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements.</p> <p><b>T-G4</b> To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p><b>T-P7:</b> The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p><b>T-P8:</b> The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>Noise reduction measures,</li> <li>Landscaped lids and open space,</li> <li>Landscaped buffers,</li> <li>Protection of Fairweather Nature Preserve and Park,</li> <li>Enhanced motorized and non-motorized local connectivity,</li> <li>Water and air quality improvements, and</li> <li>Overall environmental protection.</li> </ul> <p><b>T-P9</b> The City shall continue to be involved in regional transportation discussions and coordination.</p> <ul style="list-style-type: none"> <li><b>T-P12</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</li> </ul>	<p><b>Partial Gap</b></p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>
<p><b>MPP-T-29</b></p> <p>Support the transition to a cleaner transportation system</p>	<p><b>EN-30</b> Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state,</p>	<p><b>T-P10:</b> The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple</p>	<p><b>Full Gap</b></p> <p>The City could consider adopting a new policy</p>

<p>through investments in zero emission vehicles, low carbon fuels and other clean energy options.</p>	<p>regional, and local climate change goals.</p> <p><b>T-34</b> Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.</p>	<p>occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p> <p><b>T-P12:</b> The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p><b>T-P13:</b> The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p><b>T-P14:</b> The City shall consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions.</p>	<p>that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP EN-30</b>.</p> <p>The City should include polices that support the electrification of the transportation systems and alternative programs and fuel sources to mitigate GHG emissions and supporting a sustainable transportation system. This would implement <b>CPP T-34</b> and <b>EN-30</b>.</p>
<p><b>MPP-T-30</b></p> <p>Provide infrastructure sufficient to support widespread electrification of the transportation system.</p>	<p><b>T-33</b> Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.</p> <p><b>T-34</b> Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.</p>	<p>No current policy</p>	<p><b>Full Gap</b></p> <p>The City should include polices that support the electrification of the transportation systems and alternative programs and fuel sources to mitigate GHG emissions and supporting a sustainable transportation system. This would implement <b>CPP T-34</b>.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP T-33</b>.</p>
<p><b>MPP-T-31</b></p> <p>Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.</p>	<p><b>PF-26</b> Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.</p> <p><b>T-26</b> Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.</p>	<p><b>T-P9:</b> The City shall continue to be involved in regional transportation discussions and coordination.</p>	<p><b>Full Gap</b></p> <p>The City could consider a new Transportation policy focused on the resiliency of the transportation system and coordinated planning for system recovery; this would implement <b>CPP T-26</b> and <b>PF-26</b>.</p> <p>The City should consider adopting new Capital Facilities policies that will support coordinated planning for public safety services and programs while partnering with frontline communities; this would implement <b>CPP PF-26</b>.</p>
<p><b>MPP-T-32</b></p> <p>Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p><b>T-25</b> Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p><b>T-P3:</b> The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable.</p> <p><b>CF-P4:</b> The City should make improvements to the stormwater system based on the Comprehensive Stormwater Management Plan, including increasing the flow capacity of a number of individual sections of the stormwater system and reconditioning some of the open ditches.</p> <p><b>CF-P5:</b> The City shall maintain requirements for stormwater retention/detention and/or the use of the best</p>	<p><b>No Policy Gap</b></p>

		management practices as defined under Department of Ecology guidelines, and according to the objectives of the Puget Sound Water Quality Management Plan.  <b>CF-P6:</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.	
<b>MPP-T-33</b> Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.	<b>T-33</b> Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.	No Current Policy	<b>Full Gap</b> The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate <b>CPP T-33</b> .
<b>MPP-T-34</b> Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.	<b>T-22</b> Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.	<b>T-P6:</b> The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.	<b>Partial Gap</b> The City could strengthen policy <b>T-P6</b> by including coordination with non-profit and private sector partners in updating the Six-Year Transportation Improvement Plan, implementing <b>CPP T-22</b> .
<b>T-Action-1 (Regional)</b> <b>Regional Transportation Plan:</b> PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the active transportation plan, regional freight network, aviation planning and other important system components.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<b>T-Action-2 (Regional)</b> <b>Funding:</b> PSRC, together with its member jurisdictions, will advocate for new funding tools to address the gap in local funding identified in the Regional Transportation Plan.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<b>T-Action-3 (Regional)</b> <b>Transportation Technology and Changing Mobility:</b> PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>

