

UPDATING WASHINGTON'S GROWTH POLICY FRAMEWORK

FINAL REPORT
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UPDATING WASHINGTON'S GROWTH POLICY FRAMEWORK

CENTER FOR LIVABLE COMMUNITIES
COLLEGE OF BUILT ENVIRONMENTS
UNIVERSITY OF WASHINGTON

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The mission of the Center for Livable Communities is to enhance the livability of communities in the Pacific Northwest through applied research and outreach in the areas of land use planning, policy, and design; healthy communities; food security; and public participation and democracy.

The Center is a research and policy center focused on issues of environmental and economic sustainability, quality of life, and responsible governance using Washington as a model. The Center operates from the belief that the university should, in cooperation with state agencies, local governments, and community leaders, seek to improve existing social and environmental conditions through research and innovative policy development. It advocates development strategies that focus on: smart and efficient land use; strong communities; high-wage, low waste jobs and economic development; and public participation and accountability in government.

PROJECT TEAM

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We thank the following legislators who offered remarks to our convened work group.

- The Honorable Dean Takko (D), Chair, Senate Local Government Committee
- The Honorable Shelly Short (R), Ranking Member, Senate Local Government Committee
- The Honorable Patty Kuderer (D), Chair, Senate Housing Stability and Affordability Committee
- The Honorable Joe Fitzgibbon (D), Chair, House Environment and Energy Committee
- The Honorable Gerry Pollet (D), Chair, House Local Government Committee
- The Honorable Davina Duerr (D), Vice-Chair, House Local Government Committee
- The Honorable Vicki Kraft (R), Ranking Member, House Local Government Committee
- The Honorable Cindy Ryu (D), Chair, House Housing, Community Development, and Veterans Committee

We would also like to thank the following subject matter experts for their presentations and submitted background materials: Chris Collier, Program Manager, Snohomish County Alliance for Housing Affordability; Lara Hansen, Chief Scientist and Executive Director, EcoAdapt; Cort Olson and Dave Russell, Co-Chairs, People for Climate Action.

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American Planning Association
Washington Chapter



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From top: *Downtown Walla Walla*, ELIZABETH CHAMBERLAIN. *Palouse Landscape*, MICHAEL DESPINES. *Mount Rainier National Park*, UW VISUAL ASSET COLLECTION. *Downtown Seattle*, UW VISUAL ASSET COLLECTION.

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Mount Rainier National Park, UW VISUAL ASSET COLLECTION.

II. Project Objective, Origin, and Evolution

Eastern Washington, UW VISUAL ASSET COLLECTION.

III. Process and Schedule

Bicyclists in Seattle, ADAM COPPOLA PHOTOGRAPHY.

IV. Participating Parties

From top: *House Construction*, GREG PICKENS-STOCK.ADOBE.COM. *PSRC board meeting*, JOE A. KUNZLER PHOTO. *A Hiker in the Washington Cascades*, UW VISUAL ASSET COLLECTION. *2018 Tribal Canoe Journey*, JOURDAN BENNETT-BEGAYE, INDIAN COUNTRY TODAY - DIGITAL INDIGENOUS NEWS.

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Sky Root Farm in Clinton, WA, UW VISUAL ASSET COLLECTION.



VI. Recommendations

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Public Workshop, UW VISUAL ASSET COLLECTION.

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State Capitol Building, GERALD P. HAWKINS, SANTA CLARA, CALIFORNIA.

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Washington Legislative Chamber, CACOPHONY, WIKIMEDIA - [TINYURL.COM/HMNRNKJ](https://tinyurl.com/HMNRNKJ)

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Seattle townhouse, SIGHTLINE INSTITUTE MODEST MIDDLE HOMES LIBRARY.

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Appendix F. Potential Reforms to Growth Policy Framework with Likert Scores and Comments by parties

Yakima Valley, WA, UW VISUAL ASSET COLLECTION.

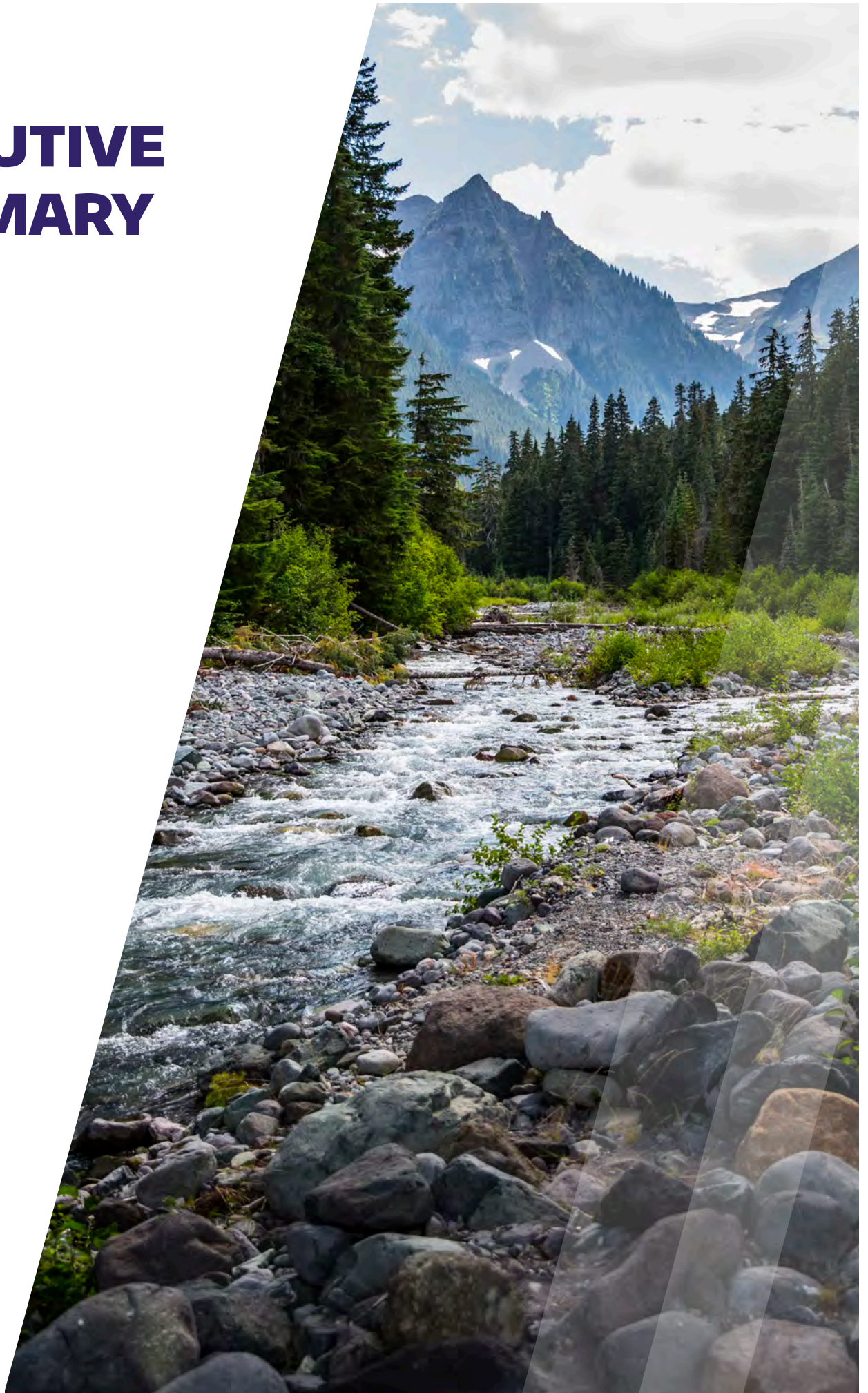
Appendix G. Excerpt of Potential Reforms illustrating linkage of goals, definitions, requirements

Mount Rainier, UW VISUAL ASSET COLLECTION.

Appendix H. Letters from Stakeholders

A hiker in the Washington Cascades, UW VISUAL ASSET COLLECTION.

EXECUTIVE SUMMARY





From July 30 through December 15 of 2020, the *Updating Washington's Growth Policy Framework* project (the **UW project**) engaged over a dozen stakeholder groups, multiple state agencies, and seven tribal governments in collaborative conversations about reforms urgently needed to Washington's growth policy framework. This long-running conversation actually began in 2017 when the Legislature funded the *Road Map to Washington's Future* (the **Road Map project**), a project designed to take a comprehensive look at Washington's Growth Management Act and related land use and environmental laws.

Thirty years had passed since the adoption of the Growth Management Act of 1990, and the issues it was designed to address were far from resolved. The *Road Map* Final Report, issued in June of 2019, identified a number of structural flaws in our framework of state laws and called for a series of transformative changes and key reforms. It made the case for bold reforms to move Washington in the direction of its preferred future: a healthy environment, prospering economy, and thriving communities. Excerpts from the findings and identified statutory reforms are in Appendix A.

One of the criticisms of the *Road Map* Final Report was that it did not offer specific recommendations or statutory language to implement the identified transformative changes and reforms. In response, the Legislature in the 2020 session allocated \$350,000 to the Washington State Department of Commerce to "convene a work group to review and make recommendations for legislation to update the Growth Management Act" in time for the 2021 session. See Appendix B. However, in April the Governor vetoed the project funding to marshal state resources to respond to the emerging pandemic.

The Department of Commerce then worked with the University of Washington to craft a scaled-back project to carry forward the Legislature's intent to convene a work group, albeit with less time and resources. A project design was prepared, funds raised, and the stakeholders identified in the 2020 budget proviso were invited to engage with the *Updating Washington's Growth Policy Framework* project. Many were skeptical about the prospects for finding broad agreement in just five months, particularly in view of the capacity and communication constraints imposed by the pandemic. While the conversation was advanced and the stage has been set for further work in 2021 and beyond, the skepticism about reaching broad agreement by the end of 2020 was well founded.

Each of the ideas for potential statutory reform identified in Appendix F had its advocates, and some proposals garnered more support than others. That diversity of opinion is reflected in the Likert Scale scores, comments, and letters submitted by the parties and documented in Appendices F and H.

The project's near-term objective of broad agreement on specific legislation was not reached. Nevertheless, the UW project did serve several longer-term objectives. It advanced the collaborative conversation that the Legislature has asked for, by providing an opportunity for the parties to put forward, discuss, and critique ideas about reforms, not just in abstract or conceptual ways, but in detailed and practical terms. The project also broadened the circle of active participants beyond those local government, business, and environmental organizations who regularly lobby the



Legislature. The additional parties around the table who actively participated included representatives of seven of Washington's tribal governments and professional planners who are members of the Washington Chapter of the American Planning Association. Finally, the feedback from the many parties to this process can help inform the design of future collaborative efforts.

The climate, housing, environmental, and social justice crises we now face are likely to become more severe and intractable over time. They will persist as long-term public policy challenges well beyond the urgent but near-term defeat of the pandemic. Progress in addressing these multiple crises will require a significant, long-term, and unrelenting commitment of time, attention, and resources from all concerned, including the Legislature.

While this Final Report makes no specific recommendations for 2021 legislation, the UW team does offer several process recommendations. We recommend that the Legislature support a continued collaborative work group process by re-adopting the 2020 budget proviso in the 2021-2023 biennium budget. The language of the 2020 proviso (in Attachment B) would serve as the foundation, but the proviso should clarify two things. First, continued collaborative work must be informed by and build on the final reports of *A Road Map to Washington's Future* and *Updating Washington's Growth Policy Framework*. Second, it should state that future collaborative work must include and serve people and communities who have historically been excluded from public policy decision-making and unevenly burdened by those decisions. Third, the Legislature and the Governor's office should provide important guidance and leadership in these efforts going forward.

PROJECT OBJECTIVE, ORIGIN, AND EVOLUTION



The objective of the Updating Washington’s Growth Policy Framework project was identified in the preliminary project design as follows:

“To prepare broadly supported legislation to amend state laws that collectively constitute Washington’s growth policy framework. This policy framework provides the authority, direction, structure, requirements, and resources for state agencies, regional and local governments to plan for and serve the state’s needs for environmental, economic, social, and human health.”

Final UW Project Design, July 22, 2020.

The project’s deliverable was described as a Final Report transmitting any recommended legislation before the 2021 legislative session, along with an explanation of the process utilized, the parties engaged, the issues discussed, and any recommendations for continued collaboration after the 2021 session. The Final Report was to be delivered to the Legislature and distributed to project participants and other interested parties before the 2021 session.

The origin of this project was In 2017, when the Washington State Legislature funded *A Road Map to Washington’s Future*. That project was designed to address two fundamental questions: what is the desired future for our state and what reforms to our framework of state laws, institutions, and policies are needed to move us toward that preferred future? These questions were answered in the findings, principles, and transformational reforms identified in the four volumes of the *Road Map* Final Report. That report is online at <https://ruckelshauscenter.wsu.edu/a-roadmap-to-washingtons-future/>.



Figure 1. Washington’s Growth Policy Framework. *Source: UW team.*



The Washington Growth Policy Framework that was the broad scope of the *Road Map* Final Report also served as the context for *Updating Washington's Growth Policy Framework*. The link to the *Road Map* project page and excerpts from its Final Report, were shared with the participants to this successor UW project.

Virtually all of the participants to this project also participated in the *Road Map* project, so were familiar the methods and objectives of a collaborative policy-making process as well as the Legislature's overall intent to clarify, update, and implement our state's framework of state laws, institutions, and policies to meet the challenges of growth and change.

The Legislature's intent to follow through with implementation of the *Road Map* was explicitly stated in the budget proviso passed in 2020 Legislative session which directed the Department of Commerce to:

"... convene a work group to review and make recommendations for legislation to update the growth management act in light of the Road Map to Washington's Future report ... the task force must involve stakeholders from diverse perspectives, including but not limited to representatives of counties, cities, the forestry and agriculture industries, the environmental community, Native American tribes, and ... report on its activities and recommendations by December 1, 2020."

That Legislatively approved 2020 funding would have provided the resources, time, and potential broad scope for a robust collaborative work group. While the budget proviso called for a report by December of 2020, it was an amendment to the 2019 to 2021 biennium, so ongoing work could have continued through June of 2021 with further recommendations possible for the 2022 session. However, in April of 2020, the Governor vetoed the Commerce-led work group project in order to marshal state fiscal resources to address the pandemic.

In order to respond to the Legislature's intent to have a work group convened prior to the 2021 session, the Department of Commerce engaged the University of Washington to design and conduct a scaled-back project for the latter half of 2020. Due to the veto of the Legislature's funding it was necessary to design a project with more limited time and resources (\$62K over five months as opposed to \$350K over 15 months).

2020 Updating Washington's Growth Policy Framework
Six Issue Areas

1. Adaptive and Inclusive Planning at a Regional Scale
2. The Cycle and Dedicated Funding for Planning
3. Housing
4. Development Regulations and Permit Processes
5. Climate Change
6. Municipal Annexation

Figure 2. Issue Areas of *Updating Washington's Growth Policy Framework*.
Source: UW team.



2019 *A Road Map to Washington's Future*
Six Systemic and Transformational Changes

1. Funding and Revenue Generation
2. Adaptive Planning at a Regional Scale
3. Resilience to Changing Conditions and Disasters
4. Statewide Water Planning
5. Equity
6. Economic Development

Figure 3. Systemic and Transformational Changes from *Road Map* project.
Source: UW team.

While the six issue areas in this project were framed somewhat narrowly (Figure 2), the parties to the UW project were invited to be mindful of the entirety of the *Road Map* Final Report, including the six systemic and transformational changes identified in Figure 3, and set forth in full in Appendix A. This was important not just to provide context, but to acknowledge that many of these issues, statutes and institutions are part of a larger framework or system - and that continuing to segment and address issues in silos would perpetuate some of the very flaws that the *Road Map* reported - the gaps, ambiguities, and conflicts in state law that have plagued us for decades.

PROCESS AND SCHEDULE





PROCESS

This project engaged representatives of associations of cities, counties, and special purpose local governments, associations of the building and real estate industries, environmental and planning organizations, state agencies, and tribal governments. Between July 30 and December 15, 2020, the UW Project Team facilitated eleven zoom platform convenings with the project participants, as well as a number of individual telephone calls and zoom conferences with individual parties. The objective of these ongoing, iterative, and inter-active discussions was to identify potential areas of broad agreement on a series of issues.

The parties were asked to begin this collaborative work by sharing perspectives, interests, concerns, and ideas, rather than default to pre-established positions or adopted platforms. They were invited to refer to any of the findings, principles, or other material in the *Road Map* final report, with a general focus on the transformational/systemic changes and key reforms in the *Road Map* Final Report, with discussion framed broadly in six issue areas.

Before and during the group convenings, the UW team shared background materials with the participants. This included the documents in Appendices A through E. Those documents, as well as recordings of all the zoom convenings, were posted on the University's shared drive and made accessible to the parties and the general public.

Legislative proposals introduced in prior Legislative Sessions provided some background about the Legislature's attempts in recent years to grapple with several of these issues, including housing and climate change. Among these were House Bill 1923, adopted in the 2019 session addressing housing, and several bills introduced but not passed in the 2020 session. Among the latter were Senate Bill 6536 and House Bill 2687 addressing housing, and House Bill 2609 addressing climate change. The legislative reports for these bills are in Appendix C and provided some of the concepts that were discussed during this project process.

At several of the group convenings remarks and presentations were provided by several guest speakers. Eight legislators shared insights about recent and ongoing legislative efforts to address the issues and offered encouragement to the project participants. Formal presentations were made by four subject matter experts on housing and climate change issues. The slide decks shared by those experts are in Appendix D (Missing Middle Housing by Chris Collier of the Alliance for Housing Affordability) and Appendix E (Climate Change by Lara Hansen of EcoAdapt).

SCHEDULE

The first of the group zoom convenings was a four hour session held on July 30 from 1 pm to 5 pm. The final convening was a four hour zoom held on Tuesday, December 15. The nine intervening zoom convenings were held according to the schedule shown in Figure 4. They varied between three and four hours in length.



- Multi-party zoom convenings – from 1 pm to 4
- Deadline for final comment letters
- UW team zooms with individual groups

Figure 4. Project Schedule. *Source: UW team.*

PARTICIPATING PARTIES





All of the project participants listed below were invited to join in this collaborative work group effort and, to varying degrees, did so. Members and officers of these public and private sector associations, non-profit organizations, state agencies, and tribal governments had participated in the workshops or interviews of the *Road Map* project, so were somewhat familiar with the purposes and methods of collaborative processes. Each of them brought a depth of experience with the Growth Policy Framework, albeit from different perspectives. It was this diversity of experiences, knowledge and opinions that contributed to an informed, balanced, and at times vigorous discussion at the multi-party convenings.

Business Associations

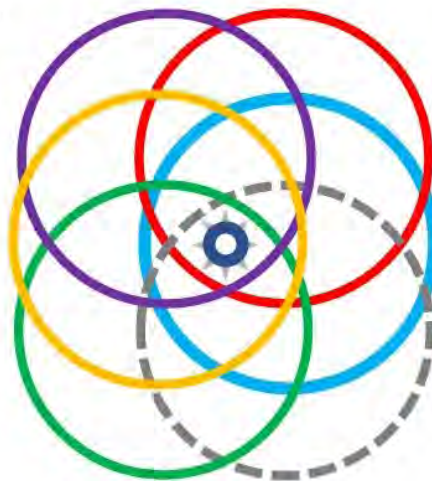
Building Industry Association of Washington
 Master Builders Association
 Washington Association of Realtors
 Washington Farm Bureau

Washington State Agencies

Dept. of Commerce
 Dept. of Ecology
 Dept. of Fish & Wildlife
 Dept. of Health
 Dept. of Transportation

Planning & Environmental Organizations

American Planning Association
 Futurewise
 Washington Environmental Council



Local & Regional Governments

Association of Washington Cities
 Washington State Association of Counties
 WA Public Ports Association
 WA Association of Sewer & Water Districts
 Puget Sound Regional Council
 Chelan/Douglas RTPO

Tribal Governments

Confederated Tribes of the Yakama Nation
 Jamestown S’Klallam Tribe
 Kalispel Tribe of Indians
 Lummi Tribe
 Nisqually Indian Tribe
 Puyallup Indian Tribe
 Tulalip Tribe

Missing Voices

Figure 5. Project Participants. *Source: UW team.*

Of particular note was the active participation in the project by representatives of seven of Washington’s Tribal Governments. Most of the state’s tribes have been collaborating for many years with state agencies, primarily on natural resource issues, but also have been partnering with local governments, primarily on economic development and other issues. One of the early supporters of the *Road Map* project in 2016 was the Quinault Indian Nation who, along with Master Builders and Futurewise, contributed seed money that led to the launch of that project. As did all the parties to this process, tribal representatives expressed ideas about land use, environmental, and economic development issues to be sure. Importantly, though, they also initiated an important conversation about how tribal governments and non-tribal governments in Washington could work together in shaping and implementing regional policies under the Growth Management Act.