decision making. Outcomes could include guidance, best practices and future policies.			
<p><b>T-Action-4 (Regional)</b></p> <p><b>Electric Vehicles:</b> PSRC will work with partner agencies on regional collaboration to support electric vehicles and associated infrastructure issues. PSRC will engage with partners on distribution of best practices for local governments.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>T-Action-5 (Regional)</b></p> <p><b>Changing Technology:</b> PSRC will conduct research and analysis on the potential impacts from emerging technologies which impact housing, land use, job distribution, or other applicable topics. PSRC will serve as a resource to assist local jurisdictions in preparing for these changes.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>T-Action-6 (Regional)</b></p> <p><b>Freight Mobility:</b> PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>T-Action-7 (Regional)</b></p> <p><b>Climate:</b> PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy – or future versions thereof – to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>T-Action-8 (Regional)</b></p> <p><b>Aviation Capacity:</b> PSRC will continue to conduct research and analysis of the region’s aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, including historically marginalized communities, and set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing future aviation capacity needs.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	<b>No Policy Gap</b>
<p><b>T-Action-9 (Local)</b></p> <p><b>VISION 2050 Implementation:</b> Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to</p>	This action will be considered as part of the comprehensive plan update.	This action will be considered as part of the comprehensive plan update.	<b>No Policy Gap</b>

technology, freight and delivery, and the needs of all users.			
<p align="center"><b>Public Services Goal</b></p> <p>The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.</p>			
<p align="center"><b>MPP-PS-1</b></p> <p>Protect and enhance the environment and public health and safety when providing services and facilities.</p>	<p><b>PF-3</b> Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts.</p> <p><b>PF-25</b> Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p><b>LU-G2</b> To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p><b>LU-P10</b> Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.</p> <p><b>LU-P11</b> If a proposed essential public facility is not located in an existing Special Planning Area, the proposed site of the essential public facility shall be designated as a Special Planning Area</p> <p><b>LU-P12</b> The City shall not preclude the siting of essential public facilities.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement.</li> </ul>	<p><b>Partial Gap</b></p> <p>The City should consider revising Land Use goals and policies that relate to siting of public facilities (<b>LU-P10, LU-P11, LU-P12, LU-P13</b>) to address climate change, economic, equity, and health impacts when siting and building to better implement <b>CPP PF-25</b>.</p>
<p align="center"><b>MPP-PS-2</b></p> <p>Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p><b>PF-2</b> Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p><b>LU-P12</b> The City shall not preclude the siting of essential public facilities.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential</li> </ul>	<p><b>Partial Gap</b></p> <p><b>LU-P12</b> and/or <b>LU-P13</b> can be strengthened to better implement <b>CPP PF-2</b> by including language that addresses historically underserved communities and prioritizes investments to address disparities.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting new Public</p>



		<p>public facility;</p> <p>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</p> <p>d. An analysis of the proposal's consistency with County and City policies;</p> <p>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>g. An analysis of environmental impacts and mitigation; and</p> <p>h. Extensive public involvement.</p>	Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement <b>CPP PF-2</b> .
<p><b>MPP-PS-3</b></p> <p>Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.</p>	<p><b>PF-4</b> Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.</p>	The city will adopt a plan consistent with the RGS. The city does not have a PAA. No action needed.	<b>No Policy Gap</b>
<p><b>MPP-PS-4</b></p> <p>Promote demand management and the conservation of services and facilities prior to developing new facilities.</p>	<p><b>PF-10</b> Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</p> <p><b>PF-11</b> Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.</p> <p><b>PF-14</b> Reduce the solid waste stream and encourage reuse and recycling.</p> <p><b>PF-15</b> Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.</p> <p><b>PF-16</b> Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.</p>	<p><b>CF-P2:</b> The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p> <p><b>CF-P3:</b> The City shall continue to contract with the City of Bellevue for water and sewer services.</p> <p><b>CF-P7:</b> The City shall encourage the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality and quantity issues and solutions.</p>	<p><b>Partial Gap</b></p> <p>The City Could strengthen policy <b>CF-P2</b> by including the consideration of water conservation, efficiency, and demand reduction efforts prior to developing new or expanding existing facilities, implementing <b>CPP PF-10</b>.</p> <p><b>Full Gap</b></p> <p>The City could consider adopting new Capital Facility policies and/or goals addressing water reuse, waste reduction, energy efficiency, and environmental impacts. These would implement <b>CPP PF-11, PF-14, PF-15, and PF-16</b>.</p>
<p><b>MPP-PS-5</b></p> <p>Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.</p>	<p><b>T-2</b> Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.</p> <p><b>PF-1</b> Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.</p> <p><b>PF-8</b> Plan and locate water systems in the Rural Area that are appropriately sized for rural uses and densities and that do not increase development potential in the Rural Area.</p> <p><b>PF-13</b> Prohibit sewer service in the Rural Area and on Natural Resource Lands except:</p> <p>a) Where needed to address specific health and safety problems threatening existing structures; or</p>	Not applicable, the City does not have jurisdiction over development of the UGA.	<b>No Policy Gap</b>