A regrettable shortcoming of this project’s participation were the “missing voices” noted in Figure 5. There are many people and communities in our state who are unevenly and unfairly impacted



by public policy decisions and these same people are typically not “in the room” when those policy questions are being debated and decided. As the UW team designed the project, we were aware of the importance of bringing those voices into the conversation. We were well aware of this as an issue that was highlighted in the Final Report of the *Road Map*:

“[S]ocial, cultural, racial, gender, and economic diversity is an important aspect of a desired future, as are social equity and social justice. Participants expressed this in a number of ways, including desiring a future that addresses income inequality, distribution of community resources, race and social justice, and gentrification, and that creates a fair and inclusive society, with opportunities for all. Overall, many participants envisioned a future where equity is at the forefront of policymaking.

Road Map to Washington's Future, Final Report, June 30, 2019, p. 26.

The UW team did outreach to people and organizations to find ways to bring equity, diversity, and inclusion into the project. Unfortunately, those efforts were unsuccessful. As important as equitable inclusion will be for all policy-making process, it should be recognized that it will not be easy to achieve. This challenge was recognized in the recently issued Final Report of the Governor's Environmental Justice Task Force:

“While we made every effort toward inclusion and representation of overburdened communities, our work is inherently limited to the perspectives of those who were able to participate most. Namely, the perspectives most represented in this document are from people whose time was supported financially by their jobs and whose workload allowed time to participate. In this document, there are many instances when the EJTF speaks for people whose needs and experiences we do not fully understand, and we recognize that as a limitation to this work.”

Environmental Justice Task Force, Final Report, Fall 2020, pp. 34-35.

Even the parties who were able to engage with our process faced capacity and time constraints which limited their participation. Their ability to attend convenings, engage in breakout or side-bar conversations with one another or our UW team was constrained. It also limited the time they had available to prepare, review, and comment on packet materials. Nevertheless, we did have robust participation during the zoom convenings. Table 1 shows that we regularly had between 21 and 28 stakeholder representatives on the convenings, between 11 and 14 representatives of tribal nations, and between 3 and 8 legislators. Although state agency attendance on the zooms ranged from 12 to 26 people, the ground rules required that no more than three agency people be speaking on any one call.



Table 1. Participation at Project Convenings. *Source: UW Team.*

Participant Group	7/30/20	8/11/20	8/25/20	9/8/20	9/22/20	10/6/20	10/20/20	11/10/20	12/1/20	12/8/20	12/15/20
Stakeholder participants	24	23	29	21	25	26	25	25	28	21	23
Tribal government representatives	11	11	11	10	10	14	14	13	9	13	13
State agencies	15	18	19	12	22	23	18	26	21	23	23
UW team	3	4	5	6	4	5	5	6	4	6	4
Other interested participants	19	8	17	11	12	22	15	21	19	17	24
WA state legislators	7	3	3	8	5	6	7	4	3	3	3
WA legislative staff	3	3	7	7	7	6	6	5	5	2	3
Total participants	82	70	91	75	85	102	90	100	89	85	93

FINDINGS





BROAD AGREEMENT FOR SPECIFIC LEGISLATION WAS NOT ACHIEVED

The objective of *Updating Washington's Growth Policy Framework* was to convene a collaborative work group to identify broadly supported legislation for consideration by the Legislature in the 2021 session. During the final months of the project, potential legislative language was offered and discussed by the parties.

Proposed reform language to the Growth Management Act and other statutes went through six iterations. Review and comment by the parties was made before, during, and after the convenings. Each of the proposed reforms documented in Appendix F received varying degrees of support and opposition. However, none of them achieved broad agreement for action in the 2021 session. Hence, this Final Report offers no specific recommendations regarding legislation.

The degree of support or opposition by the parties to the many components of the sixth and final iteration is documented in this Report in several ways. First, the parties were invited to assign scores on a Likert Scale for each of the components of the final draft (Version 6). A Likert Scale is commonly used to measure attitudes or opinions with a greater degree of nuance than a simple yes or no. For example, to indicate their degree of support or opposition, the parties were invited to express their support or opposition using the following choices: (-3) for strongly opposed; (-2) opposed; (-1) have concerns; (0) for neutral or no opinion; (+1) support concept, but not necessarily the text; (+2) support; (+3) strongly support.

The averages of the submitted Likert Scores are summarized in Table 6 in Appendix F. A more detailed expression of support or opposition was made with party-specific comments included in Table 7, which is also included in Appendix F. Finally, several parties submitted letters, which are included in Appendix H.

While the project's near-term objective was not met, there was some agreement on several important points. There was general agreement that long-standing problems, such as the decline of housing affordability, environmental degradation, and societal inequity, have risen to the status of urgent crises. There also was broad agreement that our present framework of state laws, institutions, and policies is inadequate to meet those crises and that for a variety of reasons, recent attempts at meaningful legislative reform have had limited success. Finally, while people did not reach consensus on what statutory reforms *should* be enacted in 2021, there was agreement that these urgent issues are likely to become more severe and intractable over time, not less so, and they do warrant continued discussion.

ISSUE AREA #1. ADAPTIVE AND INCLUSIVE PLANNING AT A REGIONAL SCALE

One of the challenges of approaching many of these issues is not just that they are controversial, but that they are often connected and mutually compounding. While not always apparent at first glance, these issues, and the laws that attempt to address them, are part of a system, and that means that they must be thought about and approached with systems thinking. For example,



housing supply and affordability experienced at the level of an individual city are affected by regional transportation projects, regional real estate market forces, and the location of regional employment centers. For that reason, any discussion of improving housing supply or affordability locally must account for that regional context.

The need for systems thinking was one of the principles described in the *Road Map* Final Report. It also explains the reasoning for some of the potential legislative reforms that appear in Appendix F. A brief recounting of that context will illuminate the reasoning that prompted different parties to offer those proposed, albeit not uniformly embraced, reforms. Any further efforts to continue this collaborative approach to implementing needed reforms should be informed not only by this UW project, but the prior *Road Map* project.

It is useful to remember that the focus of the *Road Map* project was to answer several fundamental questions – what do the people of the state of Washington desire for its future, what aspects of our existing framework of state laws, institutions and policies move us toward that desired future, what aspects do not, and what amendments are needed?

In answering this question, the *Road Map* team travelled the state, conducting over sixty workshops with hundreds of people in twenty-six locations across Washington.

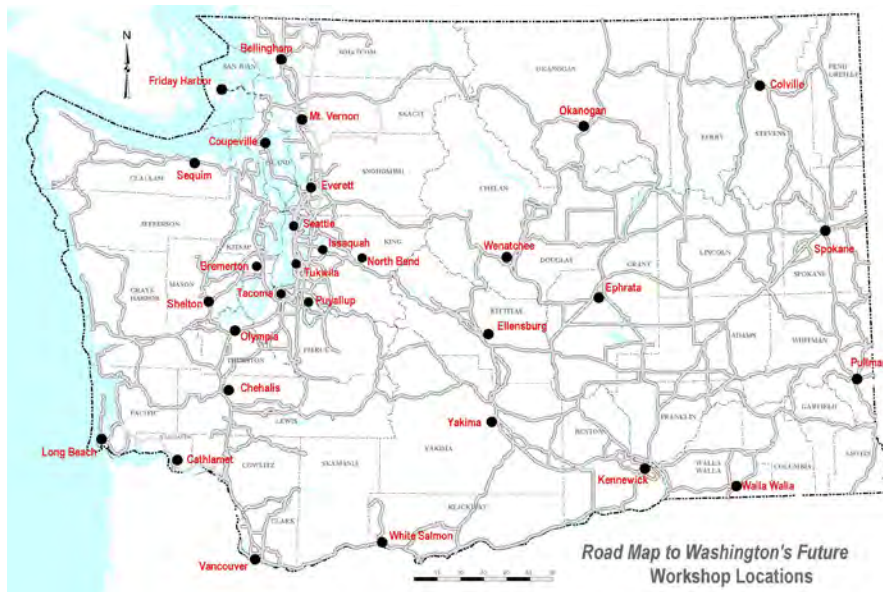


Figure 6. Workshop locations for *A Road Map to Washington's Future*. Source: UW team.

People everywhere expressed a strong love for the natural beauty, recreational opportunities, character, and lifestyle choices they found in their communities and regions. A common vision of the desired future was one with high environmental quality, economic prosperity and opportunity, human health and safety. It is interesting to note that these were expressed in 1990 as the foundational values of the Growth Management Act:

"The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state."

Underlined emphasis added. RCW 36.70A.010

Another *Road Map* finding was that many people felt that their region's identity, needs, and aspirations were not well served by a planning framework they saw as "one size fits all." People said that the unique circumstances in Central Washington were different not only from the Puget Sound Region, but even the Coast and Eastern Washington. This commonly held sentiment was the rationale for one of the major systemic reforms recommended in the *Road Map* report - "Adaptive Planning at a Regional Scale."

The *Road Map* team concluded that reforms to the Growth Planning Framework should enable adaptation of state goals and requirements at the scale of multi-county regions and that the plans and regulations adopted by regions, counties, and cities should have the ability to nimbly adapt over time as new facts and priorities became apparent. This *Road Map* recommendation was re-stated in somewhat modified form in UW project issue area #1 - Adaptive and Inclusive Planning at a Regional Scale."

The subject of regional diversity and how to "right size" the framework to different regions was discussed at length by the parties at our Convenings. At one of the convenings, the Department of Commerce representative pointed out that, while most state laws, including the Shoreline Management and State Environmental Policy Acts, do apply uniformly across Washington, the Growth Management Act does not. In fact, the GMA actually already embodies at least five different "classes" of requirements among the 39 counties. These are illustrated in Figure 7 and detailed in Table 2.

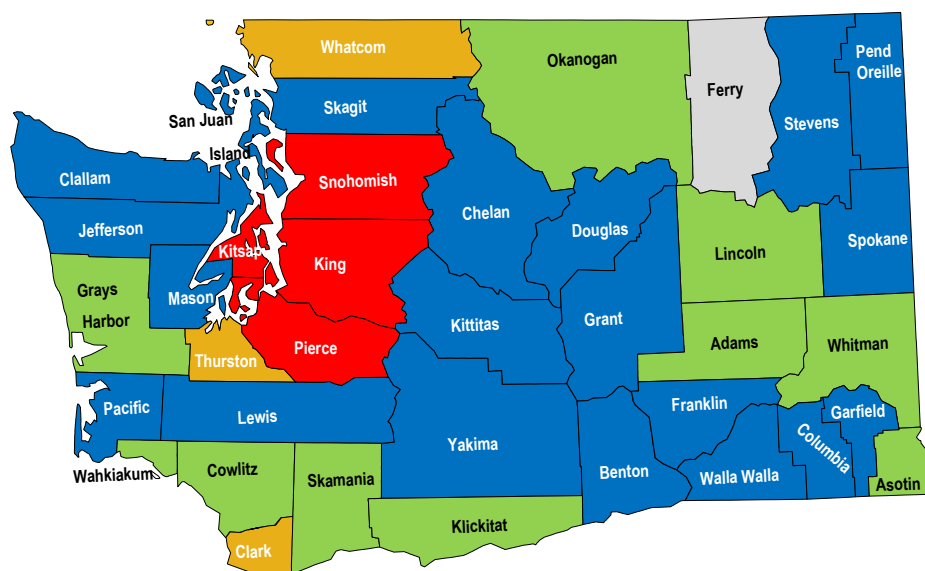


Figure 7. Five classes of Growth Management Act planning. *Source: Washington State Department of Commerce.*



Table 2. Five classes of Growth Management Act planning. *Source: Washington State Department of Commerce.*

GMA 1.0	GMA 2.0	GMA 3.0	GMA 4.0	GMA 5.0
Fully Planning + Buildable Lands + Vision 2050	Fully Planning + Buildable Lands	Fully Planning	Partially Planning	Partially Planning + Rural Element
4 Counties 4,264,200 Pop.	3 Counties 1,018,200 Pop.	22 Counties 1,993,720 Pop	10 Counties 372,170 Pop.	1 County 7,910 Pop.
95% of State population is fully planning under GMA			5% of State population is partially planning under GMA	
Comprehensive Plan Periodic Update Schedule				
Conserve Resource Lands Protect Critical Areas	Conserve Resource Lands Protect Critical Areas	Conserve Resource Lands Protect Critical Areas		
Comprehensive Plans and Development Regulations	Comprehensive Plans and Development Regulations	Comprehensive Plans and Development Regulations		
Countywide Planning Policies Urban Growth Areas Rural Element	Countywide Planning Policies Urban Growth Areas Rural Element	Countywide Planning Policies Urban Growth Area Rural Element		
Concurrency Essential Public Facilities	Concurrency Essential Public Facilities	Concurrency Essential Public Facilities		
Impact Fees authorized 4 th Qtr. REET authorized	Impact Fees authorized 3 rd Qtr. REET authorized	Impact Fees authorized 3 rd Qtr. REET authorized		
Growth Hearings Board	Growth Hearings Board	Growth Hearings Board		
State Environmental Policy Act Shoreline Management Act Planning Enabling Act Subdivision Act Land Use Petition Act Regional Transportation Planning Watershed Planning Voluntary Stewardship Program				

The fact that the GMA already includes regional variation to meet diverse regional circumstances contributed to a discussion of what similar reforms might be worthy of consideration.

For example, the group saw this concept applied to the climate change issue when Rep. Duerr addressed a convening regarding HB 2609, a climate change bill that she sponsored in the 2020 session (Appendix B includes the Bill Report for HB 2609). In that bill, a distinction was made for counties that would be subject to more rigorous processes and requirements regarding targets for reduction of greenhouse gas emissions and vehicles miles travelled. The reasoning was that the state's ten most urbanized and rapidly urbanizing counties are the source of most of the greenhouse gas emissions related to construction and vehicles miles travelled.

Table 3 lists the 2020 population, population density and growth rates for all of Washington's thirty-nine counties. The ten counties identified in HB 2609 as appropriate for greater planning duties collectively constitute 80% of Washington's current population and are projected to be the location of most of the future urbanization and vehicle miles travelled in the coming decades.



Table 3. County Population, Density, and Growth Rates. *Source: Washington State Office of Financial Management.*

County	Classification	Population 2020	Land Area (sq. mi.) 2010	Population Density (pop/sq mi) 2020	2019-2020 growth rate	% of pop. in incorporated areas
King	Metropolitan	2,260,800	2,115.6	1,068.65	1.5%	89.0%
Pierce	Metropolitan	900,700	1,669.5	539.50	1.4%	52.7%
Snohomish	Metropolitan	830,500	2,087.3	397.89	1.4%	55.5%
Spokane	Metropolitan	522,600	1,763.8	296.29	1.4%	70.5%
Clark	Metropolitan	499,200	629.0	793.64	2.2%	53.9%
Thurston	Metropolitan	291,000	722.0	403.07	1.8%	50.1%
Kitsap	Metropolitan	272,200	394.9	689.22	0.8%	34.2%
Whatcom	Metropolitan	228,000	2,106.9	108.22	1.2%	58.2%
Benton	Metropolitan	205,700	1,700.4	120.97	1.9%	82.2%
Franklin	Metropolitan	96,760	1,242.2	77.90	2.2%	86.0%
Yakima	Rural	258,200	4,295.4	60.11	0.9%	65.7%
Skagit	Rural	130,450	1,731.2	75.35	1.0%	59.4%
Cowlitz	Rural	110,500	1,140.1	96.92	1.4%	56.4%
Grant	Rural	100,130	2,679.5	37.37	1.4%	56.4%
Island	Rural	85,530	208.5	410.31	0.8%	30.4%
Lewis	Rural	80,250	2,402.8	33.40	1.0%	40.1%
Chelan	Rural	79,660	2,920.5	27.28	1.6%	57.8%
Clallam	Rural	76,770	1,738.3	44.16	1.0%	40.7%
Grays Harbor	Rural	74,720	1,902.0	39.28	0.8%	61.6%
Mason	Rural	65,650	959.4	68.43	1.0%	15.8%
Walla Walla	Rural	62,580	1,270.1	49.27	0.6%	73.1%
Whitman	Rural	50,480	2,159.1	23.38	0.7%	87.2%
Kittitas	Rural	48,140	2,297.3	20.96	3.4%	53.2%
Stevens	Rural	45,920	2,477.8	18.53	0.8%	21.5%
Douglas	Rural	43,750	1,819.3	24.05	2.2%	43.8%
Okanogan	Rural	43,130	5,268.0	8.19	0.9%	39.2%
Jefferson	Rural	32,190	1,803.7	17.85	0.9%	30.0%
Klickitat	Rural	22,770	1,871.3	12.17	1.5%	30.9%
Asotin	Rural	22,640	636.2	35.59	0.5%	37.6%
Pacific	Rural	21,840	932.7	23.42	0.9%	32.4%
Adams	Rural	20,450	1,925.0	10.62	1.5%	54.0%
San Juan	Rural	17,340	173.9	99.71	1.1%	14.4%
Pend Oreille	Rural	13,850	1,400.0	9.89	0.8%	23.8%
Skamania	Rural	12,220	1,655.7	7.38	1.3%	22.0%
Lincoln	Rural	11,050	2,310.5	4.78	0.8%	49.5%
Ferry	Rural	7,910	2,203.2	3.59	1.0%	14.0%
Wahkiakum	Rural	4,210	263.4	15.98	0.5%	12.4%
Columbia	Rural	4,185	868.6	4.82	0.6%	64.4%
Garfield	Rural	2,225	710.7	3.13	0.2%	63.1%

During discussions on housing issues, the observation was made that while escalating housing costs are a statewide issue, the scale and acuteness of the crisis is most pronounced in the same ten counties called out in HB 2609. Consistent with the premise that “one size does not fit all” the question was asked whether it would be more appropriate to address both climate change and housing issues differently in the ten counties shown in Fig. 8 as “metropolitan counties.” The term “metropolitan counties” was favored over the term “urban counties” because all counties have both designated urban growth areas and designated rural areas.

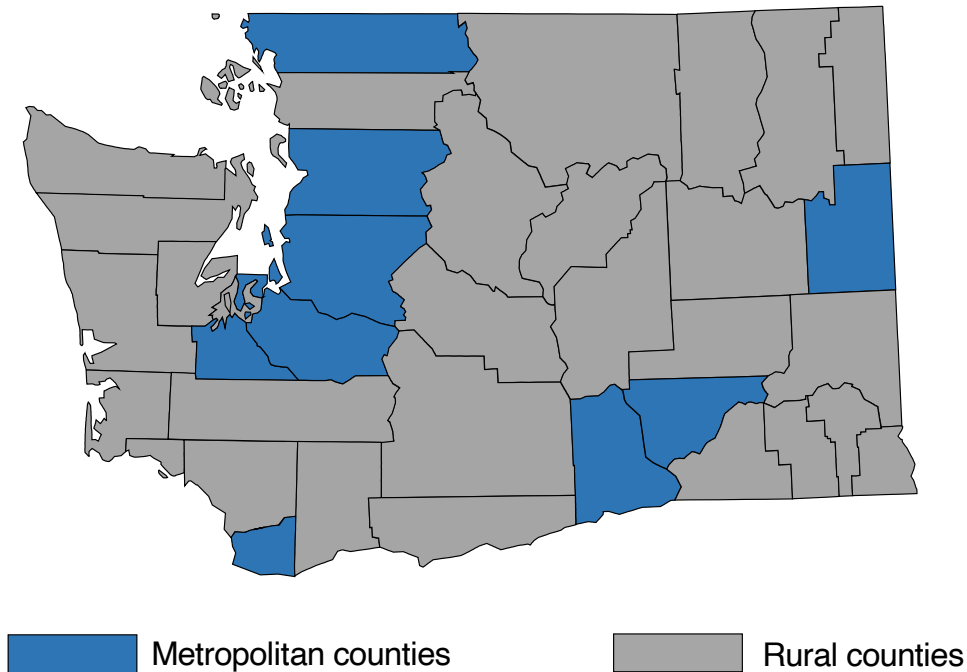


Figure 8. Metropolitan and Rural Counties. *Source: UW team.*

Another topic that generated great interest and dialogue was that of tribal inclusion in the making of regional policy, specifically countywide planning policies. The tribal representatives presented a number of potential GMA amendments to that end. They pointed out that consultation and inclusion of tribal governments into the planning framework was named in the *Road Map* report as an illustration of “Adaptive Planning at a Regional Scale.”

Although seven tribes participating in the project convenings, there are actually twenty-nine federal recognized tribes with reservations in Washington. See Figure 9. It was acknowledged that each of these tribes is a sovereign entity and therefore cannot be compelled to plan under the requirements of state law. Tribal representatives clarified that each tribe would have to independently decide if they wished to participate in, for example, countywide planning policies.

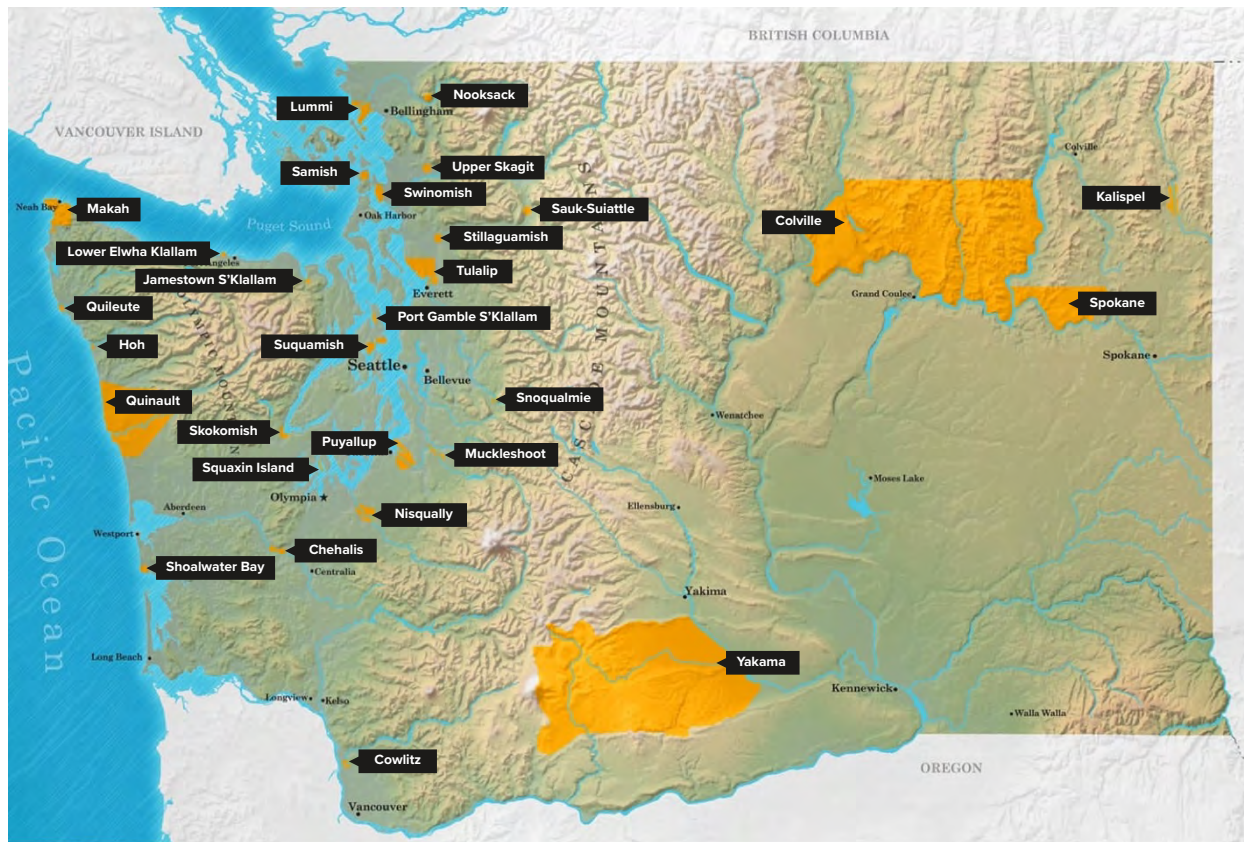


Figure 9. Tribal Reservations in Washington. *Source: Washington Indian Gaming Commission*

ISSUE AREA #2. THE CYCLE FOR UPDATING AND DEDICATED FUNDING FOR PLANNING

The next cycle for counties and cities to update their comprehensive plans and development regulations begins in 2024 for King, Pierce, Snohomish and Kitsap counties, with the deadlines for other counties across the state following in subsequent years. Both local government and business associations made the case for shifting from the existing eight year cycle to a 10 year cycle. They pointed to a 2019 letter jointly signed by Commerce and other parties which contended that there was merit to synching the update cycle with the population information available with the decennial census. There was a minority opinion expressed in that letter that was repeated during this project process. They countered that the merits of synching with the census were over-stated and that waiting an additional two years to update comprehensive plans and regulations would delay action needed to address housing, climate, and other urgent issues.

Several of the parties explored the alternative of a ten-year update cycle with a proviso that a mid-cycle (i.e., at five years) check-in occur. The concept was to enable a quicker response and adjustment than once a decade if certain triggers indicated that some adjustment was necessary.



It was argued that local governments might need to adapt policies or actions if housing or climate policies and actions are not working. Local government representatives saw a five year check-in as problematic, because it would create more work sooner even than the existing 8 year cycle. They were also concerned that a five-year update action would expose their jurisdictions to appeal. The parties had several discussions offline but were unable to reach agreement to share with the larger group.

The prospect of unfunded mandates for new, or even continuing, planning duties was strongly and consistently opposed by both the county and city associations. They pointed out that state grants to county and city governments have dwindled dramatically even as growth and new duties have increased. The state allocated \$16M in 1990 dollars for planning grants in the first biennium of GMA planning. In today's dollars, that would approach \$30M. While they appreciated the \$5M in grants allocated in the last biennium by House Bill 1923, they pointed out that was just for housing and only went to a fraction of the state's counties and cities. They argued that not only should the state provide financial support for planning, but that the focus of new legislation should be to decrease the cost of planning, not increase it.

Local government representatives expressed interest in how to decrease the exposure to and expense of appeals of plan adoption. There was also some frustration that when found noncompliant by a Growth Hearings Board decision, a local government did not have the benefit of specific guidance on how to achieve compliance. In response, the Department of Commerce worked with several stakeholders to draft a potential "acknowledgment" process which would enable a local government to voluntarily ask for and receive more direct technical advice on how to meet certain requirements of the GMA. Some said that an additional merit of such a process (sometimes referred to as a "safe harbor") was that Commerce would participate in the defense of an appealed local action. The analogy was made to similar roles that the Department of Ecology plays regarding local adoption of amendments to Shoreline Master Programs. Some parties expressed concerns with giving a state agency a stronger role in the plan making and appeals process.

The concern about unfunded planning mandates takes place against the backdrop of ever-escalating demands on state budgets, and the ongoing decline of local government revenues. Counties and cities have far less fiscal capacity to maintain existing levels of regional and local services than they did thirty years ago. The *Road Map* final report flagged this as the fundamental structural flaw in our system of governance that limits the ability to meet current needs, much less the demands of forecasted growth and persistent crises. Until and unless that larger structural limitation is addressed, it is difficult to imagine how Washington can maintain the high environmental quality, economic vitality, human health and well-being to which its people aspire.



ISSUE AREA #3. HOUSING

Housing is a very broad issue, with many components that have been, and will be, studied and debated by many people, local governments, private sector, non-profit and academic sector organizations, state agencies and committees of the Legislature. Participants in the UW process were interested in many of those components, ranging from how to increase housing supply, both market rate and government subsidized, farmworker housing, homelessness, gentrification and displacement. Taking on all those components was clearly beyond our capacity, so our focus was on two areas: (1) middle housing as one component of potential future housing stock, and (2) potential improvements to development regulations and permit processes, which was actually addressed as a related but separate Issue area #4.

A presentation about “missing middle” housing was given at one of the group convenings by Chris Collier, the Program Manager at the Snohomish County Alliance for Affordable Housing. Using a slide deck (Appendix D) he cited data demonstrating the growing gap between housing costs and incomes in King and Snohomish County, and the relative dearth of housing that has been built in the “middle” between single family homes at one end of the scale and multifamily housing at the other end. He cited building statistics for the past decade showing the relatively small numbers being built in this “middle” category.

Mr. Collier said that up to 75% of the land area in the cities of these two counties is zoned exclusively for detached housing, thereby excluding the opportunity for middle housing forms such as duplexes, triplexes, courtyard apartments, etc. He pointed out that, by their exclusionary nature, zoning districts that allow only housing that is affordable to the wealthy necessarily exclude people who are not wealthy. For that reason, he pointed out, both the City of Minneapolis and the State of Oregon have recently reformed their land use laws to effectively prohibit exclusion of middle housing.

The reception to the idea of middle housing was mixed. Some saw it as an opportunity to increase housing supply and choice within urban growth areas. Others saw it as an inappropriate “one size fits all” approach that could not assure that any of the units would be affordable. Local government representatives said that they preferred approaches such as the grants authorized by HB 1923, the bill report for which is in Appendix C. They believed that this allowed for more local discretion and locally appropriate responses to the housing crises. It was pointed out that middle housing is already allowed in some cities in Washington, although that data was not readily available. What was available was information about the number of cities in the Central Puget Sound region who have been awarded HB 1923 planning grants to explore the middle housing alternative. That information is on Table 4.

There was no strong support for pursuing the middle housing reforms that were shared. There was likewise no enthusiasm for another proposal offered, which was to amend the GMA to make what are now advisory housing WAC into binding ones with the force of law. That was felt by many to



Table 4. HB 1923 grants in Central Puget Sound to explore middle housing. *Source: Washington State Department of Commerce*

City	Population 2020	Duplex Triplex Courtyard	Duplex on Corner	Cluster Zoning	Short Subdivision
Algona	3,210	x	x		x
Arlington	20,600	x			
Bothell	48,400		x		x
Fife	10,200	x	x		x
Fircrest	6,790	x			
Lake Stevens	34,150	x		x	
North Bend	7,455	x	x		x
Orting	8,635	x	x	x	x
Ruston	1,040				
Total population of cities in the metro region w/ grants to look at middle housing	140,480				
Population of four county metro region	4,264,200				

take too long, up to three years, and some argued that it would also constitute a pre-emptive state role at the expense of local control.

No group consensus was reached on what, if any, action should be taken regarding GMA housing reforms. Going forward, it may be useful to gather data and measure the potential increase of housing supply under different approaches. For example, applying the middle housing approach that was described as one alternative (allowing it within ¼ mile of transit lines in the Central Puget Sound region) yielded a preliminary estimate of a potential gain in housing supply on the order of hundreds of thousands. See Table 5 and Figure 10. It would require a more sophisticated analysis of the GIS parcel data in the region to create a firmer estimate of potential increase in capacity, but that may be a worthwhile exercise. In any case, more data gathering, information, and analysis would seem appropriate to consider what the most timely and effective approaches there might be to address the existing and worsening housing shortage.

Table 4. Estimate of potential new middle housing near High Capacity Transit lines in the Central Puget Sound Metro Region. *Source: GIS data derived by UW team from Puget Sound Regional Council.*

	Transit locations		Parcels near transit currently used as SF				Net new housing units if...	
	BRT (1/4 mile radius)	Major (1/2 mile radius)	Count	Median size (acres)	Average size (acres)	Density (units / acre)	2 units/ parcel	4 units/ parcel
King	1,083	86	127,045	0.15	0.20	5.0	127,045	381,135
Pierce	233	27	21,147	0.16	0.22	4.5	21,147	63,441
Snohomish	101	13	11,742	0.19	0.24	4.2	11,742	35,226
Kitsap	38	7	3,030	0.19	0.47	2.1	3,030	9,090
Region total	1,455	133	162,964		0.21	4.8	162,964	488,892

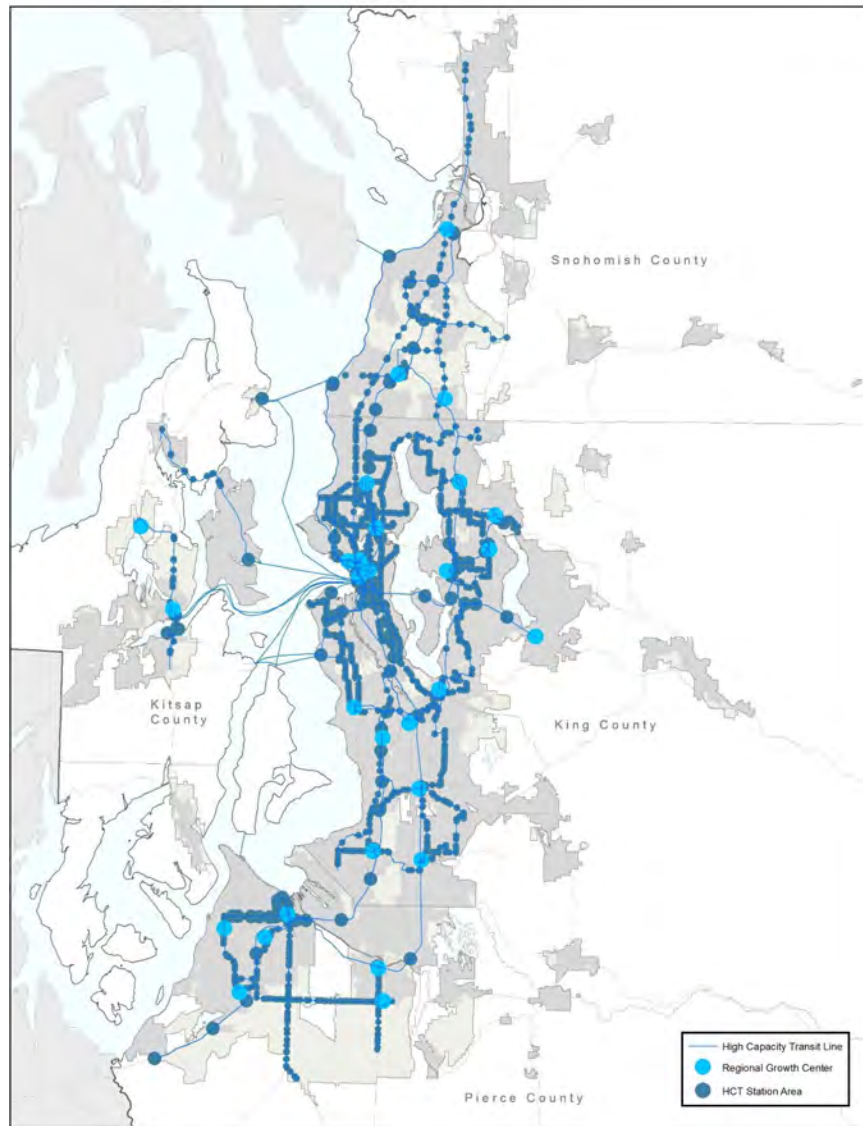


Figure 10. High Capacity Transit lines in Central Puget Sound Metro Region. *Source: Vision 2050, Puget Sound Regional Council*



ISSUE AREA #4. DEVELOPMENT REGULATIONS AND PERMIT PROCESSES

The need for improved development regulations and permit processes was a frequent remark expressed during the *Road Map* process. Some of those anecdotal remarks are listed in Appendix A. There was a desire expressed to decrease the uncertainty and delay in the permit process because those are two factors that add to the cost of housing,

Parties to the convenings made the case for a number of reforms. Some called for state mandates of minimum residential densities within urban growth areas. Others argued for greater reliance of the hearing examiner system as a way to de-politicize the permit process; some called for creating consequences for a local government failing to process and issue a permit in a timely fashion. Still others said that a greater emphasis should be placed on updating local development regulations to implement already adopted comprehensive plan policies rather than constantly updating the policies. The point was made that development regulations control the issuance of permits, plans do not.

While a number of these, and other, ideas for reforms were offered, there was no groundswell of support for any of them. The ideas proposed, and the average Likert Scale scores assigned to them, appear in Appendix F.

ISSUE AREA #5. CLIMATE CHANGE

One of the Transformational and Systemic Changes discussed in the *Road Map* project was “Resilience to Changing Conditions and Disasters.” The changing conditions to which it referred included the changing climate. The topic of climate change was a frequent focus on comments at the workshops across the state and interviews with stakeholder groups. Excerpts of comments made by people on this topic are included in Appendix A.

One of the resources offered at a convening was a presentation by Lara Hansen, Chief Scientist and Executive Officer of EcoAdapt. She provided an overview of the science of climate change, the implications it has for the ecosystems of the Puget Sound region, and work that a number of cities are doing with regard to Climate Action plans. Much of what Ms. Hansen shared is in her slide deck, which is Appendix F.

Although there was much energy and discussion regarding the climate change issue, the parties were unable to come to agreement. The planning, environmental, and tribal representatives spoke to the importance of the issue and argued for legislative language that would require state, regional, and local government action. However, the local government associations were very concerned that additional planning duties being contemplated would add cost and uncertainty for their jurisdictions and expose them to lengthy and expensive appeals. Representatives of the development and real estate communities stoutly opposed any legislative mandates, arguing that they would add dubious value while adding uncertainty, cost, and delay.



During the group's discussion of this subject, the observation was made that climate change is an issue that transcends several seemingly unrelated issues. Because the majority of greenhouse gas emissions are attributable to vehicle miles travelled or construction of new buildings, it is related to and affected by land use, housing, capital facilities and transportation policies, all of which are addressed in comprehensive plans. Looking at the issue from a systemic perspective, climate policy is land use and housing policy, and vice-versa.

Rep. Davina Duerr, one of the sponsors of a GMA Climate Change bill (HB 2609) in the 2020 session, spoke to one of the group convenings about this issue. She explained the reasoning for the various sections of the bill, which included a proposed climate change planning goal, a new required climate comprehensive plan element, and requirements for certain regions of the state and regional planning organizations to address reduction of vehicle miles travelled and greenhouse gas emissions. Rep. Duerr and the representative from Futurewise answered questions about HB 2609 and invited the parties to share with them suggestions for ways to improve it going forward, either through the convenings process or offline.

Some draft climate change language was presented and discussed by the parties. Their opinions were expressed by their Likert Scores and comments included in Appendix F and in several of their letters in Appendix H. When it became clear that Rep. Duerr would be introducing a more detailed climate change bill in the 2021 session, it was determined that the group's remaining time would be better spent discussing other Issue Areas.

ISSUE AREA #6. MUNICIPAL ANNEXATION

Municipal Annexation was one of the original six issue areas included in the preliminary project design. It was of great interest during the *Road Map* project, not only to the city and county associations, but also the Washington Association of Water and Sewer Districts. As this project moved forward into the fall, it became apparent that there would not be sufficient time to reach this topic.

This topic raises many questions, including ways to clarify governance roles, equitably and effectively allocate revenue, harmonize land use plans developed by counties and cities with services and capital facilities provided by other units of government. This is an issue worthy of future study, but in addition to the city, county, and water and sewer districts associations, it should also engage other units of government including schools and fire service providers.

RECOMMENDATIONS





RECOMMENDATIONS

The issues raised and discussed for the five months of the UW project, and the two years of the *Road Map* project before it, are of great importance to the future of the state and its people. What were once regarded as thorny and daunting challenges have escalated into urgent and wicked crises – a climate crisis, a housing crisis, de-facto social and racial exclusion and inequity, environmental injustice and the ongoing collapse of the marine habitat of Puget Sound, among others.

In view of the urgency of these issues, and the need to build broad support for meaningful action, we offer these process recommendations.

First, consideration of changes to the Growth Policy Framework, and the regional and local plans and actions that are guided by it, is required. Such effort must be more inclusive and representative than what has been done to date. In addition to the stakeholder groups and tribal governments who have taken part in this project, the Legislature must also assure the meaningful engagement of the voices, perspectives, and lived experiences of under-represented and unevenly burdened communities and people.