	<p>b) As allowed by Countywide Planning Policy DP-49; or</p> <p>c) As provided in Appendix 5 (March 31, 2012 School Siting Task Force Report).</p> <p>Sewer service authorized consistent with this policy shall be provided in a manner that does not increase development potential in the Rural Area.</p> <p><b>PF-21</b> Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p> <p>Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction's land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of unincorporated King County that are within a school district's service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school district and jurisdiction to cooperatively prepare strategies for resolving the issue.</p> <p><b>DP-52</b> Except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report), limit new nonresidential uses located in the Rural Area to those that are demonstrated to serve the Rural Area, unless the use is dependent upon a rural location. Such uses shall be of a size, scale, and nature that is consistent with rural character.</p>		
<p><b>MPP-PS-6</b></p> <p>Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.</p>	<p><b>PF-8</b> Plan and locate water systems in the Rural Area that are appropriately sized for rural uses and densities and that do not increase development potential in the Rural Area.</p> <p><b>PF-24</b> Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.</p>	No policy is necessary – this is focused on rural areas.	<b>No Policy Gap</b>
<p><b>MPP-PS-7</b></p> <p>Obtain urban services from cities or appropriate regional service providers. Encourage cities, counties, and special purpose districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.</p>	<p><b>PF-4</b> Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.</p> <p><b>PF-7</b> Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.</p> <p><b>PF-9</b> Recognize and support agreements with water purveyors in adjacent cities and counties to promote effective conveyance of water supplies and to secure adequate supplies for emergencies.</p>	<b>CF-P3</b> The City shall continue to contract with the City of Bellevue for water and sewer services.	<p><b>Full Gap</b></p> <p>The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective sources of water for all users that meets present and future needs, implementing <b>CPPs PF-7 and PF-9.</b></p>
<p><b>MPP-PS-8</b></p> <p>Develop conservation measures to reduce solid waste and increase recycling.</p>	<b>PF-14</b> Reduce the solid waste stream and encourage reuse and recycling.	No current policy	<p><b>Full Gap</b></p> <p>The City should consider adopting a Capital Facilities policy and/or goal addressing conservation measures to reduce solid waste and increasing recycling to implement <b>CPP PF-14.</b></p>
<p><b>MPP-PS-9</b></p> <p>Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.</p>	<p><b>PF-7</b> Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.</p> <p><b>PF-10</b> Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and.</p>	<p><b>CF-P3</b> The City shall continue to contract with the City of Bellevue for water and sewer services.</p> <p><b>CF-P7</b> The City shall encourage the use of public information programs or other such educational efforts to</p>	<p><b>Full Gap</b></p> <p>The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective</p>