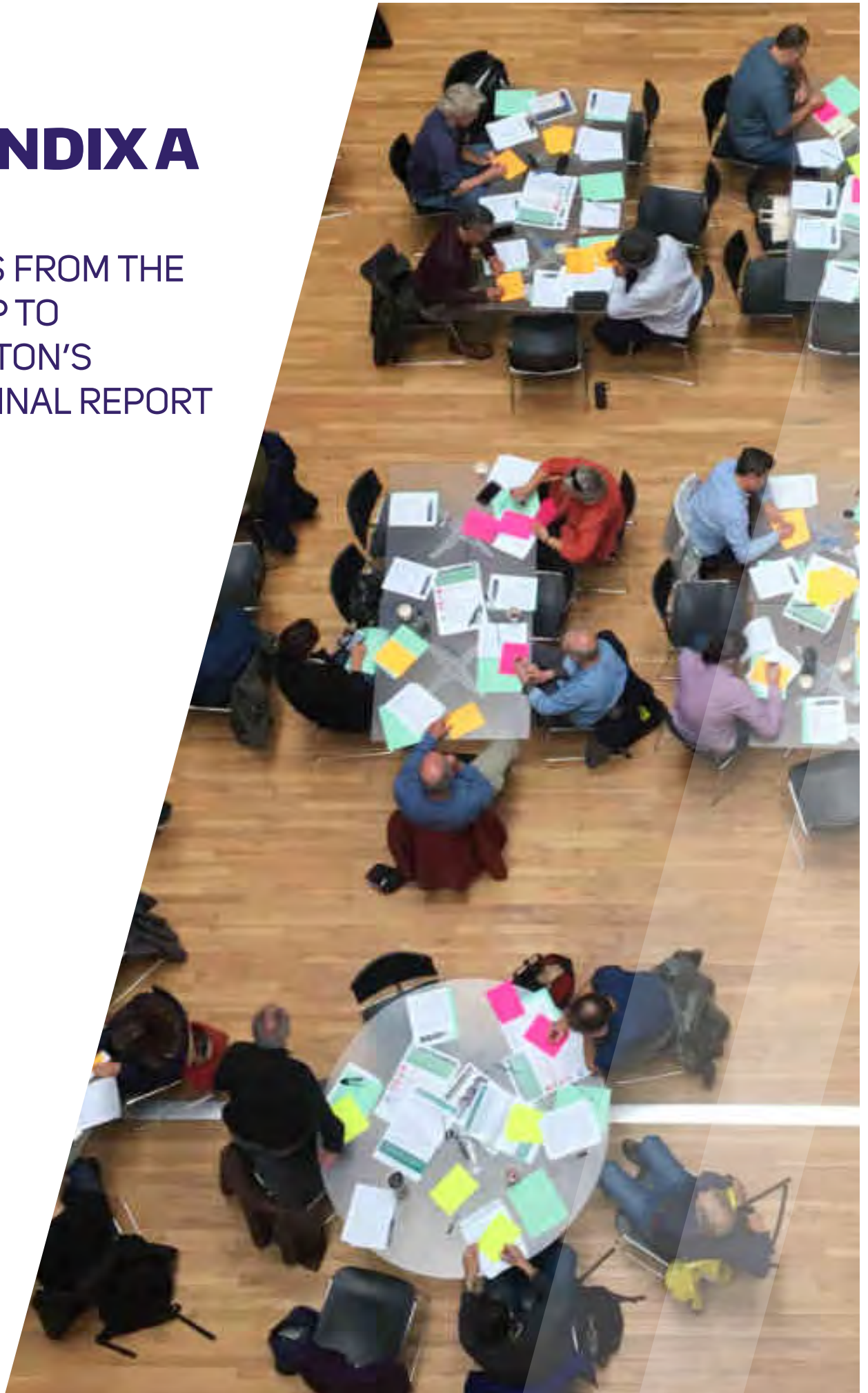
Second, the design of future phases of any collaborative work group process must be informed by the work that has gone before, but must also address the gaps and deficiencies of those earlier phases. For example, an agreed upon base of facts will be essential to the evaluation of alternatives, so adequate financial and institutional provision should be made to enable targeted research, data collection, objective and rigorous analysis.

Third, to implement the first two recommendations will require that adequate time be taken and sufficient resources be allocated by the State. A financial commitment at least on the scale of the 2020 Legislative budget proviso (see Appendix B) needs to be allocated in the 2021-2023 biennium to support this work. It would be appropriate to direct the funding to the Department of Commerce to work with other state agencies and retain the needed subject matter and process expertise to design and successfully facilitate the project. The objective should be to identify broadly supported reforms to the State's Growth Policy Framework for action in the 2022 and 2023 legislative sessions.

Fourth, a key role must be played by the state's elected leadership. This could take a number of forms. The options include a task force with four-corners legislative representation and/or a blue-ribbon commission with subject matter experts as well as the chairs and ranking members of appropriate Senate and House Committees. The Governor's office could be directly represented and/or rely on the directors or their designees from state agencies including the departments of Commerce, Ecology, Transportation, Health, and Fish and Wildlife. Also invited to participate should be representatives of the Department of Natural Resources and any interested tribal governments.

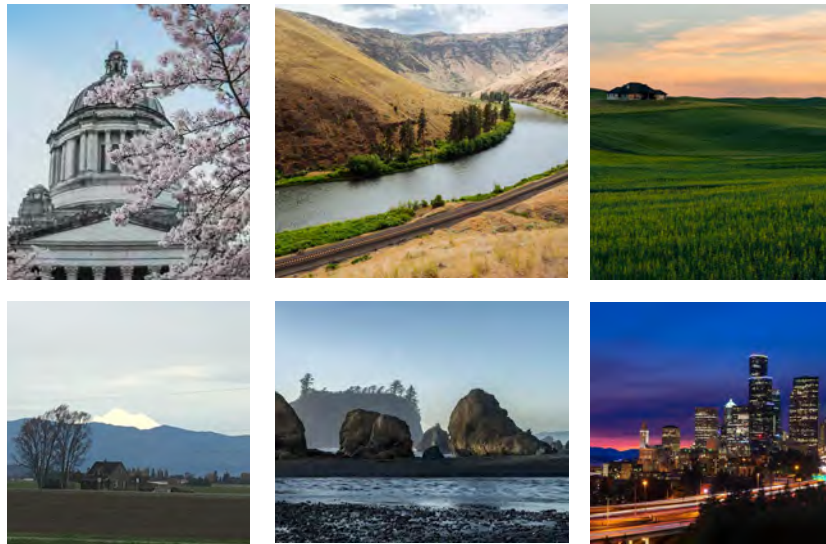
APPENDIX A

EXCERPTS FROM THE
ROAD MAP TO
WASHINGTON'S
FUTURE FINAL REPORT





APPENDIX A: EXCERPTS FROM THE ROAD MAP TO WASHINGTON'S FUTURE FINAL REPORT



A ROAD MAP TO WASHINGTON'S FUTURE

Final Report Volume 1.

June 30, 2019



Figure 11. Cover page from *A Road Map to Washington's Future*.
Source: Ruckelshaus Center.

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<https://ruckelshauscenter.wsu.edu/a-roadmap-to-washingtons-future/>

SIX TRANSFORMATIONAL & SYSTEMIC CHANGES

Road Map Final Report, pp. 82-90.

1. Funding and Revenue Generation

Action 1.1: Focus legislative efforts on enhanced state funding and new fiscal tools that enable cities, counties, regions, and state agencies to address needs and manage growth.

2. Adaptive Planning at a Regional Scale

Action 2.1: Convene a collaborative process to explore how best to achieve the goals of the GMA through the development of an adaptive management and regionally based approach that provides flexibility, coordination, and creates opportunities to address local and changing conditions and needs. Consult with tribal governments, to determine if and how they may want to be involved in such a process.

Action 2.2: Initiate government -to -government consultation with tribes in Washington State, to discuss the key questions asked, and guidance detailed, in the Road Map to Washington's Future Report.

3. Resilience to Changing Conditions and Disasters

Action 3.1: Develop comprehensive and integrated strategies, policies, implementation plans, and funding for climate adaptation and mitigation on local, regional, and state levels.

Action 3.2: Integrate disaster preparedness, and emergency and recovery planning, with growth management planning and policies.

4. Statewide Water Planning

Action 4.1: Establish a collaborative process to develop a statewide water plan for sustainably protecting, managing, and developing water resources in the state, for current and future generations.

5. Equity

Action 5.1: Integrate equity as a goal in growth planning, policies, strategies, and implementing actions, including adopting it as a goal of the GMA and an adaptive management regionally based approach, if developed.

6. Economic Development

Action 6.1: Develop and implement a statewide economic development strategy that builds on unique assets and needs of the diverse regions of the state. Place emphasis on improving rural economies and slow-growing cities. Identify what is needed to support local economic development plans, including state programs and investments.

Action 6.2: Integrate the capital facilities and economic development planning of Ports with local and regional capital facilities, growth management, and transportation planning.

ADDITIONAL KEY REFORMS

Road Map Final Report, pp. 92-101.

State Agency Coordination with, and Support for, Regional Plans

- Integrate State agency planning into the GMA and consider how to improve coordination in the implementation of regional growth management plans.

Funding and Capacity for Planning and Implementation

- Increase grants for cities and counties to plan under the GMA.
- Align funding of county government with the realities of implementing GMA.

Monitoring and Evaluation of Comprehensive and Regional Plans

- Fund and develop guidelines and methods for performance monitoring and measurement of comprehensive and regional plan implementation.

Education

Incorporate into already existing required training for elected officials an understanding of policies in the growth planning framework; the roles of state, regional, and local governments and the responsibilities of elected officials as policy makers, related to growth management.

- Identify opportunities to strengthen civic education throughout the state and across all sectors, including K-12, as well as community-based programs.

Health of the Environment

- Add a Planning Goal to the GMA - Resilience to climate change and natural disasters.
- Convene a collaborative process with, at a minimum, representatives of cities, counties, tribes, state agencies, ports, business, development, planning, and environmental organizations to identify areas of agreement for reforming the State Environmental Policy Act (SEPA).

Human Health and Well-Being

- Add a Planning Goal to the GMA on Human Health and Well-Being. Elevate and fund the implementation of human health and well-being as a goal in growth management planning and implementation, including the design and location of transportation and other infrastructure, land use plans, and development regulations.
- Prepare a "comprehensive planning and civic design for public health" guidebook to assist state agencies and local governments on ways they could factor human health and well-being into updating their comprehensive plans, and the design and implementation of capital facilities such as state highways, county roads, city streets, and public parks. This could be a joint effort of the Departments of Commerce and Health, in consultation with tribal governments, state agencies, local governments, public health professionals, and

county public health departments.

Housing

- Develop funding strategies and new fiscal tools for cities and counties to implement the housing elements in their Comprehensive Plans and monitor achievement of housing targets.
- Address availability of middle- income housing, low and middle-income homeownership, and the impacts of short-term rentals and investment homes on housing availability and affordability.

Annexation

- Convene a collaborative process(es) with, at a minimum, representatives of cities, counties, special districts, boundary review board, planning and environmental organizations to identify areas of agreement for reforming annexation laws in a way that streamlines the process and removes barriers to annexation of land adjacent to existing cities, maintains the fiscal sustainability of counties, clarifies the role of special districts, and reduces conflicts.

Economic viability of Agriculture & other Natural Resource Industries

- Support policies and programs that enhance the economic and environmental viability of agriculture and identify and develop strategies and programs that address the needs of farmers.
- Undertake an assessment that looks at the cumulative impacts of laws and regulations on the ability of agriculture and other natural resource-based industries to be economically viable and to achieve desired environmental outcomes.

Transportation

- Clarify how the six chief goals of the Washington State Transportation Plan can be achieved in context with GMA Planning Goals.
- Provide funding support for WSDOT, WSTC, RTPOs, and local governments to monitor and evaluate how well their plans, policies, and systems are working, in order to enable them to consider appropriate course corrections.
- Consider strengthening the requirements and incentivizing the use of multimodal performance measures within urban growth areas.
- Consider strengthening and funding local planning requirements for freight.
- Integrate state highways into the GMA transportation concurrency system.

Coordination with Military installations

- Coordinate planning between federal military installations and regional, county, and city governments.

Other Growth Management Act Modifications

- Convene multi-sector urban and rural summits to dialogue and help identify priorities for modifications of the GMA that would improve planning and implementation for rural and urban communities.
- Consider revising the update cycle for comprehensive plans from every eight years to every ten years. Begin this process in phases, starting with moving the next update deadline for the four Central Puget Sound counties from 2023 to 2025, in order to synch with population data from the 2020 Federal Census.
- Convene a collaborative process to identify areas of agreement for improvements to the statewide planning framework's development regulations and permitting processes to shorten the time needed to issue permits and increase predictability and achieve better outcomes both for permit applicants and residents in the vicinity of new development.
- Convene a process to gather additional information and research and to identify areas of agreement for improvements to the GMA provisions for LAMIRDs.
- Integrate school district capital facilities planning, including school siting, with the land use policies and capital plans of local governments.
- Integrate water and sewer district, school district, port district planning into GMA.
- Initiate a review of State statutes, beginning with the SMA and SEPA, to identify major conflicts or disconnects with the goals and requirements of the GMA, and undertake efforts to reduce gaps, conflicts, or redundancies.

EQUITY AND INCLUSION

According to many participants, social, cultural, racial, gender, and economic diversity is an important aspect of a desired future, as are social equity and social justice. Participants expressed this in a number of ways, including desiring a future that addresses income inequality, distribution of community resources, race and social justice, and gentrification, and that creates a fair and inclusive society, with opportunities for all.

Many Next Generation participants envisioned a future that included safety nets for low-income residents and sanctuary for undocumented persons. Many urban, but especially rural participants, long for a future where youth can stay living and working in the community in which they grew up, and where the community is not only comprised of older people.

Equity was also an important element of a positive future for participants in the Latinx workshop. Their vision of the future included less disparity in addressing their basic needs and allocating community resources including having basic infrastructure, clean water, appropriate street lighting, playgrounds, bike lanes, and sidewalks. For participants in the Latinx workshop, equity included fair wages, absence of workplace abuse, and reasonable working hours. The vision for equity also included a reduction of disparities between communities in eastern and western Washington, and that resources are better distributed from a macroeconomic perspective.

Overall, many participants envisioned a future where equity is at the forefront of policymaking. Many participants desired a future that shifts from a “us versus them” mentality toward relationship-building and understanding. Road Map Final Report, p. 26.

RESILIENCE AND ADAPTATION

Participants often mentioned that in order to have a healthy and desirable future, we need to address how to adapt to changing conditions such as climate change impacts, natural disasters, and economic calamities. Many participants brought up the notion that a desired future is one in which participants and policymakers acknowledge the limits to growth and environmental degradation, and that in order to adapt to changes, participants and policymakers need to strengthen personal, community, and economic resilience. Some participants described this preparation for a desired future as transformational resilience that included having sufficient flexibility in growth management policies to adapt to changing conditions.

Participants often described resilient communities as ones where there are strong social networks, adequate resources for basic needs, fair and transparent governance, and economic diversification. In order to increase resilience, many participants saw the need for intentional planning for adaptation to events such as climate change, natural hazards, and economic recessions, as well as identifying and strengthening the conditions for community resilience. As participants looked to the future, many saw a need to move away from reliance on fossil fuels. Road Map Final Report, p. 29.

ISSUE AREA #1 – ADAPTIVE AND INCLUSIVE PLANNING AT A REGIONAL SCALE**Comments from Road Map to Washington's Future workshops and interviews**

- Although many acknowledged that the GMA has been a valuable tool for deliberate decision-making, and that important outcomes have been achieved, it was widely stated that the current growth planning framework needs systemic change.
- At workshops across the state, a frequent comment was that 'one size does not fit all' with many calling for greater local choices, tools, and flexibility to reflect the different circumstances, challenges, opportunities, and priorities in the diverse regions of the state.
- Many people said that it would help to break the state down into regions or zones, with a stronger state role or more rigorous requirements in high growth areas and more local flexibility in slow growing rural counties.
- Some people said that the transportation issues in rural parts of the state are more likely to focus on agriculture related and freight issues rather than commute trips and large employment centers.
- Many pointed out that housing markets, job markets, transportation networks, and ecosystems all transcend jurisdictional boundaries, and yet the current growth planning framework ineffectively addresses these regional issues because it approaches them in a fragmented, jurisdiction-by-jurisdiction, "bottom up" way.
- Many people said that housing affordability is a regional issue that is very different in urban regions than in rural ones. For fast growing urban counties, they said that a regional approach necessarily involves counties and even multi-county agencies working with cities and all levels incorporating housing affordability targets into the housing elements of their comprehensive plans.
- Some said that a regional approach in the state's planning framework would "right- size" state resources and requirements to the rate and nature of growth issues in different regions of the state. Some said this might include more targeted state investments and programs to regions most in need, less frequent plan update requirements, more flexibility in rural economic uses and development in Local Areas of More Intensive Development (LAMIRDs), and alternatives to the current appeals processes.
- Several people suggested that adaptive management approaches could be modeled on other state programs such as the Shoreline Management Act (SMA) or the Voluntary Stewardship Program (VSP). Unlike the GMA, they said, those programs provide funding from the State, state agency technical assistance and oversight, state defense of appeals of local government actions, and a better balance of certainty and flexibility.

ISSUE AREA #1 – ADAPTIVE AND INCLUSIVE PLANNING AT A REGIONAL SCALE

- Many people said that to effectively address truly regional issues such as housing, employment, ecosystem protection and restoration, transportation, and economic development, a multi-county approach would be more effective. These could be two counties (e.g., Chelan/Douglas), three (e.g., Ferry, Stevens, Pend Oreille), or four (e.g., King, Snohomish, Pierce, and Kitsap).
- Some suggested expanding and funding the role of Regional Transportation Planning Organizations (RTPOs) in a restructured regional planning framework, including the possibility of plan certification, or certification of components of a plan (e.g., land use, housing, or environmentally critical areas).
- Several suggested that an adaptive and regionally based approach could align more closely to what is needed to maintain and restore healthy natural ecosystems. These efforts could include programs, project investments, and coordinated regulations. Key components of those ecosystems would likely center statewide on forests and rivers, while west of the Cascades, those components would also include the uplands and waters of Puget Sound.
- Some said that relying on each city and county to independently define “no net loss” and state law that allows them to adopt widely varying critical areas protection standards. They said that this results in a patchwork of regulations that does not effectively protect ecosystems.
- Others said that because ecosystems function at the scale of a bioregion, effective protection of these natural resources will require region-wide data collection, analysis, and uniform and consistent enforcement.
- Many said that a more regional focus could enable adaptation and resilience that is appropriate to changing conditions and disasters in different parts of the state. For example, very different concerns about responses to the effects of climate change were heard in central Washington (e.g., reduced irrigation due to drought and threats to life and property from wildfires) than in Puget Sound (e.g., threats to habitat and property from upland flooding and sea level rise).
- Some people said that the planning framework should increase collaboration and coordination between state agencies, counties, cities, and the 29 federally recognized tribal governments in the State of Washington. They said that this would reduce confusion and conflict, and increase mutually beneficial economic partnerships, environmental stewardship, and infrastructure improvements.
- Some people said that the state’s tax code should be revised to enable regional “fiscal home rule.” They argued that a region’s people should have authority to tax themselves to address region-specific needs, such as affordable housing, environmental conservation, or delivery of human services.

ISSUE AREA #2 – CYCLE FOR UPDATING AND DEDICATED FUNDING FOR PLANS AND CODES

Comments from Road Map to Washington's Future workshops and interviews

- Many people said that a 10-year update cycle would provide for a more effective schedule for county wide planning policies and the county and city comprehensive plan updates. They said that a 10-year schedule would align more effectively with population projections from OFM and the U.S. Census and allow additional time to determine if reasonable measures are necessary. [NOTE: shifting from an 8-year cycle to a 10-year cycle was approved in the 2020 legislative session.]
- Some people cautioned that the longer-term of a 10-year update cycle may reduce the ability of local governments to quickly respond to major shifts in economic, housing, or environmental conditions. They suggested that a check-in at the mid-point of the update cycle (i.e., year 5) should trigger a requirement to revisit land use assumptions, housing, transportation, or environmental policies.
- Several people said that larger cities and urban counties are experiencing most of the state's growth impacts and usually have greater institutional capacity to update plans and regulations. In contrast, they argued, slower growing rural counties and smaller cities have less need, and less capacity for frequent or extensive updates. They said that the plan update cycle should be adjusted to reflect these different needs and capacities.
- Some people said that the update cycle for Shoreline Master Programs under the SMA must be coordinated with the cycle for updates to comprehensive plans under the GMA. They said that it is important to space out the duties for these major undertakings in order to reflect the limited planning capacity of local governments to do the work and for state agencies to support it.
- Many people said that now is not the time for minor tweaks to the state's tax code, but rather a time to look at everything from the ground up. They said that the tax and fee resources do not match up with the state mandated responsibilities of cities and counties, such as updates to county-wide planning policies, comprehensive plans and regulations.
- Many people said that the GMA's planning requirements have become more time consuming and expensive to implement. They said that unfortunately, while the demands on local governments have increased, state funding for local government planning has dramatically decreased, from over \$16M in the 1990-1992 biennium to \$1M in the 2017-2019 biennium.
- Some said that the current fiscal structure in Washington erodes the ability of counties' already inadequate tax base to meet their statutory duties for law and justice, public health, and rural service delivery. They also said that the tax code frustrates the GMA priority of cities as urban service providers because annexation makes cities fiscal winners and counties fiscal losers.

ISSUE AREA #2 – CYCLE FOR UPDATING AND DEDICATED FUNDING FOR PLANS AND CODES

- Many people said that as changes to the GMA are considered, expectations and requirements of the GMA should be aligned with long-term funding provided by the state.
- Some said that our system now perpetuates updating plans regardless of the availability of current or accurate data, and that we need to design and fund a better system for collecting and analyzing important information to inform local actions in plans, codes, and programs.
- Many people said that too many jurisdictions are so focused on GMA-required comprehensive plan updates that they do not commit adequate resources (e.g., staff resources, planning commission and council agenda time) to update development regulations.
- Some people argued that funding is needed to enable the code updates that can create more predictable and timely permit processes, simplified and narrowed land use categories, and design standards to protect character.
- Others said that it is important to provide sufficient state funding and direction to facilitate keeping development regulations consistent with state law as well as to implement policies in adopted comprehensive plans.
- Several people said that it will be important to restore the Public Works Trust Fund to assist local governments in providing the infrastructure needed to support future growth.
- Many people said that the currently available public finance mechanisms to build and maintain infrastructure are inadequate. They said that long-term funding tools, such as Tax Increment Financing or Regional Bonding authority, are needed to build infrastructure including affordable housing, stormwater utility systems, projects for habitat restoration, development of parks, and retention of open space networks.

ISSUE AREA #3 – HOUSING

Comments from Road Map to Washington's Future workshops and interviews

- Many people said that the sharp increase in housing costs in the Seattle metro region has forced middle income households out of that housing market. As police, firefighters, teachers, utility crews, and others become “super-commuters” the region suffers from a decline in essential services, those workers suffer from a decline in quality of life, and the planet suffers from increased greenhouse gas emissions.
- Many people said that housing is a regional issue because it is inextricably linked to regional employment markets and regional transportation systems that transcend city and county boundaries.
- Some people said that the scale of need for affordable housing is far greater than what can be met with even the most ambitious addition of accessory dwelling units, backyard cottages, and tiny houses.
- Some people suggested creation of a Regional Housing Authority or a Regional Public Development Authority for the Central Puget Sound region on a scale comparable to Sound Transit with the authority to acquire land, leverage debt, and subsidize new construction of housing on a massive scale.
- Some people in the Puget Sound region said that there is a large imbalance of jobs and housing, with too much growth concentrated in Seattle, depressing economic vitality of other counties in the region and worsening traffic congestion.
- A number of people suggested implementing housing requirements under GMA at a more regional scale. One suggestion was to expand the certification authority of Regional Transportation Planning Organizations (RTPOs) to include certification of the housing elements of local comprehensive plans.
- Many people said that rising housing costs, the treatment of housing as a commodity, and the loss of low-cost housing to development is contributing to the displacement of people and the rise in homelessness.
- Many people said that housing affordability crisis and homelessness have become statewide in scope, affecting every metropolitan region in the state as well as rural regions.
- When discussing the challenge of building additional and affordable housing, many people pointed to a number of barriers, including development regulations and permit processes that are either outmoded or deliberately designed to exclude multifamily housing or renters.
- Some people talked about needing greater collaboration between the public and private sectors, to connect public policy to emerging market trends, and the need to tap private sector innovation, support, and resources to help finance or underwrite new housing starts.

ISSUE AREA #3 - HOUSING

- Many said that under GMA it will be necessary in some instances for local preferences to yield to compelling state interests, such as meeting needs for affordable housing and protecting ecosystems larger in scale than individual jurisdictions.
- Some suggested that affordable housing be treated as public infrastructure that serves a documented public need, and as such should be publicly funded, built, and managed, potentially by a regional authority with access to new fiscal tools, such as tax increment financing (TIF).
- Some people said that Tax Increment Financing (TIF) is the only way to create the large amounts of revenue to pay for large-scale capital projects that will be needed to support growth, particularly in areas that are rezoned to higher densities but lack adequate water, sewer, roads, parks, or drainage facilities.
- Some suggested that research about TIF successes and challenges in other states could inform ways to design a TIF system that is targeted to specific kinds and locations of projects and is transparent and accountable.
- Other people suggested that existing tools, such as the multi-family property tax exemption be expanded to increase the supply of affordable housing built as part of larger multifamily projects.
- Some people said that the GMA suffers from a lack of accountability and enforcement of the housing goals in GMA. Others said that there is no regional coordination around affordable housing and that addressing housing on a city-by-city has led to inconsistencies and unfair outcomes.
- Some people said that the state law, or regional policies, should require local governments to adopt and enforce housing targets and minimum urban densities. They said that countywide planning policies and comprehensive plans should be required to adopt and implement reasonable measures to increase the supply of a "variety of residential densities and housing types."
- Some people said that the state should prohibit exclusionary housing practices like large lot zoning, deliberately under-sized utilities, excessively lengthy and onerous permit processes, and rolling back-to-back building moratoria.

ISSUE AREA #4 – DEVELOPMENT REGULATIONS AND PERMIT PROCESS**Comments from Road Map to Washington's Future workshops and interviews**

- Some people said that the Planned Action tool under SEPA has the benefit of looking up-front at area-wide impacts and identifying mitigations in a comprehensive way. They said that such an approach is more comprehensive and effective than the approach of evaluating and mitigation impacts using a project-by-project checklist.
- Some people said that vested right doctrine is a key underpinning of the land use planning system. They said that developers need to be able to rely on the rules that were in place when they applied for the permit.
- Many people said that urban growth boundaries created the expectation that growth at urban densities will happen, but, without reforms to the permit process, that expectation is thwarted by neighborhood and institutional resistance to change.
- Some people said that the hearing examiner system has been a big improvement over having planning commissions and councils conduct quasi-judicial permit hearings. They said that it de-politicizes the permit process and should be made a requirement for all projects that require a public hearing.
- Some people said that the number of projects that require a public hearing should be significantly decreased, certainly with respect to infill housing projects inside urban growth areas. Such permits, they said, should be “of-right” subject to clear standards that can be approved administratively rather than be “conditional” subject to public hearings that add delay, uncertainty, and cost.
- Some people said that there is a lack of accountability for local governments to accommodate the growth that is assigned to them by the state and the county, or even shown on their comprehensive plan maps. For example, they said that often a city will establish a permitted density on the zoning map, but then impose so many onerous development standards and public hearing hoops, that it makes the achievable unit count far below the theoretical count.
- Other people argued that the use of building moratoria is being abused enabling some local governments to shirk their responsibility to accommodate growth. They pointed out that some cities have had rolling moratoria for several years with very little justification shown and virtually none required by law.
- Some people said that the GMA is considered a separate set of rules from the environmental rules adopted by the Department of Ecology, which sends mixed signals to local governments. They suggested that all state agencies, like Ecology, DFW, and Commerce, be required to agree on guidance or conditions in the permit process rather than send uncoordinated, confusing, and sometimes contradictory messages.
- Many said that the State needs to find meaningful ways to shorten the time it takes to

ISSUE AREA #4 – DEVELOPMENT REGULATIONS AND PERMIT PROCESS

review and approve a permit. They said that state guidance and encouragement alone has not produced results. It is time, they said, for the state to take bold steps to overcome local resistance to accommodating new housing in urban growth areas.

- Some people said that too much low-density zoning is a systematic problem that hurts housing affordability.
- Others said that outdated parking requirements are driving bad development, resulting in increased housing costs and fewer houses.
- Some people complained that GMA restrictions for LAMIRDs are out of date and needlessly restrictive. They said that LAMIRD rules have artificially frozen rural places in time, making them untenable as places to concentrate rural growth and meet the service needs of surrounding areas.
- Some people said that having local elected councils as appellate bodies is a bad idea and results in bad outcomes. They said that local elected officials are illequipped to be impartial quasi-judicial judges and are put in the untenable position of having to choose between placating angry voters and applying the criteria and record fairly to a permit applicant.
- Several people said that excessive permit processing time is the enemy of affordability, housing supply, and therefore growth management. They said that the bar is too low for neighbors to file an appeal.
- Some said that the state should mandate minimum residential density in urban growth areas. It works in Portland, they said, so it can work here.
- Some people said that GMA needs to require that countywide planning policies set fair share housing targets for each jurisdiction. They said that both Pierce and King counties once had such targets but made them just voluntary for cities, which resulted in cities not paying attention to them.
- Some said that design standards are a good strategy to address change. By providing clear and objective design standards administered by staff work better than the subjective way that they are often applied by design review board processes.
- Some people said that smaller scale change, like duplex or triplexes into residential neighborhoods can introduce added capacity, diversity, and opportunity into already developed urban areas.
- Some said that local governments need to allocate adequate resources for code updates and permit processing. Failure to fund these important, but less glamorous, functions, contributes to confusion, delay, controversy, and cost in the permit process.
- Some suggested that the state examine the use of “safe harbors” to shield local governments from time-consuming and expensive appeals. These could be adopted by administrative rule and provide protection for legislative actions like comprehensive plan

ISSUE AREA #4 – DEVELOPMENT REGULATIONS AND PERMIT PROCESS

elements and development codes, and for the permits adopted pursuant to those codes.

- Some complained that budget and staff resources are typically directed to updating comprehensive plans to the detriment of updating of development codes. This is a mis-allocation of resources, they said, because the code, not the plan, is what directly controls what gets built, how quickly, and at what cost.
- Some people said that we need to do a better job of explaining to the public the trade-offs involved in growth management – for example, that by accepting more people, jobs, and housing in the urban growth area, we will reduce the loss of open space, natural areas, and productive farm and forest lands outside the urban growth area.
- Some said that the State should require local elected officials to get training on the why and how of planning and the local permit process. They pointed out that local elected officials and planning commissions are already required to get trained on public records law, so why not add a requirement to be trained on how to responsibly wield their authority to adopt local plans and regulations?
- Many people said that we need to address the “missing middle” between detached single-family dwellings the five or six story mid-rise multifamily. They said that Olympia has done some research on the missing middle that should be evaluated and shared.
- Some said that their jurisdictions would welcome more specific state standards for density, building form, and character that would save them the cost of re-inventing the wheel. An added bonus, they said, would be if adopting such a state standard protected projects from appeals or required the state to defend those appeals.
- Some suggested revisiting the SEPA reform efforts that began last decade but got high-centered by concerns by tribes and historic preservation interests who were concerned about losing SEPA's notice, mitigation, and appeal opportunities. They said that the State could design a more proactive and comprehensive tool than SEPA to provide those same protections without the cumbersome over-reach that SEPA now inflicts on all permit review.
- Other people said that development codes and service standards could too easily be manipulated by recalcitrant but clever local governments to thwart additional multifamily development. They said that this results in unequal sharing of regional housing among cities, since county-wide planning polices lack enforcement.
- Some people gave examples of how new residential infill that would provide additional affordable units faces community resistance and is appealed even when in compliance with the land use policies and zoning regulations.
- Some said that the Regulatory Reform Act of 1995 was intended to promote efficiency, and as originally drafted would have streamlined the permit process, but that it was watered down, due to local government opposition, and that reasonable permit processing deadlines were effectively eliminated.

ISSUE AREA #5 - CLIMATE CHANGE**Comments from Road Map to Washington's Future workshops and interviews**

- Some people said that we need to integrate climate change plans and strategies at the local and regional scales with a statewide strategy that guides agency actions and allocates funding to support climate adaptation and mitigation at all levels.
- Some said that countywide planning policies could and should provide a forum for coordinating responses to climate change and potentially link countywide or multicounty efforts to address reduction of greenhouse gas (GHG) emissions to meet the state adopted targets and schedule.
- Some people said to integrate forest practices and wildfire management into GMA and the land use plans of counties and cities.
- Some people called for a statewide transportation strategy as part of a broader statewide strategy to connect the issues of climate change adaptation, economic, environmental, and human health.
- Some people called for a statewide transportation strategy as part of a broader statewide strategy to connect the issues of climate change adaptation, economic, environmental, and human health.
- People frequently mentioned Tribes for their leadership in addressing climate impacts, hazard planning, and resiliency planning. Examples cited were tribal plans for emergency preparedness, coastal retreat from tsunami zones, and adaptive management.
- Many people observed that climate sensitive transportation planning is an important strategy to reduce vehicle miles travelled and associated greenhouse gas emissions.
- Some people said that it is problematic that the Regional Transportation Planning Organizations, which are responsible for coordinating county and city transportation plans, have no role with regard to coordinating transportation plans with land use plans. They saw this as a major gap in our planning system.
- Many people said their communities face uncertainties and challenges brought on by unprecedented and rapid changes, economic downturns, social and public health issues, and climate impacts.
- A number of people said that urban and rural areas share common concerns about a changing climate, even if the local impacts of that change are more pronounced in some regions than others – such as wildfires in Central Washington and sea level rise in Western Washington.
- Some said that in order to address the accelerating and diverse impacts of climate change, new approaches are needed that better align with local and regional circumstances.

ISSUE AREA #5 - CLIMATE CHANGE

- Some people said that the twenty-year horizon of GMA plans is far too short to address the long-term effects of climate change. They said that strategies for adaptive management requires thinking many decades into the future.
- Other people said that there is a need to address the impacts of climate change at the level of individual projects in a way that SEPA currently does not.
- Some said that we should identify potential programs or regulations to apply at the permit level to achieve comprehensive, efficient, and effective protection of the environment and identify measures to mitigate and adapt to the impacts of climate change.
- Others called for use of a climate change certification tool as a model for creating appropriate local responses to climate change.
- Some people said that it would be a mistake to push comprehensive plan updates further into the future because delaying plan updates would also delay local actions to address urgent issues like the housing crisis, climate change, and ecosystem decline.
- People expressed concerns about the impacts of climate change, including the threats to life, property, livelihoods, and air quality from wildfires and droughts, flooding, sea-level rise, and coastal erosion.
- Many people envisioned a future with reduced dependency on fossil fuels, was carbon neutral, and increased use of renewable, clean energy sources.
- Some people called establishing a climate forecasting metric, similar to population projections, to be used for climate planning.

APPENDIX B

LEGISLATIVE BUDGET PROVISOS - 2017 AND 2020



2017 WASHINGTON STATE BUDGET PROVISIO

(12) \$300,000 of the general fund—state appropriation for fiscal year 2018 and \$300,000 of the general fund—state appropriation for fiscal year 2019 are provided solely for the William D. Ruckelshaus center to collaborate with groups and organizations, including associations of local governments, associations of the business, real estate and building industries, state agencies, environmental organizations, state universities, public health and planning organizations, and tribal governments, to create a “Road Map to Washington’s Future.” The Road Map shall identify areas of agreement on ways to adapt Washington’s growth management framework of statutes, institutions, and policies to meet future challenges in view of robust forecasted growth and the unique circumstances and urgent priorities in the diverse regions of the state. The center shall, in conjunction with state universities and other sponsors, conduct regional workshops to:

(a) Engage Washington residents in identifying a desired statewide vision for Washington’s future;(b) Partner with state universities on targeted research to inform future alternatives;(c) Facilitate deep and candid interviews with representatives of the above named groups and organizations; and(d) Convene parties for collaborative conversations and potential agreement seeking. The center must submit a final report to the appropriate committees of the legislature by June 30, 2019.

2020 WASHINGTON STATE BUDGET PROVISIO

(81) \$350,000 of the general fund—state appropriation for fiscal year 2021 is provided solely for the department to convene a work group to review and make recommendations for legislation to update the growth management act in light of the Road Map to Washington’s Future report produced by the Ruckelshaus center. The task force must involve stakeholders from diverse perspectives in the process, including but not limited to representatives of counties, cities, the forestry and agricultural industries, the environmental community, Native American tribes, and state agencies. The work group must report on its activities and recommendations by December 1, 2020.

APPENDIX C

SELECTED BILL REPORTS FROM PRIOR LEGISLATIVE SESSIONS



FINAL BILL REPORT E2SHB 1923

C 348 L 19
Synopsis as Enacted

Brief Description: Increasing urban residential building capacity.

Sponsors: House Committee on Appropriations (originally sponsored by Representatives Fitzgibbon, Macri, Appleton, Doglio, Dolan, Santos and Frame).

House Committee on Environment & Energy
House Committee on Appropriations
Senate Committee on Housing Stability & Affordability
Senate Committee on Ways & Means

Background:

Growth Management Act.

The Growth Management Act (GMA) is the comprehensive land use planning framework for counties and cities in Washington. Originally enacted in 1990 and 1991, the GMA establishes land use designation and environmental protection requirements for all Washington counties and cities. The GMA also establishes a significantly wider array of planning duties for 29 counties, and the cities within those counties, that are obligated to satisfy all planning requirements of the GMA. These jurisdictions are sometimes said to be "fully planning" under the GMA.

The GMA directs fully planning jurisdictions to adopt internally consistent comprehensive land use plans. Comprehensive plans are implemented through locally adopted development regulations, and both the plans and the local regulations are subject to review and revision requirements prescribed in the GMA. In developing their comprehensive plans, counties and cities must consider various goals set forth in statute. These goals include:

- *Urban Growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- *Housing.* Encourage the availability of affordable housing to all economic segments of the population of Washington, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- *Public Facilities and Services.* Ensure that those public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Counties that fully plan under the GMA must include a plan, scheme, or design for different types of land use areas, including Urban Growth Areas (UGAs)—areas within which urban growth must be encouraged and outside of which growth can occur only if it is not urban in nature. Planning jurisdictions must include within their UGAs sufficient areas and densities to accommodate projected urban growth for the succeeding 20-year period. In addition, cities must include sufficient areas to accommodate the broad range of needs and uses that will accompany the projected urban growth, including, as appropriate, medical, governmental, institutional, commercial, service, retail, and other nonresidential uses.

State Environmental Policy Act.

The SEPA establishes a review process for state and local governments to identify environmental impacts that may result from governmental decisions, such as the issuance of permits or the adoption of land use plans. The SEPA environmental review process involves a project proponent or the lead agency completing an environmental checklist to identify and evaluate probable environmental impacts. Government decisions that the SEPA-checklist process identifies as having significant adverse environmental impacts must then undergo a more comprehensive environmental analysis in the form of an Environmental Impact Statement (EIS). Decisions made under SEPA may generally, although not always, be appealed, first at the administrative level, and then at the judicial level.

State Environmental Policy Act—Subarea Plans.

A city with a population greater than 5,000 may adopt optional elements of its comprehensive plans and optional development regulations that apply within specified subareas of the cities that are either: areas designated as mixed-use or urban centers in a land use or transportation plan adopted by a regional transportation planning organization; or areas within 0.5 miles of a major transit stop that are zoned to have an average minimum density of 15 dwelling units or more per gross acre.

State Environmental Policy Act—Categorical Exemptions.

Under SEPA, certain nonproject actions are categorically exempted from the requirements of SEPA. Examples of categorically exempt nonproject actions include certain amendments to development regulations and certain amendments to technical codes.

State Environmental Policy Act—Categorical Exemptions—Infill Development.

Counties and cities planning fully under GMA may establish categorical exemptions from the requirements of SEPA to accommodate infill development. Locally authorized categorical exemptions may differ from the categorical exemptions established by the Department of Ecology by rule. Under the infill development categorical exemption, cities and counties may adopt categorical exemptions to exempt government action related to development that is new residential development, mixed-use development, or commercial development up to 65,000 square feet, under certain circumstances.

Summary:

Increased Residential Building Capacity and Housing Affordability.

Cities planning fully under the Growth Management Act (GMA) are encouraged to take two or more of the following actions in order to increase residential building capacity:

- authorize development of at least 50 residential units per acre in one or more areas of not fewer than 500 acres that include one or more train stations served by commuter rail or light rail;
- authorize development of an average of at least 25 residential units per acre in one or more areas of not fewer than 500 acres in cities with a population greater than 40,000, or areas of not fewer than 250 acres in cities with a population less than 40,000, that include one or more bus stops served by scheduled bus service of at least four times per hour for 12 or more hours per day;
- authorize at least one duplex, triplex, or courtyard apartment on each parcel in one or more zoning districts that permit single-family residences unless a city documents a specific infrastructure or physical constraint that would make this requirement unfeasible for a particular parcel;
- authorize cluster zoning or lot size averaging in all zoning districts that permit single-family residences;
- authorize accessory dwelling units on all lots located in zoning districts that permit single-family residences, subject to certain restrictions;
- adopt a subarea plan pursuant to the State Environmental Policy Act (SEPA);
- adopt a planned action pursuant to the planned action provisions of SEPA, except that an Environmental Impact Statement (EIS) need not be prepared for such a planned action;
- adopt increases in categorical exemptions pursuant to the infill development provisions of SEPA for single-family and multifamily development;
- adopt a form-based code in one or more zoning districts that permit residential uses;
- authorize a duplex on each corner lot within all zoning districts that permit single-family residences;
- allow for the division or redivision of land into the maximum number of lots through the short subdivision process; and
- authorize a minimum net density of six dwelling units per acre in all residential zones.

Cities planning fully under the GMA may adopt a housing action plan. The goal of the housing action plan must be to encourage construction of additional affordable and market rate housing in a greater variety of housing types and at prices that are accessible to a greater variety of incomes. The housing action plan should, among other things, quantify existing and projected housing needs for all income levels and develop strategies to increase the supply of housing, and should consider strategies to minimize displacement of low-income residents resulting from redevelopment and review and evaluate the current housing element.

If taken prior to April 1, 2021, the actions taken by a city to implement the residential building capacity elements described above, with the exception of the adoption of a sub-area plan, are exempt from administrative or judicial appeal under SEPA and the GMA.

A city with a population over 20,000 that is planning to take at least two actions to increase residential building capacity by April 1, 2021, is eligible to apply for a grant of up to \$100,000 from the Department of Commerce (Commerce) to support planning and outreach efforts. A city seeking to develop a housing action plan is also eligible to apply for a grant of up to \$100,000 from Commerce. Commerce must establish grant award amounts that take

into consideration whether the proposed action will create a significant amount of housing capacity or regulatory streamlining.

Growth Management Act—Definitions.