	<b>PF-11</b> Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.	raise the awareness of City residents concerning water quality and quantity issues and solutions.  <b>CF-P6</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.	sources of water for all users that meets present and future needs, implementing <b>CPP PF-7</b> .  The City should Consider adopting Capital Facilities goal and/or policies prioritizing water conservation, reuse, and reclamation efforts to support a sustainable long-term water supply to serve the growing population. This would implement <b>CPP PF-10 and PF-11</b> .
<b>MPP-PS-10</b> Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.	<b>PF-12</b> Require all development in the Urban Growth Area to be served by a public sewer system except:  a) Single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or  b) Development served by alternative technology that:  1) Provide equivalent performance to sewers;  2) Provide the capacity to achieve planned densities; and  3) Will not create a barrier to the extension of sewer service within the Urban Growth Area.	Not applicable, the City does not have jurisdiction over development of the UGA.	<b>No Policy Gap</b>
<b>MPP-PS-11</b> Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better	It does not appear there is a CPP implementing this MPP.	No Current Policy – none needed as this MPP applies to the UGA.	<b>No Policy Gap</b>
<b>MPP-PS-12</b> Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.	<b>PF-12</b> Require all development in the Urban Growth Area to be served by a public sewer system except:  a) Single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or  b) Development served by alternative technology that:  1) Provide equivalent performance to sewers;  2) Provide the capacity to achieve planned densities; and  3) Will not create a barrier to the extension of sewer service within the Urban Growth Area.	Not applicable, the City does not have jurisdiction over development of the UGA.	<b>No Policy Gap</b>
<b>MPP-PS-13</b> Promote the use of renewable energy resources to meet the region's energy needs.	<b>PF-15</b> Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.  <b>PF-16</b> Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	No current policy	<b>Full Gap</b>  The City should consider adopting new Capital Facilities goals and/or policies prioritizing the use of low carbon, renewable and alternative energy resources to meet the cities energy needs and reducing the rate of energy consumption; this would implement <b>CPP PF-16 and PF-15</b> .
<b>MPP-PS-14</b> Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	<b>PF-15</b> Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.  <b>PF-16</b> Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.	No current policy	<b>Full Gap</b>  The City should consider adopting new Capital Facilities goals and/or policies prioritizing the use of low carbon, renewable and alternative energy resources to meet the cities energy needs and reducing the rate of energy

			consumption; this would implement <b>CPP PF-16</b> and <b>PF-15</b> .
<p><b>MPP-PS-15</b></p> <p>Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.</p>	<p><b>PF-16</b> Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.</p>	<p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement</li> </ul>	<p><b>Partial Gap</b></p> <p>The City should consider amending <b>LU-P13</b> to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to reduce greenhouse gasses and implement <b>CPP PF-16</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting new Capital Facilities goals and/or policies prioritizing the use of low carbon, renewable and alternative energy resources to meet the cities energy needs and reducing the rate of energy consumption; this would implement <b>CPP PF-16</b>.</p>
<p><b>MPP-PS-16</b></p> <p>Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.</p>	<p><b>PF-17</b> Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.</p>	No Current Policy	<p><b>Full Gap</b></p> <p>The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement <b>CPP PF-17</b>.</p>
<p><b>MPP-PS-17</b></p> <p>Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.</p>	<p><b>PF-26</b> Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.</p>	No Current Policy	<p><b>Full Gap</b></p> <p>The City should consider adopting new Capital Facilities policies that will support coordinated planning for public safety services and programs while partnering with frontline communities; this would implement <b>CPP PF-26</b>.</p>
<p><b>MPP-PS-18</b></p> <p>Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently.</p>	<p><b>PF-18</b> Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.</p>	No Current Policy	<p><b>Full Gap</b></p> <p>The city should consider adopting polices that will provide human and community services to meet the current and future needs of residents to fully implement <b>CPP PF-18</b></p>
<p><b>MPP-PS-19</b></p> <p>Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.</p>	<p><b>PF-26</b> Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.</p> <p><b>PF-27</b> Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.</p>	<p><b>CF-P2:</b> The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p>	<p><b>Partial Gap</b></p> <p>The City should consider amending policy <b>CF-P2</b> to include consideration of disaster resiliency in siting or expanding Capital Facilities, to implement <b>CPP PF-27</b>.</p> <p><b>Full Gap</b></p> <p>The City should consider adopting new Capital Facilities policies that will support coordinated planning for public safety services and programs while partnering with frontline</p>