The following terms are added to the definitions within the GMA:

- "affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed 30 percent of the monthly income of a household whose income is, for rental housing 60 percent or for owner-occupied housing 80 percent, of the median family income adjusted for family size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development (HUD);
- "extremely low-income household" means a single person, family, or unrelated persons living together, whose adjusted income is at or below 30 percent of the median family income adjusted for family size, for the county where the household is located, as reported by the HUD;
- "low-income household" means a single person, family, or unrelated persons living together, whose adjusted income is at or below 80 percent of the median family income adjusted for family size, for the county where the household is located, as reported by the HUD; and
- "very low-income household" means a single person, family, or unrelated persons living together, whose adjusted income is at or below 50 percent of the median family income adjusted for family size, for the county where the household is located, as reported by the HUD; and
- "permanent supportive housing" means subsidized, leased housing with no limit on length of stay, paired with on-site or off-site voluntary services designed to support a person living with a disability to be a successful tenant in a housing arrangement, improve the resident's health status, and connect residents of the housing with community-based health care, treatment, and employment services.

Housing Supply and Affordability Report.

The University of Washington, through the Washington Center for Real Estate Research, must produce a report every two years that compiles housing supply and affordability metrics for each city planning under the GMA with a population of 10,000 or more. The report must be a compilation of objective criteria relating to development regulations, zoning, income, housing and rental prices, housing affordability programs, and other metrics relevant to assessing housing supply and affordability for all income segments. The Washington Center for Real Estate Research must collaborate with the Washington Housing Finance Commission and the Office of Financial Management to develop the metrics compiled in the report. The report must be submitted to the Legislature by October 15 of each even-numbered year beginning in 2020.

Growth Management Act—Minimum Residential Parking Requirements.

For affordable housing units that are affordable to very low-income or extremely low-income individuals and that are located within 0.25 miles of a transit stop that receives transit service at least four times per hour for 12 or more hours per day, minimum residential parking requirements may be no greater than one parking space per bedroom or 0.75 spaces per unit.

For housing units that are specifically for seniors or people with disabilities, that are located within 0.25 miles of a transit stop that receives transit service at least four times per hour for 12 or more hours per day, no minimum residential parking requirement may be imposed, with certain exceptions.

State Environmental Policy Act—Transportation Elements.

A project action evaluated under SEPA by a city, county, or town planning fully under the GMA is exempt from appeals under SEPA on the basis of the evaluation of or impacts to transportation elements of the environment, so long as the project does not present significant adverse impacts to state highways as determined by the Department of Transportation and the project is:

- consistent with either a locally adopted transportation plan or the transportation element of a comprehensive plan; and
- consistent with the transportation element of a comprehensive plan, and either a project for which traffic or parking impact fees are imposed pursuant to, or a project for which traffic or parking impacts are expressly mitigated by an ordinance adopted by the city, town, or county.

State Environmental Policy Act—Subarea Plans.

The requirement that cities with populations greater than 500,000 take certain actions regarding notice of scoping for a nonproject EIS related to subarea plans is eliminated. The requirement that cities with populations greater than 500,000 analyze whether an adopted subarea plan will result in displacement or fragmentation of certain populations is eliminated.

Until July 1, 2029, a proposed development that meets the criteria described below is exempt from appeal under SEPA as long as a complete application for such a development is submitted to the city within a time frame established by the city, not to exceed 19 years from the date of issuance of the final EIS for projects that are consistent with an optional element adopted by a city as of the effective date the act, or 10 years from the date of issuance of the final EIS for projects that are consistent with an optional element adopted by a city after the effective date the act.

The criteria that a proposed development must meet in order to qualify for the SEPA appeal exemption are:

- the development must be consistent with the optional comprehensive plan or subarea plan policies and development regulations adopted under the SEPA subarea plan provisions;
- the development must set aside or require the occupancy of at least 10 percent of the dwelling units, or a greater percentage as determined by city development regulations, within the development for low-income households at a sale price or rental amount that is considered affordable by a city's housing program, for projects that are consistent with an optional element of a subarea plan adopted after the effective date of the act; and
- the development must be environmentally reviewed through a nonproject EIS pursuant to the SEPA subarea plan provisions.

Growth Management Planning and Environmental Review Fund.

The scope of permissible uses of the GMA Planning and Environmental Review Fund is expanded to include planning grants, the biennial study prepared by Washington Center for Real Estate Research, and costs associated with the adoption of optional elements of comprehensive plans.

Permanent Supportive Housing.

A city may not prohibit permanent supportive housing in areas where multifamily housing is permitted.

Recording Fee.

A surcharge of \$2.50 must be charged by the county auditor for each document recorded. Each county auditor must remit the collected funds to the Washington State Treasurer. The funds must initially be deposited in the GMA Planning and Environmental Review Fund. Beginning in 2024, sufficient funds must be deposited in the GMA Planning and Environmental Review Fund for the costs associated with the biennial report on housing supply and affordability required by the act, and the remainder of the funds must be deposited into the Home Security Fund Account. The surcharge does not apply to certain documents, including, among others, documents recording a birth, marriage, divorce, or death.

Votes on Final Passage:

House	66	30	
Senate	33	12	(Senate amended)
House			(House refused to concur.)
Senate	33	16	(Senate receded/amended)
House	75	19	(House concurred)

Effective: July 28, 2019

SENATE BILL REPORT SB 6536

As of January 31, 2020

Title: An act relating to creating more housing options in traditionally single-family zones.

Brief Description: Creating more housing options in traditionally single-family zones.

Sponsors: Senators Das, Wilson, C. and Kuderer.

Brief History:

Committee Activity: Housing Stability & Affordability: 1/29/20.

Brief Summary of Bill

- Requires counties planning under the Growth Management Act (GMA) and cities with a population of 15,000 or more within such counties to provide for the development of duplexes, triplexes, quadplexes, townhouses, and courtyard apartments in areas zoned for detached single-family residences.
- Requires cities with a population of fewer than 15,000 within counties planning under the GMA to provide for the development of duplexes, with the authority to provide higher-density housing options, in lots or parcels zoned for detached single-family residences.
- Clarifies that single-family residences may still be permitted under new zoning requirements.

SENATE COMMITTEE ON HOUSING STABILITY & AFFORDABILITY

Staff: Brandon Popovac (786-7465)

Background: Growth Management Act. GMA is the comprehensive land use planning framework for county and city governments in Washington. Enacted in 1990 and 1991, the GMA establishes numerous planning requirements for counties and cities obligated by mandate or choice to fully plan under the GMA, and a reduced number of directives for all other counties and cities. Twenty-eight of Washington's 39 counties, and the cities within those counties, are planning jurisdictions.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Urban Growth Areas. Counties fully planning under the GMA must designate urban growth areas (UGAs), within which urban growth must be encouraged, and outside of which growth may occur only if it is not urban in nature. Planning jurisdictions must include within their UGAs sufficient areas and densities to accommodate projected urban growth for the succeeding 20-year period.

Single-family Zoning. In 2019, the Legislature encouraged fully planning cities to take an array of specified planning actions to increase residential building capacity. Specified planning actions relating to areas zoned for single-family residences include:

- authorizing at least one duplex, triplex, or courtyard apartment on each parcel in one or more zoning districts that permit single-family residences;
- authorizing cluster zoning or lot size averaging in all zoning districts that permit single-family residences;
- authorizing attached accessory dwelling units on all parcels containing single-family homes and permit both attached and detached accessory dwelling units on all parcels containing single-family homes, within certain lot restrictions;
- adopting a form-based code in one or more zoning districts that permit residential uses; and
- authorizing a duplex on each corner lot within all zoning districts that permit single-family residences.

Summary of Bill: Counties planning under the GMA and cities with a population of 15,000 or more within such counties, on or after July 1, 2020, must provide by ordinance and incorporate into local development and zoning regulations and other official controls for the development of:

- duplexes, triplexes, quadplexes, sixplexes, stacked flats, townhouses, and courtyard apartments in areas zoned for residential use that allow for the development of detached single-family residences; and
- a triplex on each lot or parcel zoned for residential use that allow for the development of detached single-family residences.

Cities with a population of fewer than 15,000, on or after July 1, 2020, within such counties planning under the GMA must provide by ordinance and incorporate into local development and zoning regulations and other official controls for the development of a duplex on each lot or parcel zoned for residential use that allow for the development of detached single-family residences. These same cities may provide for triplexes, quadplexes, townhouses, or courtyard apartments as well.

Counties planning under the GMA and cities within such counties may not regulate the siting, design, parking, or other aspects of duplexes, triplexes, quadplexes, sixplexes, stacked flats, townhouses, or courtyard apartments in a way to discourage the development of higher-density housing options through unreasonable costs, fees, or delays.

Courtyard apartments are defined as five to twelve attached apartment units arranged in two or three sides of a central courtyard or lawn area.

Counties planning under the GMA and cities within such counties may continue to permit single-family residences.

The new zoning ordinance requirements:

- apply only in portions of cities within UGAs;
- must apply and take effect July 1, 2021, for all counties fully planning under the GMA and cities with a population of at least 10,000 in such counties as of July 1, 2020, or 12 months after the Office of Financial Management (OFM) determines that a city in such county has reached a population of 15,000 or more, whichever is later; and
- supersede, preempt, and invalidate any conflicting development regulations of counties planning under the GMA and cities within such counties as of July 1, 2021, or 12 months after OFM determines that a city in such county has reached a population of 15,000 or more, whichever is later.

Appropriation: None.

Fiscal Note: Requested on January 26, 2020.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: Washington is experiencing a housing crisis across the state with our neighbors finding themselves without a place to live in large part due to the lack of available housing stock. The time to act is now to create more housing options in traditionally single-family zones. The exclusion of missing middle housing is rooted in inequity as a way to keep some families out of certain neighborhoods. The bill is also environmentally pragmatic by addressing rising carbon emissions as people are forced to drive further and further to both work and home. Missing middle housing types are more affordable than detached single-family dwelling homes because land costs can be shared equitably across several households.

Local control of housing development is not working and the simple evidence is our worsening statewide housing crisis. Other states are stepping up in similar fashion like Oregon this past year and numerous other states all recently passing or considering changing state laws setting new standards for housing. This bill would strike a balance between state and local control giving state guidelines for missing middle housing but also giving local governments lots of control through building height and setback requirements. Higher density for housing will improve public transit options and lower the carbon footprint. This bill will help create transit-ready neighborhoods and will help transform our high carbon neighborhoods. The range of missing middle housing types are compatible with existing neighborhoods and can be put into historic districts as infill without demolishing existing buildings. It is really important part the equity discussion that we not continue the redlining that has been happening in our communities for so many years. All four caucuses and the Governor have put affordable housing and access to housing as a priority that we can all work on together. Single-family housing alone, as well as building giant apartment complexes of 500 units alone, will not solve the problem.

The bill should only apply within cities and counties within the UGA boundary not just solely cities within the UGA. Clarification is needed if the bill applies to any underlying

density or exemptions from density requirements; otherwise, there will be population projection problems. Current population thresholds are inconsistent since some cities in urban areas would be still be exempt from certain provisions.

CON: There are issues around population allocation density problems. Although the bill presents a simple fix, the planning regulations in place make this type of fix complicated. Solutions are to remove the UGA boundary completely and keep development in the cities, to exempt actions taken under the bill from consideration by the growth management hearings board as adding to the underlying density within a zone, or to provide a safe harbor clause for counties from GMA appeals, including actions taken in the future for later updates to comprehensive plans. Cities are going full speed on missing middle housing. Seventeen cities have just received grants from the state to pursue these same policies within the last couple of months. All that work would be superseded and tossed aside Approximately 57 cities already allow some form of missing middle housing in single family zones. Because development could increase by six times on a single-family lot some affordability requirements should be added to the bill. Most cities want to bring in a mix of housing but the bill does not provide much flexibility. Missing middle housing does not target those individuals who could not afford rents at \$1,000 per month. Some cities have already adopted new regulations that support multifamily housing after seeking local input from affected neighborhoods. State mandates are strongly opposed since it cuts out the feedback and input from the local community.

Persons Testifying: PRO: Senator Mona Das, Prime Sponsor; Alex Hur, Master Builders Association of King and Snohomish Counties; Calvin Jones, President, Tech 4 Housing; Laura Loe Bernstein, citizen; Bryce Yadon, Futurewise; Holly Davies, citizen; Dani Madrone, citizen; Brian Wilcock, citizen; Chris Van Daalen, citizen; Alice Lockhart, 350 Seattle; Dan Bertolet, Sightline Institute.

CON: Doug Levy, Cities of Renton, Lake Stevens, Fife; Linda Thompson, Spokane Valley City Councilmember; Phyllis Booth, citizen; Carl Schroeder, Association of Washington Cities; Paul Jewell, Washington State Association of Counties.

Persons Signed In To Testify But Not Testifying: No one.

HOUSE BILL REPORT EHB 2687

As Passed House:
February 17, 2020

Title: An act relating to planning for affordable housing under the growth management act.

Brief Description: Planning for affordable housing under the growth management act.

Sponsors: Representatives Barkis, Griffey, Corry, Blake, DeBolt, Irwin, Springer, Stokesbary, Mead and Werven.

Brief History:

Committee Activity:

Environment & Energy: 1/30/20, 2/4/20 [DP].

Floor Activity:

Passed House: 2/17/20, 95-3.

Brief Summary of Engrossed Bill

- Requires counties and cities to plan for single-family residences, such as single-family detached dwellings, duplexes, triplexes, and townhomes, in the mandatory housing element of comprehensive plans under the Growth Management Act (GMA).
- Requires a countywide planning policy to provide for how the county and its cities will meet the existing and projected housing needs of all economic segments of the community if the county or city does not plan for each housing type in the mandatory housing element of comprehensive plans under the GMA.
- Requires countywide planning policies to be updated no later than 14 months prior to any update of a comprehensive plan under the GMA.

HOUSE COMMITTEE ON ENVIRONMENT & ENERGY

Majority Report: Do pass. Signed by 9 members: Representatives Fitzgibbon, Chair; Dye, Assistant Ranking Minority Member; Boehnke, Doglio, Fey, Goehner, Mead, Robinson and Shewmake.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Staff: Nikkole Hughes (786-7156).

Background:

Growth Management Act.

The Growth Management Act (GMA) is the comprehensive land-use planning framework for counties and cities in Washington. Originally enacted in 1990 and 1991, the GMA establishes land-use-designation and environmental-protection requirements for all Washington counties and cities. The GMA also establishes a wider array of planning duties for 29 counties, and for cities within those counties, which are obligated to satisfy all planning requirements of the GMA.

The GMA directs jurisdictions that fully plan under the GMA to adopt internally consistent comprehensive land-use plans that are generalized, coordinated land-use policy statements of the governing body. Comprehensive plans are implemented through locally adopted development regulations.

Mandatory Housing Element of Comprehensive Plans.

The comprehensive plan of a county or city must consist of a map or maps and descriptive text covering objectives, principles, and standards used to develop the plan. The plan must be an internally consistent document and all elements must be consistent with the future land-use map. Each comprehensive plan must include a plan, scheme, or design for certain enumerated elements, including a housing element.

The housing element must:

- ensure the vitality and character of established residential neighborhoods;
- include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;
- include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences;
- identify sufficient land for housing, including but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and
- make adequate provisions for existing and projected needs of all economic segments of the community.

Countywide Planning Policies.

The legislative authority of a county that plans under the GMA must adopt a countywide planning policy in cooperation with the cities located in whole or in part within the county. A countywide planning policy must address certain minimum planning requirements, including policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for the distribution of housing.

Failure to adopt a countywide planning policy that meets the minimum planning requirements may result in the imposition of a sanction or sanctions on a county or city within the county under the GMA.

Summary of Engrossed Bill:

Mandatory Housing Element of Comprehensive Plans.

The housing element of a county or city's comprehensive plan must:

- include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences such as single-family detached dwellings, duplexes, triplexes, and townhomes;
- identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities, and single-family residences such as single-family detached dwellings, duplexes, triplexes, and townhomes; and
- make adequate provisions for existing and projected needs of all economic segments of the community, including consideration of housing locations in relation to employment locations.

The housing element should link jurisdictional goals with overall county goals to ensure that the housing element goals are met. If a county or city does not plan for each housing type, including single-family residences such as single-family detached dwellings, duplexes, triplexes, and townhomes, then the applicable countywide planning policy required under the GMA must provide for how the county, as a whole, and its cities will meet the existing and projected housing needs of all economic segments of the community during the planning period.

Countywide Planning Policies.

Countywide planning policies must be updated no later than 14 months prior to any update of a comprehensive plan under the GMA.

The minimum planning requirement for affordable housing that must be addressed in a countywide planning policy is amended such that the countywide planning policy must address:

- policies that consider the need for affordable housing, and to address how the county and its cities will jointly meet the requirements to provide for all housing types identified in the mandatory housing element of the comprehensive plan, including single-family residences, such as single-family detached dwellings, duplexes, triplexes, and townhomes; and
- policies to address how the county and its cities will jointly meet the requirements of the mandatory land-use element of the comprehensive plan.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:



(In support) This bill puts additional emphasis and clarity on the types of housing for which counties and cities should be planning. All housing types should be a point of emphasis and taken into consideration. This bill adds some metrics that require planning units to look at the types of housing that are needed. This bill is part of a comprehensive approach to making housing more affordable and attainable in the state. The bill also links countywide planning policies with the comprehensive plans of planning jurisdictions.

(Opposed) None.

(Other) It may not be appropriate for some counties to plan for certain types of housing, such as townhomes in rural counties. These new requirements require money, which makes this bill an unfunded mandate.

Persons Testifying: (In support) Representative Barkis, prime sponsor; Jan Himebaugh, Building Industry Association of Washington; Jacquelyn Styrna, Building Industry Association of Whatcom County; and Jeanette McKague, Washington REALTORS.

(Other) Paul Jewell, Washington State Association of Counties.

Persons Signed In To Testify But Not Testifying: None.



**Washington State
House of Representatives
Office of Program Research**

**BILL
ANALYSIS**

Environment & Energy Committee

HB 2609

Brief Description: Addressing climate change through growth management.

Sponsors: Representatives Duerr, Walen, Fitzgibbon, Slatter, Doglio, Lekanoff, Senn, Goodman, Santos, Ormsby and Macri.

Brief Summary of Bill

- Adds climate change mitigation and adaptation as a goal of the Growth Management Act (GMA).
- Requires the consideration of the climate change planning goal by regional transportation planning organizations and in countywide planning policies under the GMA, in addition to consideration of the goal in city and county GMA comprehensive plans.
- Requires certain larger counties and the cities within those counties to develop a climate change and natural hazards resiliency element (resiliency element) of GMA comprehensive plans, beginning as early as 2023.
- Requires the Department of Commerce (COM) to develop a model resiliency element that multi-county regions, counties, and cities may adopt, and the adoption of which exempts the jurisdiction's resiliency element from appeals under the GMA or the State Environmental Policy Act until 2029.
- Directs the COM to develop calculations of the proportionate share of state emissions attributable to transportation and land-use activities within multi-county regions, counties, and cities and requires the resiliency element of local government comprehensive plans be designed to achieve their assigned share of emissions reductions.

Hearing Date: 1/28/20

Staff: Jacob Lipson (786-7196).

Background:

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Growth Management Act.

The Growth Management Act (GMA) is the comprehensive land-use-planning framework for counties and cities in Washington. Originally enacted in 1990 and 1991, the GMA establishes land-use designation and environmental protection requirements for all Washington counties and cities. The GMA also establishes a significantly wider array of planning duties for 29 counties, and the cities within those counties, that are obligated to satisfy all planning requirements of the GMA.

The GMA directs jurisdictions that fully plan under the GMA (planning jurisdictions) to adopt internally consistent comprehensive land-use plans that are generalized, coordinated land-use policy statements of the governing body. Comprehensive plans are implemented through locally adopted development regulations, both of which are subject to review and revision requirements prescribed in the GMA. Comprehensive plans are required to include specified elements, including a land-use element and a transportation element. New comprehensive plan requirements adopted after 2002 are null and void unless the state appropriates funds sufficient to cover applicable local government costs at least two years before comprehensive plans must be updated.

Counties and cities are required to review and, if needed, revise their comprehensive plans and development regulations every eight years. Counties, and the cities within them, are grouped into four different year classes for purposes of when the obligation to review and revise their comprehensive plans commences. King, Pierce, and Snohomish counties are required to review and revise their comprehensive plans no later than June 30, 2015, and every eight years thereafter. Ten other counties - Clallam, Clark, Island, Jefferson, Kitsap, Mason, San Juan, Skagit, Thurston, and Whatcom - are required to review and revise their comprehensive plans no later than June 30, 2016, and every eight years thereafter. The remaining counties are divided into the 2017 and 2018 year classes for comprehensive plan review and revision.

Under the GMA, planning jurisdictions must consider 13 nonprioritized goals set forth in statute for the purpose of guiding the adoption of comprehensive plans and development regulations. The GMA planning goals address transportation, housing, urban growth, reducing sprawl, and economic development, among other topics. In addition, the goals and policies of the Shoreline Management Act have been added as a fourteenth goal of the GMA.