			communities; this would implement <b>CPP PF-26</b> .
<p><b>MPP-PS-20</b></p> <p>Consider climate change, economic, and health impacts when siting and building essential public services and facilities.</p>	<p><b>PF-25</b> Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p><b>LU-P10</b> Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.</p> <p><b>LU-P11</b> If a proposed essential public facility is not located in an existing Special Planning Area, the proposed site of the essential public facility shall be designated as a Special Planning Area</p> <p><b>LU-P12</b> The City shall not preclude the siting of essential public facilities.</p> <p><b>LU-P13</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement.</li> </ol>	<p><b>Partial Gap</b></p> <p>The City should consider revising Land Use goals and policies that relate to siting of public facilities (<b>LU-P10, LU-P11, LU-P12, LU-P13</b>) to address climate change, economic, equity, and health impacts when siting and building to better implement <b>CPP PF-25</b>.</p>
<p><b>MPP-PS-21</b></p> <p>Consider the potential impacts of climate change and fisheries protection on the region's water supply.</p>	<p><b>PF-5</b> Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.</p>	<p><b>CF-P3</b> The City shall continue to contract with the City of Bellevue for water and sewer services.</p>	<p><b>Full Gap</b></p> <p>The City should consider coordinating with the City of Bellevue to develop plans for long-term water provision and address the potential impacts of climate change and fisheries protection on regional water resources; this would implement <b>CPP PF-5</b>.</p>
<p><b>MPP-PS-22</b></p> <p>Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.</p>	<p><b>PF-6</b> Ensure that all residents have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.</p>	<p><b>CF-P3</b> The City shall continue to contract with the City of Bellevue for water and sewer services.</p> <p><b>CF-P7</b> The City shall encourage the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality and quantity issues and solutions.</p> <p><b>CF-P6</b> The City shall pursue stormwater management</p>	<p><b>Full Gap</b></p> <p>The City should consider amending Capital Facilities policies pertaining to water resources (<b>CF-P3, P7, and P6</b>) to address water sources for present and future needs of residences, implementing <b>CPP PF-6</b>.</p>

		strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.	The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective sources of water for all users that meets present and future needs, implementing <b>CPP PF-6.</b>
<b>MPP-PS-23</b> Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.	<b>PF-7</b> Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.	<b>CF-P3</b> The City shall continue to contract with the City of Bellevue for water and sewer services.	<b>Full Gap</b> The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective sources of water for all users that meets present and future needs, implementing <b>CPP PF-7.</b>
<b>MPP-PS-24</b> Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	<b>PF-10</b> Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. <b>PF-11</b> Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.	<b>CF-P2:</b> The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council. <b>CF-P3:</b> The City shall continue to contract with the City of Bellevue for water and sewer services. <b>CF-P7:</b> The City shall encourage the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality and quantity issues and solutions.	<b>Partial Gap</b> The City Could strengthen policy <b>CF-P2</b> by including the consideration of water conservation, efficiency, and demand reduction efforts prior to developing new or expanding existing facilities, implementing <b>CPP PF-10.</b> <b>Full Gap</b> The City could consider adopting new Capital Facility policies and/or goals prioritizing water conservation efforts through reuse and reclamation, especially for high-volume non-potable water users such as parks, schools, and golf courses; this would implement <b>CPP PF-11.</b>
<b>MPP-PS-25</b> Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	<b>PF-5</b> Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources. <b>PF-10</b> Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.	<b>CF-P7</b> The City shall encourage the use of public information programs or other such educational efforts to raise the awareness of City residents concerning water quality and quantity issues and solutions. <b>CF-P6</b> The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality. <b>NE-P5:</b> The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams. <b>NE-P6:</b> The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness. <b>NE-P7:</b> The City shall work to preserve stream corridors wide enough to maintain and enhance existing stream and habitat functions in all development proposals by designation of native growth protection areas or other appropriate mechanisms. <b>NE-P10:</b> The City should encourage and educate residents on development and land use practices that	<b>Full Gap</b> The City should consider coordinating with the City of Bellevue to develop plans for long-term water provision and address the potential impacts of climate change and fisheries protection on regional water resources; this would implement <b>CPP PF-5.</b>

		minimize impacts on the natural environment, with emphasis on anadromous fisheries.	
<p><b>MPP-PS-26</b></p> <p>Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.</p>	<p><b>PF-20</b> Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.</p> <p><b>PF-22</b> Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available, to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts. Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries.</p> <p>Commencing in January 2016 and continuing every two years thereafter, each jurisdiction and the school district(s) serving the jurisdiction shall confer to share information and determine if there is development capacity and the supporting infrastructure to site the needed school facilities.</p> <p>If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:</p> <ul style="list-style-type: none"> <li>a) Shared public facilities such as play fields, parking areas and access drives;</li> <li>b) School acquisition or lease of appropriate public lands;</li> <li>c) Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and</li> <li>d) School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs.</li> </ul> <p>In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.</p>	<p>No current policy</p>	<p><b>Full Gap</b></p> <p>The City should consider a new Land Use or Capital Facilities policy or goal focused on working collaboratively with the Bellevue School District to ensure the availability of sufficient land and the provision of necessary educational facilities within the city. This new policy would implement <b>CPPS PF-20 and PF-22</b></p>
<p><b>MPP-PS-27</b></p> <p>Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.</p>	<p><b>PF-19</b> Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.</p> <p><b>PF-20</b> Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.</p> <p><b>PF-23</b> Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as:</p> <ul style="list-style-type: none"> <li>a) Identifying surplus properties and private properties that could be available for new school sites;</li> <li>b) Creating opportunities for shared use of buildings, fields, and other facilities;</li> <li>c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools;</li> </ul>	<p>Not applicable, the City does not have jurisdiction over development of the UGA.</p>	<p><b>No Policy Gap</b></p>

	<ul style="list-style-type: none"> <li>d) Prioritizing and simplifying permitting of schools;</li> <li>e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area;</li> <li>f) Partnering with school districts in planning and financing walking and biking routes for schools; and</li> <li>g) Encouraging more walking, biking, and transit ridership for students, teachers, and staff.</li> </ul> <p>Strategies should recognize the school district's adopted educational program requirements, established and planned school service areas, limited availability of developable sites, and established and planned growth patterns and enrollment projections.</p>		
<p><b>MPP-PS-28</b></p> <p>Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.</p>	<p><b>PF-21</b> Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p>	No policy is necessary – this is focused on rural areas.	<b>No Policy Gap</b>
<p><b>MPP-PS-29</b></p> <p>Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.</p>	<p><b>PF-19</b> Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.</p> <p><b>PF-24</b> Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.</p> <p><b>PF-25</b> Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p><b>LU-P10:</b> Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.</p> <p><b>LU-P11:</b> If a proposed essential public facility is not located in an existing Special Planning Area, the proposed site of the essential public facility shall be designated as a Special Planning Area.</p> <p><b>LU-P12:</b> The City shall not preclude the siting of essential public facilities.</p> <p><b>LU-P13:</b> The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> <li>a. An inventory of similar existing essential public facilities, including their locations and capacities;</li> <li>b. A forecast of the future needs for the essential public facility;</li> <li>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</li> <li>d. An analysis of the proposal's consistency with County and City policies;</li> <li>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</li> <li>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</li> <li>g. An analysis of environmental impacts and mitigation; and</li> <li>h. Extensive public involvement.</li> </ul>	<p><b>Partial Gap</b></p> <p>The City should consider revising Land Use goals and policies that relate to siting of public facilities (<b>LU-P10, LU-P11, LU-P12, LU-P13</b>) to address climate change, economic, equity, and health impacts when siting and building to better implement <b>CPP PF-25</b>.</p> <p>The City could strengthen policy <b>LU-P10</b> by specifying the need for broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies; this would implement <b>CPP PF-24</b>.</p>
<p><b>MPP-PS-30</b></p> <p>Do not locate regional capital facilities outside the urban</p>	<p><b>PF-24</b> Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically</p>	Not applicable, the City does not have jurisdiction over development of the UGA.	<b>No Policy Gap</b>



growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.	marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.		
<b>PS-Action-1 (Regional)</b> <b>Utility and Service District Planning:</b> PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<b>PS-Action-2 (Regional)</b> <b>Facilities Siting and Design:</b> PSRC will facilitate cooperative efforts with special service districts and local jurisdictions to site and design facilities that enhance local communities in accordance with growth management goals and VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<b>PS-Action-3 (Regional)</b> <b>School Siting:</b> PSRC will initiate and support discussions with the Office of the Superintendent of Public Instruction to facilitate updates that modernize school siting standards, especially those related to site area requirements. Updates should work to align school siting standards with the goals of the Growth Management Act and facilitate school districts’ ability to better meet urban capacity needs.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>
<b>PS-Action-4 (Regional)</b> <b>Regional Support for School Siting Best Practices:</b> PSRC will research and develop guidance on innovative methods to update regulations and local plans to develop a regional approach to school siting and to assist local jurisdictions and school districts in siting new schools in urbanized areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	<b>No Policy Gap</b>