Under the GMA, counties that are planning jurisdictions must develop countywide policies that are used to establish a framework from which county and city comprehensive plans are developed and adopted. Countywide planning policies must address certain issues, including policies for adopting urban growth areas and promoting orderly development and provision of urban services, for siting public capital facilities and transportation facilities, and for joint county and city planning within Urban Growth Areas.

Transportation Planning and Emissions.

As part of the GMA's enactment beginning in 1990, the formation of Regional Transportation Planning Organizations (RTPOs) was authorized. RTPOs are voluntary associations of local governments within a county, or within geographically contiguous counties, created primarily to prepare a regional transportation plan and to ensure local and regional coordination of transportation planning within a county or counties. There are currently RTPOs covering 38 of the 39 counties in Washington. San Juan County is not part of a RTPO. In 2008, the Washington

State Department of Transportation was directed to adopt statewide goals to reduce annual per capita vehicle miles traveled by 18 percent by 2020, by 30 percent by 2035, and by 50 percent by 2050.

Greenhouse gas emission limits and Climate Change Response Strategy.

In 2008, state limits were established for the emissions of greenhouse gases (GHGs) as follows:

- By 2020, overall GHG emissions in the state must be reduced to 1990 levels.
- By 2035, overall GHG emissions in the state must be reduced to 25 percent below 1990 levels.
- By 2050, overall GHG emissions in the state must be reduced to 50 percent below 1990 levels, or 70 percent below the state's expected emissions for that year.

In 2012, at the direction of the Legislature, and in coordination with other state agencies, the Department of Ecology published an integrated climate change response strategy intended to better enable state and local agencies, among others, to prepare for, address, and adapt to the impacts of climate change.

State Environmental Policy Act.

The State Environmental Policy Act (SEPA) establishes a review process for state and local governments to identify environmental impacts that may result from governmental decisions, such as the issuance of permits or the adoption of land-use plans. The SEPA environmental review process involves a project proponent or the lead agency completing an environmental checklist to identify and evaluate probable environmental impacts. Government decisions that the SEPA checklist process identifies as having significant adverse environmental impacts must then undergo a more comprehensive environmental analysis in the form of an Environmental Impact Statement.

Government decisions can be appealed under the SEPA on procedural grounds related to a threshold determination of significance or on substantive grounds related to an agency's decision to deny or condition a project approval upon the completion of mitigation. Depending on the applicable rules or ordinances related to SEPA appeals that have been adopted by a lead agency, a SEPA appeals process may either begin in an administrative appeals forum or may directly proceed to a judicial review.

Summary of Bill:

Climate Change Goal.

A climate change goal is added to the Growth Management Act (GMA). The climate change goal is to ensure that comprehensive plans and development regulations, as well as regional policies, plans, and strategies adopted by Regional Transportation Planning Organizations or as part of countywide planning policies, achieve the following:

- adapt to and mitigate the effects of a changing climate;
- support state greenhouse gas (GHG) emission reduction requirements and state vehicle miles traveled (VMT) goals;
- build resilient infrastructure; and
- nurture environmental, economic, and human health.

Assignment of Proportionate Shares of Greenhouse Gas Emissions to Local Governments.

The Department of Commerce (COM) must develop calculations of the proportionate share of GHG emissions attributable to land-use and transportation activities in the 11 counties subject to the resiliency element. The proportionate shares must be assigned to cities and to either counties or to multi-county regions where GMA planning is already occurring through formal governance structures. The calculations by COM must be developed in consultation with the Departments of Ecology, Transportation, and Health and must rely on 2017 emissions data as the baseline for emissions reductions.

The COM must also establish for counties and multi-county regions a proportionate share of GHG emission reductions relative to the 2017 baseline necessary in order for the county or multi-county region to achieve state GHG emission reduction limits specified in state law for 2035 and 2050. Each county or multi-county region must then allocate a proportionate share of emission reductions to the jurisdictions contained within it, based on the allocation from COM. Allocations to counties and cities must be achieved through county-wide planning policy frameworks and through adopted governance procedures of multi-county regions.

Climate Change and Natural Hazards Resiliency Element.

A climate change and natural hazards resiliency element (resiliency element) is added as a requirement of GMA comprehensive plans of certain GMA-planning counties and the cities within them. The resiliency element is required in 11 counties with the following geographic criteria and populations, as determined by the office of financial management, and the cities within them:

- a 2019 population of at least 100,000, located west of the crest of the Cascade Mountains (Clark, King, Kitsap, Pierce, Snohomish, Thurston, Skagit, and Whatcom counties);
- a 2019 population of at least 200,000 with an unincorporated population of less than 40,000, located east of the crest of the Cascade mountains (Benton County);
- a population of at least 90,000 with an unincorporated population of less than 15,000, located east of the crest of the Cascade mountains (currently Franklin County); and
- a population of at least 500,000 located east of the crest of the Cascade mountains (currently Spokane County).

The resiliency element must draw upon the land-use and transportation elements of GMA comprehensive plans and be designed to:

- result in GHG emissions reductions generated by the transportation and land use systems, consistent with the share of emissions reductions assigned to the jurisdiction by the COM;
- result in per-capita VMT reductions consistent with state VMT goals; and
- avoid, and build resiliency to, the worst impacts of climate change, including through specified types of actions.

Resiliency elements must be finalized two years prior to the adoption of the rest of a jurisdiction's comprehensive plan. The comprehensive plan submission deadlines for King, Pierce, and Snohomish Counties are delayed from June 30, 2023 until June 30, 2025, and the comprehensive plan submission deadlines for the 10 counties currently required to update comprehensive plans by June 30, 2024, are also delayed until June 30, 2025.

Jurisdictions not within the 11 counties required to adopt resiliency elements, including jurisdictions not planning under the GMA, are encouraged to develop resiliency elements of their comprehensive plans.

The COM must develop and adopt by rule guidance creating a model resiliency element that may be used by counties and cities. The model element may establish minimum requirements, include model options for fulfilling resiliency plan requirements, or both.

County-Wide Planning Policies and Regional Transportation Planning Organization Plans.

For the 11 counties required to adopt resiliency elements, the countywide policies that counties must adopt must include policies for reducing GHG emissions and mitigating the effects of climate change, consistent with the share of GHG emission reductions assigned to the jurisdiction by the COM.

Regional Transportation Planning Organizations (RTPOs) that encompass at least one of the 11 counties required to adopt a resiliency element must adopt a regional emissions and vehicle miles reduction plan covering all jurisdictions comprising the RTPO. The plan must implement state VMT goals and reduce aggregate GHG emissions commensurate with the share of GHG emissions assigned to covered jurisdictions by the COM.

County and city GMA comprehensive plans must be consistent with RTPO plans.

State Environmental Policy Act and Growth Management Act Appeals.

Until January 1, 2029, a county that implements in full the COM's guidance is in compliance with the GMA requirements.

The adoption of the following are exempt from appeals under the State Environmental Policy Act until January 1, 2029:

- the resiliency element consistent with the COM's guidance;
- countywide policies to implement the resiliency element; and
- the regional emissions and vehicle miles reduction plans by RTPOs.

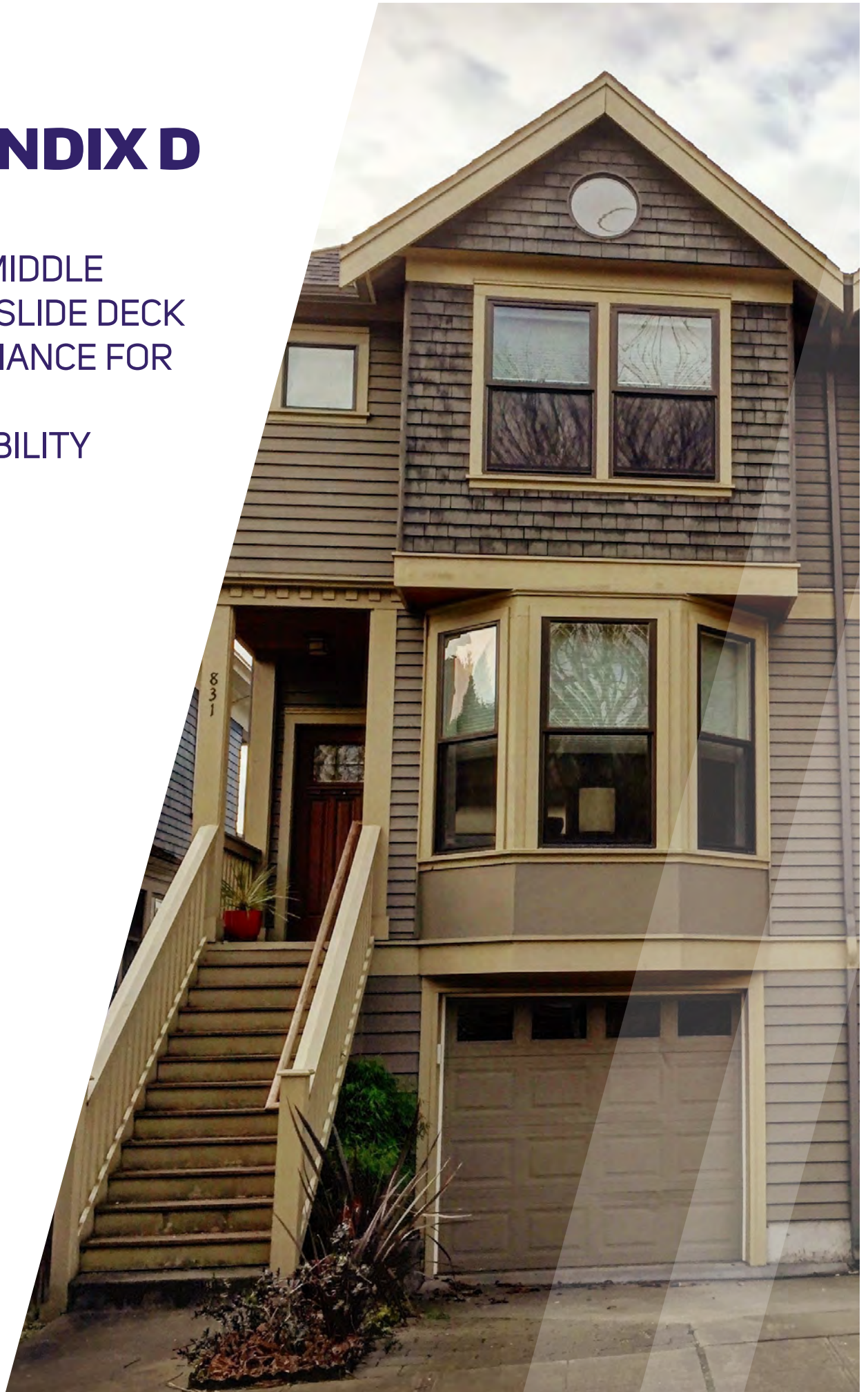
Appropriation: None.

Fiscal Note: Preliminary fiscal note available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

APPENDIX D

MISSING MIDDLE
HOUSING SLIDE DECK
FROM ALLIANCE FOR
HOUSING
AFFORDABILITY



MISSING MIDDLE HOUSING

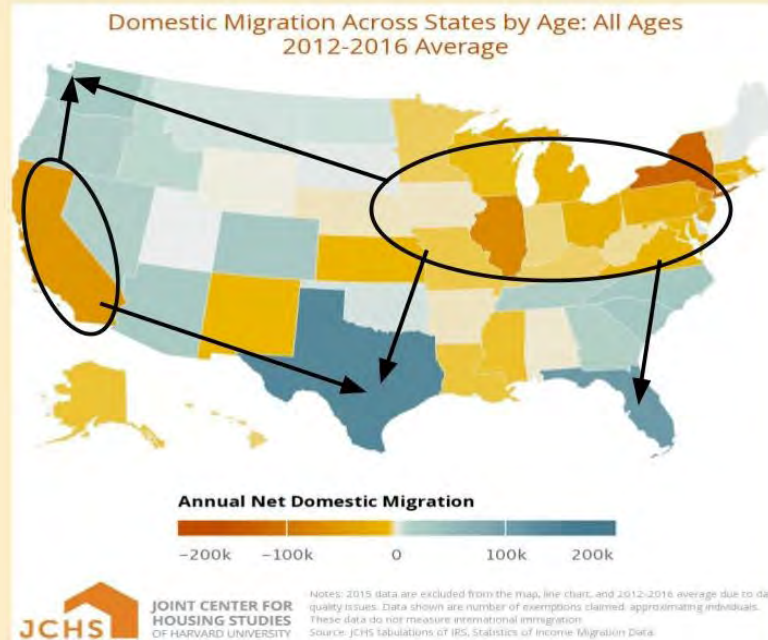
UW Growth Planning Framework Study
Chris Collier, 9/22/2020

Introduction

- Chris Collier – Alliance for Housing Affordability Program Mgr.
 - Formerly with Gov. Inslee, Constituent Services (2016)
 - NASA Human Exploration & Operations Mission Directorate (2013)
 - NASA Office of Legislative & Intergovernmental Affairs (2012)
 - MPA from The Evergreen State College, BS from CWU
- AHA – ILA between 13 municipalities, Snohomish County, HASCO
 - Goal: Support members in responding to housing affordability crisis
 - Program Mgr. serves as shared housing expert for all members

The National Perspective

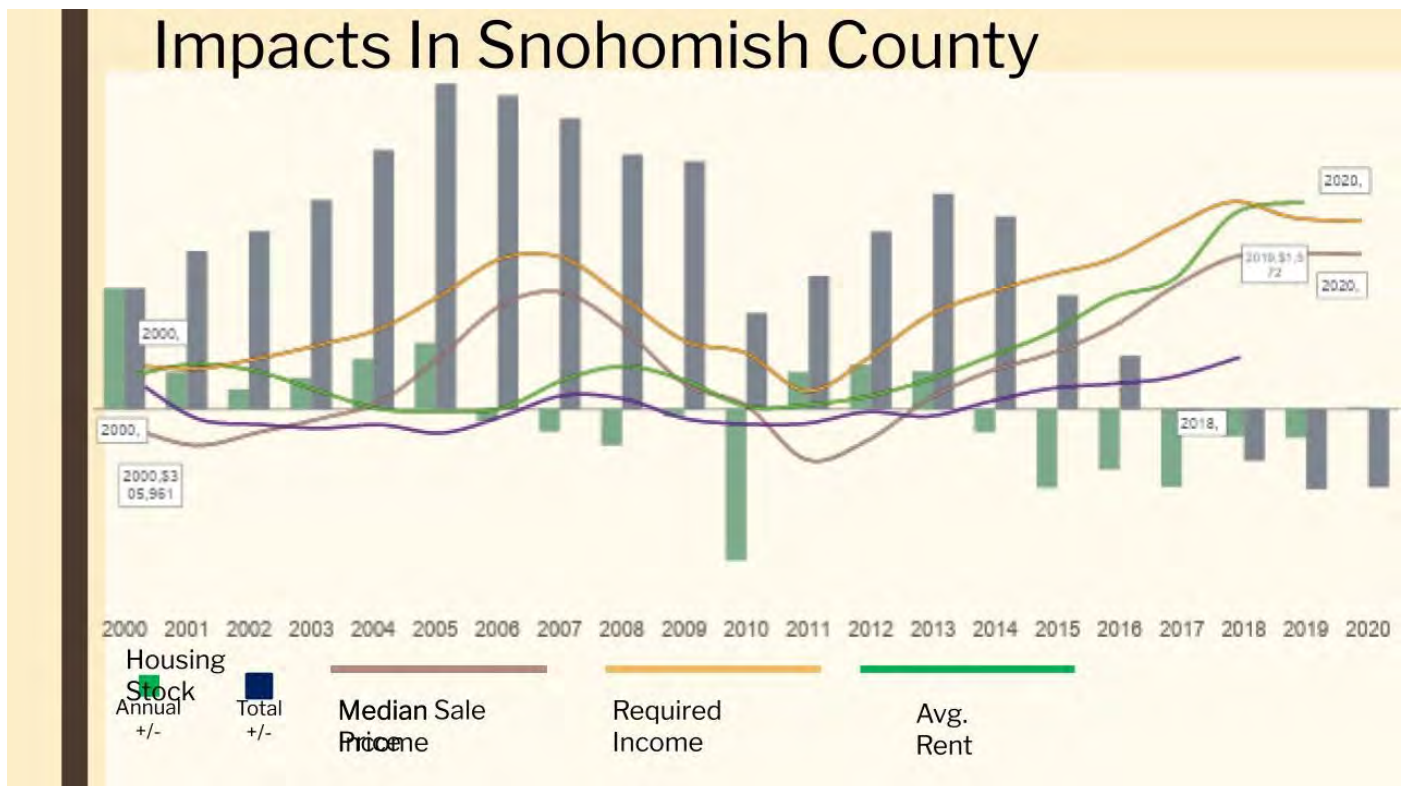
Why are we having this discussion?



The National Perspective

- 2016: Washington State received 53,184 new residents
 - Florida: 188,000, Texas: 55,233, Washington: 53,184
 - In 2012: Washington received 11,000 new residents
 - A majority of them <35 years old – young people early in careers
 - Washington has been in the top 5 states for job growth for years
- Most migrants coming from the Midwest, rust belt and California
- Only (legal) option to address the need for congressional reinvestment in the Midwest
 - While we wait for that to happen





Add It All Together:

- Wage stagnation means that more and more households rent out of necessity (and rents go up)
- Young households, new residents, may become perpetual renters
 - *Entry-level income may barely afford a studio*
 - *Costs continue to rise faster than incomes (increasing housing instability)*
 - *Renters struggle to save for down payment and a loan*
- Families find it hard to find an affordable place to live because...
- Seniors can't downsize
 - *Because we keep building single family homes and apartments*
- The housing market is not meeting demand
- How can we change that? One option – the “missing middle”

What Is The Missing Middle?



DU/AC = Dwelling Units/Acre

Photo Credit: OPTICOS
Copyright © 2015 Opticos Design, Inc.





Where Is the Missing Middle?

King County								Snohomish County						
Year	SF	MF 1-2	MF 3-4	MF 5-9	MF 10-19	MF 20-49	MF 50+	SF	MF 1-2	MF 3-4	MF 5-9	MF 10-19	MF 20-49	MF 50+
2011	2,050	228	109	118	35	305	4,010	1,757	81	32	130	12	173	323
2012	2,757	319	254	248	121	389	8,104	2,034	117	65	21	211	524	603
2013	3,154	493	223	302	124	555	7,633	1,747	97	68	135	394	411	1,091
2014	2,613	626	291	318	174	1,614	8,149	1,847	101	35	144	246	522	350
2015	2,531	655	554	486	423	1,395	12,375	2,203	85	33	26	229	284	1,020
2016	2,744	656	394	434	534	1,765	9,627	2,514	94	157	169	195	428	301
2017	2,100	1,000	632	616	522	1,358	9,868	2,464	179	116	341	266	368	91
2018	2,011	695	607	985	141	726	11,204	2,144	158	262	374	290	895	939

Net Change in Units By Units Per Structure
Source: Puget Sound Regional Council Residential Building Permits Survey

Why is the “Missing Middle” missing?

■ Land use & zoning

- Majority of Seattle is zoned exclusively SFD (75%)¹ and Snohomish County cities average 80% SFD exclusively
- Multifamily zoning can be restrictive, when it exists
 - City of Edmonds Multifamily Zone has a 25' height limit²

■ Community Pushback to reducing zoning restrictions

“The great challenge facing attempts to loosen local housing restrictions is that existing homeowners do not want more affordable homes: they want the value of their asset to cost more, not less. They also may not like the idea that new housing will bring in more people, including those from different socio-economic groups.” Glaeser & Gyourko, 2017³

¹ Seattle Planning Commission: *Neighborhoods for All*, 2018, P17

² EMC 16.30.030

³ National Bureau of Economics Research, *The Economic Implications of Housing Supply*, 2017.

The Role of Cities

- National Bureau of Economic Research finds...
 - *City formation occurs at a time of maximum benefit to residents*
 - *And before maximum regional resident benefit is reached*
 - *Cities form to maintain local control of growth*
- A little civics:
 - *Rezoning & permitting go through planning commission & Council review*
 - *Who do they listen to? Residents*
 - *What do residents want?*
- This may be why unincorporated county growth is way above targets
- ...unincorporated county! Eureka! Let's just build East!

The Growth Management Act

- 1990 law with the goal of constraining sprawl to preserve the environment
 - *Creates Urban Growth Areas, including existing cities and unincorporated urban areas*
- Cities must create comprehensive plans
 - *Land Use, Housing, Transportation, Capital Facilities, Utilities*
- Transportation has penalties for failing to implement
- There is NO such requirement for housing
- Identified as a major challenge to housing affordability by State Dept. of Commerce



Prices Rise

- Prices are rising out of proportion with incomes
 - ~\$80k/year income is now becoming cost burdened
- Rent is 75% higher than 2011
- Cities generally resisting change, arguing “drive until you qualify”
 - “Drive Until You Qualify” is no longer practical

This is the situation now.

PSRC projects 1.8M more residents by 2050 in Puget Sound, 4M+ in Washington.

Closing Thoughts

- Rock and a hard place
 - Can't sprawl, density is avoided, migration continues, change means **change!**
- Our only choice is leading growth, or letting it happen chaotically
- Meanwhile, housing has broad impact:
 - Climate change, health care, criminal justice, education, equity, transportation, the economy...to name a few
 - For success there, we need success in housing
- We're all in this together, and policy should reflect that.

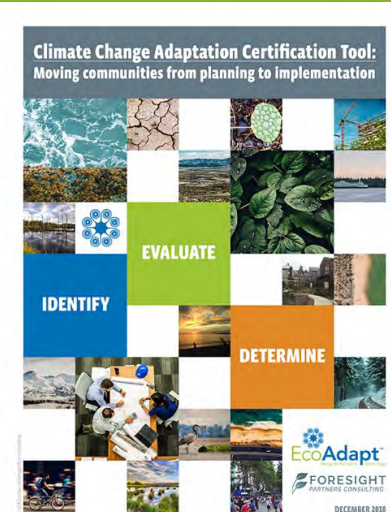
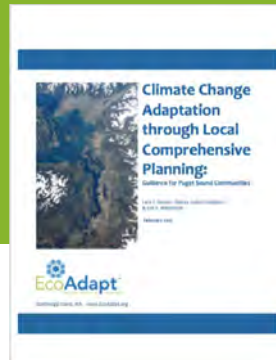
APPENDIX E

CLIMATE CHANGE
SLIDE DECK FROM
ECOADAPT



Making Sure Climate Change Doesn't Surprise Us

Making Climate Change Part of Local Planning & Management



Lara J. Hansen, Ph.D.
Chief Scientist and Executive Director
Lara@EcoAdapt.org



Stacey Nordgren, M.A.
Principal
sjnordgren@foresightonline.org



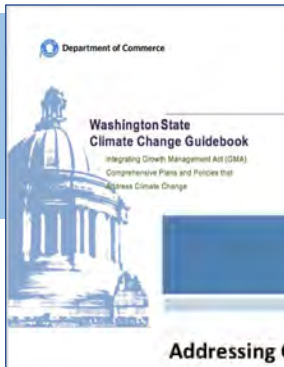
Climate change touches everything.

The problems it causes become problems for every aspect of our society—transportation, housing, health, education, water...

Our solutions must be holistic and intertwined with all elements of our work.

Climate change should not and cannot be siloed.

Option 1: Complete what is already underway by Commerce



Finalize guidance by Commerce for counties and cities in Washington State to plan for and protect themselves from the negative impacts of climate change via GMA comprehensive plans (adaptation/resilience) and reduce greenhouse gas emissions (mitigation)

This guidance will:

- Support decision making by including goals, objectives & policies related to climate change into comprehensive plans.
- Provide technical resources for communication, planning and acting with regard to climate change issues.
- Example policies and regulations

May offer options to include climate in:

- all elements,
- stand alone element, or
- associated climate action plan



Option 2: Start making climate savvy decisions today



Use a tool like the *Climate Change Adaptation Certification* to evaluate the climate readiness of **all** capital projects, permits, policies and programs.

This does **not** require the completion of a climate savvy comprehensive plan, plan element or climate action plan.

It could be required as part of some state funding mechanisms or it could be presented as a best practice.

Option 3: Create Climate Savvy Comprehensive Plan Updates



Climate Change Adaptation through Local Comprehensive Planning:

Guidance for Puget Sound Communities

Laura J. Hamann, Stacy Susan Hamann
to Eric G. Shellenbarger

February 2011



State of Knowledge: Climate Change in Puget Sound

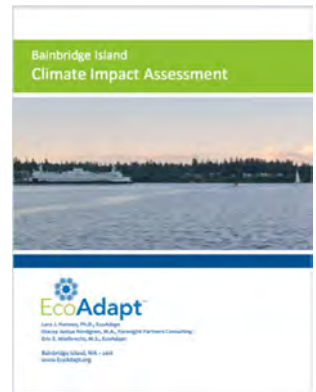
Prepared by the
Department of Environment
November 2010

W COLLEGE OF THE ENVIRONMENT
UNIVERSITY OF WASHINGTON

Build community knowledge, staff capacity and develop solutions while updating a Comprehensive Plan.

Take the opportunity of updating a comprehensive plan to **understand local vulnerability to climate change & develop local solutions** to protect people, infrastructure and nature.

Once the Comprehensive Plan is completed, it still needs to be operationalized into the daily work of the community. Consider adding Option 2.



Bainbridge Island Climate Impact Assessment



Option 4: Create infrastructure to support Options 1-3

A

Provide technical **ASSISTANCE** to cities and counties so they can make climate savvy decisions. This should include guidance, training, examples and person power. Consider a Help Desk.

B

BOLSTER requirements so it is clear that cities and counties need to consider climate in their decision making to be eligible for most types of financial support to ensure public dollars are being used to support projects and programs that will have long-term benefit for our residents.

C

Financially support (**CASH**) cities and counties to undertake this work. Expand this year's Growth Management Act/Climate Change grants awarded to:

City of Tumwater (representing City of Lacey and Thurston County)

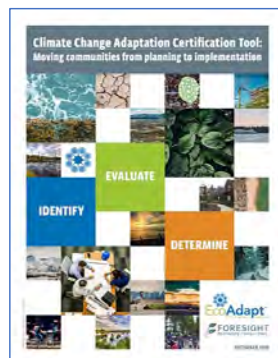
City of Morton * Chelan County * Whatcom County

City of Lakewood * Pierce County * City of Vancouver

Learn more about any of these ideas:

Contact us: Lara@EcoAdapt.org or sjnordgren@foresightonline.org

Check out our tools and other examples of adaptation in practice:



CAKEx.org/adaptation-certification



APPENDIX F

POTENTIAL REFORMS TO
WASHINGTON'S GROWTH
POLICY FRAMEWORK
WITH LIKERT SCORES
AND COMMENTS FROM
THE PARTIES





Appendix F– Potential reforms to GPF with average Likert scores and Comments

1	POTENTIAL REFORMS TO WASHINGTON'S GROWTH POLICY FRAMEWORK
2	
3	RCW 36.70A Legislative Intent to provide funds for planning
4	RCW 36.70A.010 Legislative Findings
5	RCW 36.70A.011 Findings – Rural lands
6	RCW 36.70A.020 Planning Goals
7	RCW 36.70A.030 Definitions
8	RCW 36.70A.040 Who must plan
9	RCW 36.70A.060 Critical Areas and Resource Lands - Regulations
10	RCW 36.70A.070 Comprehensive plans – Mandatory Elements
11	RCW 36.70A.075 Comprehensive plans - Implementation
12	RCW 36.70A.080 Comprehensive plans – Optional Elements
13	RCW 36.70A.090 Comprehensive plans – Innovative techniques
14	RCW 36.70A.095 Development Regulations for Innovative housing
15	RCW 36.70A.106 Comprehensive plans – Development regulations - Transmittal to State-Amendments –
16	RCW 36.70A.110 Comprehensive plans – Urban growth areas
17	RCW 36.70A.130 Comprehensive plans – Review and update procedures
18	RCW 36.70A.140 Comprehensive plans – Ensure public participation
19	RCW 36.70A.170 Critical Areas and Resource Lands – Designations
20	RCW 36.70A.190 Technical assistance, procedural criteria, grants, and mediation services
21	RCW 36.70A.195 Extension of public facilities and utilities in rural areas to serve tribal communities
22	RCW 36.70A.210 Countywide Planning Policies
23	RCW 36.70A.250 Growth Management Hearings Board– Creation and Members
24	RCW 36.70A.280 Growth Management Hearings Board – Matters subject to review
25	RCW 36.70A.470 Project review and docketing
26	RCW 36.70A.485 Safe Harbors
27	RCW 19.27.095 Building permit application– requirements
28	RCW 58.17.033 Division of land – Consideration of application of preliminary plat or short plat approval
29	RCW 64.38 Homeowners Associations -Governing documents – a variety of housing types must be
30	allowed
31	
32	
33	
34	

Table 6. Summary of Average Likert Scores. *Source: UW Team.*

<div> <div>SUPPORT</div> <div>RANGE OF LIKERT SCORES</div> <div>OPPOSE</div> </div>				
<div> <div>+1.86 to +1.25</div> <div>+1.24 to 1.0</div> <div>0.1 to +1</div> <div>- .01 to - 0.24</div> <div>- 0.25 to - 0.36</div> </div>				
Section	Topic	RCW	Short Title	Average Likert Score
1A	Funds for Planning		Legislative intent-null and void w/o funding	0.71
2A	Findings	.010	Public interest in planning	1.14
2B		.010	Rural	0.64
3A	Planning Goals	.020	Applicability	0.29
3B		.020	Transportation	0.64
3C		.020	Housing	1.79
3D		.020	Environment	0.86
3E		.020	Participation	1.36
3F		.020	Environmental Justice	1.21
3G		.020	Interjurisdictional Collaboration	1.50
3H		.020	Historic Preservation	0.50
3I		.020	Climate Change and Natural Hazards	1.14
4A	Definitions	.030	Active transportation	0.86
4B		.030	Affordable Housing Gap	0.21
4C		.030	GMHB	0.64
4D		.030	Cultural resources	0.50
4E		.030	Definitions-Ecosystem	0.29
4F		.030	Environmental Justice	1.00
4G		.030	Habitat conservation area	0.43
4H		.030	Form based code	1.14
4I		.030	Housing types	1.57
4J		.030	Metropolitan County	0.14
4K		.030	Middle housing	1.07
4L		.030	Green Infrastructure	0.57
4M		.030	Participating Tribe	0.64
4N		.030	Puget Sound	0.50
4O		.030	Puget Sound Region	0.50
4P		.030	Resilience	0.57
4Q		.030	Rural county	0.36
4R		.030	Transportation System	0.93
4S		.030	Tribe	0.57
4T		.030	Urban density	0.57
4U		.030	Wildland Urban Interface	0.64
5A	Who must plan	.040	Tribes may participate	0.93
5B		.040	Who must plan-Participate via resolution	0.93
5C		.040	Notice to county	0.79
5D		.040	Parallel comp planning by tribes	0.71
5E		.040	Cooperation with tribes	0.57
5F		.040	Authority disclaimer	0.71
6	Critical areas protection	.060	Critical areas	-0.21

7A	Comp plan element	.070	Elements-Land use-Housing types	1.86
7B	Comp plan element	.070	Elements-Land use-Enviro. justice	1.29
7C	Comp plan element	.070	Elements-Land use-VMT	0.79
7D	Comp plan element	.070	Elements-Land use GHG	1.14
7E	Comp plan element	.070	Elements-Housing-regional	1.21
7F	Comp plan element	.070	Elements-Housing-Components	1.50
7G	Comp plan element	.070	Elements-Housing-Buildable lands	1.21
7H	Comp plan element	.070	Elements-Cap facilities-Enviro Justice	1.36
7I	Comp plan element	.070	Elements-Cap facilities-GHG	1.07
7J	Comp plan element	.070	Elements-Utilities	0.79
7K	Comp plan element	.070	Elements-Rural-Wildland Urban Interface	0.64
7L	LAMIRD		Elements-Rural-LAMIRD WSAC	1.29
7M	LAMIRD		Elements-Rural-LAMIRD WSAC uses	1.07
7N	LAMIRD	.070	Elements-Rural-LAMIRD BIAW	0.07
7O	LAMIRD	.070	Elements-Rural-LAMIRD BIAW	-0.14
7P	LAMIRD	.070	Elements-Rural-LAMIRD BIAW	-0.21
7Q	LAMIRD	.070	Elements-Rural-LAMIRD BIAW	-0.14
7R	LAMIRD	.070	Elements-Rural-LAMIRD BIAW	-0.43
7S	LAMIRD	.070	Elements-Rural-LAMIRD	-0.21
7T	LAMIRD	.070	Elements-Rural-LAMIRD	-0.29
7U	LAMIRD	.070	Elements-Rural-LAMIRD	0.43
7V	LAMIRD	.070	Elements-Rural-LAMIRD boundary	-0.64
7W	Comprehensive Plan Element	.070	Elements-Transport-EJ	0.79
7X		.070	Elements-Active transport	0.79
7Y		.070	Elements-Transport LOS	0.79
7Z		.070	Elements-Transport Active transportation	0.64
7AA		.070	Elements-Transport-actions	0.50
7BB		.070	Elements-Transport-needs	0.93
7CC		.070	Elements-Transport-needs	0.71
7DD		.070	Elements-Transport-GHG	1.07
7EE		.070	Elements-Transport-finance	0.57
7FF		.070	Elements-Transport-reassessment	0.57
7GG		.070	Elements-Transport-coordination	0.86
7HH		.070	Elements-Transport-VMT	0.79
7II		.070	Elements-Transport-Active component	1.07
7JJ		.070	Elements-Transport-concurrency	0.57
8A	Implementation	.075	Implementation	0.93
8B	Implementation	.075	Implementation	0.93
9A	Optional element	.080	Port planning w tribes	0.14
9B		.080	Joint subarea planning w tribes	0.71
10	Development regulations	.090	Innovative techniques	1.00
11A	Housing	.095*	Innovative housing	1.07
11B	Housing	.095*	Innovative Housing	0.86
11C	Housing	.095*	Innovative housing	1.43
12	Tribes	.106	Transmittal of notice - Commerce to Tribes	0.93

13	Tribes	.110	UGA tribal coordination	0.57
14A	Comp Plan Update Cycle	.130	Update cycle for comprehensive plans	1.43
14B	Comp Plan Update Cycle	.130	Update cycle-	1.14
14C		.130	Update cycle-	1.14
14D		.130	Update cycle-	1.14
14E		.130	Update cycle-	1.21
14F		.130	Update cycle-Mid-cycle	1.00
14G	Comp Plan Update Cycle	.130	Update cycle	0.93
14H	Comp Plan Update Cycle	.130	Update-cycle	1.00
15	Environmental Justice	.140	Equitable participation	1.29
16	Designation of Critical Areas	.170	Critical areas-Puget Sound	0.50
17A	Commerce WAC authority	.190	WAC	-0.07
17B	Commerce WAC authority	.190	WAC	0.07
17C		.190	WAC	0.00
17D		.190	WAC	0.29
18		.195*	Urban services to rural area	1.00
19A	Countywide Planning Policies	.210	CPP-Update	0.21
19B		.210	CPP-Tribes	0.14
19C		.210	CPP-Update	0.07
19D		.210	CPP-GHG/VMT	0.71
19E	Countywide Planning Policies	.210	CPP-Housing	1.36
19F	Countywide Planning Policies	.210	CPP-Nature	0.14
19G		.210	CPP-Tribes	0.71
19H		.210	CPP-Puget Sound	0.64
19I		.210	CPP-Puget Sound	0.14
19J		.210	CPP-Tribes	0.29
20A	Growth Management Board	.250	GMHB-Senate confirmation	0.50
20B		.250	GMHB-Planner as member	0.64
21A	Growth Management Board	.280	GMHB-Standing	-0.07
21B	Growth Management Board	.280	GMHB-Standing	-0.36
21C	Growth Management Board	.280	GMHB-Standing	-0.14
22A	Permits	.470	Permits	0.21
22B	Permits	.470	Permits	-0.29
22C	Permits	.470	Permits	0.71
26	Permits	19.27 .095	Permits	-0.14
27	Permits	58.17 .033	Permits	-0.36
28	Home Owners Association	64.38 *	HOA	1.07

Appendix F– Potential reforms to GPF with average Likert scores and Comments

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Sec. 1. Legislative Intent to provide funds for planning

It is the legislature's intent that any new requirements created by this Act shall be null and void until funds to cover applicable state agency and local government costs are appropriated and distributed by the state at least two years before local governments must update comprehensive plans as required in RCW 36.70A.130 or countywide planning policies as required in RCW 36.70A.210.

[1] AVERAGE LIKERT SCORE 0.71

Sec. 2 Legislative findings

RCW 36.70A.010 is amended to read as follows:

The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state.

It is in the public interest that citizens, communities, local, ~~state, and tribal~~ governments, and the private sector ~~cooperate and coordinate~~ collaborate with one another in regional and local comprehensive land-use planning that is adaptive, inclusive, equitable, and actionable. ~~in comprehensive land-use planning.~~

[2A] AVERAGE LIKERT SCORE 1.14

Further, the legislature finds that it is in the public interest that economic development programs be shared with communities experiencing insufficient economic growth.
RCW 36.70A.011 is amended to read as follows:
Findings- Rural Lands

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 The legislature finds that to retain and enhance the job base in rural areas, rural counties must
2 have flexibility to create opportunities for business development, take advantage of emerging
3 technologies, and foster economic development partnerships with tribes.

4 [2B] **AVERAGE LIKERT SCORE 0.64**

Sec. 3. Planning Goals

5
6 RCW 36.70A.020 and 2002 c 154 s 1 are each amended to read as follows:
7 The following goals are adopted to guide the development and adoption of comprehensive plans
8 and development regulations of those counties and cities that are required or choose to plan
9 under RCW 36.70A.040, countywide and multicounty planning policies adopted under RCW
10 36.70A.210. Under RCW 36.70A.302 the planning goals are to be considered by the Growth
11 Hearings Board when determining invalidity.

12 [3A] **AVERAGE LIKERT SCORE 0.29**

13
14 The following goals are not listed in order of priority and shall be used ~~exclusively~~ for the purpose
15 of guiding the development of comprehensive plans and development regulations.

16 (1) Urban growth. Encourage development in urban areas where adequate public facilities and
17 services exist or can be provided in an efficient manner.

18 (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-
19 density development.

20 (3) Transportation. Encourage efficient multimodal transportation systems that help achieve
21 statewide targets for reduction of greenhouse gas emissions and per-capita vehicle miles
22 travelled and are based on regional priorities and coordinated with county and city
23 comprehensive plans.

24 [3B] **AVERAGE LIKERT SCORE 0.64**

25
26 (4) Housing. ~~Encourage~~ Promote the availability of affordable housing to all economic segments
27 of the population of this state, allow a variety of residential densities, and housing types, and
28 encourage preservation of existing housing stock.

Appendix F– Potential reforms to GPF with average Likert scores and Comments

- 1 [3C] **AVERAGE LIKERT SCORE 1.79**
- 2
- 3 (10) Environment. Protect the environment in order to ~~and~~ enhance the state's high quality of
- 4 life. Develop resilience by protecting, and where feasible restoring, ecosystem functions and
- 5 values, protecting including air and water quality, and the availability of water, and adapting to
- 6 the impacts of a changing climate and natural hazards.
- 7 [3D] **AVERAGE LIKERT SCORE 0.86**
- 8
- 9 (11) Equitable and inclusive citizen public participation. and coordination. Encourage Promote
- 10 broad public involvement of citizens in the planning process, including historically underserved,
- 11 under-represented and unevenly burdened people and communities.
- 12 [3E] **AVERAGE LIKERT SCORE 1.36**
- 13
- 14 (12) Environmental justice. Promote environmental justice. Develop and apply fair land use and
- 15 environmental policy based on respect and justice for all peoples and seek to eliminate
- 16 environmental and health disparities.
- 17 [3F] **AVERAGE LIKERT SCORE 1.21**
- 18
- 19 (13) ~~Encourage~~ Inter-jurisdictional coordination and collaboration. Reduce and reconcile conflicts
- 20 by providing for coordination and collaboration between communities and jurisdictions,
- 21 including cities, counties, special purpose districts, regional agencies, state agencies, and tribes.
- 22 [3G] **AVERAGE LIKERT SCORE 1.50**
- 23
- 24 ~~(13)~~(15) Historic preservation. Encourage the preservation of cultural resources and historic
- 25 places to sustain community pride and identity, support local economies and promote civic
- 26 engagement. Identify and encourage the preservation of lands, sites, and structures, that have
- 27 historical, cultural, or archaeological significance.
- 28 [3H] **AVERAGE LIKERT SCORE 0.50**
- 29

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 (16) Climate change and natural hazards resiliency. Respond to climate change by adopting and
 2 implementing regional and local goals, policies, development regulations, capital improvements
 3 and=programs to support statewide reduction of greenhouse gas emissions and vehicle miles
 4 travelled. Build resilient communities by mitigating and adapting to the impacts of climate
 5 change and the threats of natural hazards to the public health, environmental health, and
 6 economic health.

7 [3I] **AVERAGE LIKERT SCORE 1.14**

Sec. 4. Definitions.

8
 9 RCW 36.70A.030 and 2020 c 173 s 4 are each amended to read as follows:
 10 Unless the context clearly requires otherwise, the definitions in this section apply
 11 throughout this chapter.

12 (1) “Active transportation” means forms of pedestrian mobility including walking or
 13 running; the use of a mobility assistive device such as wheelchair; bicycling and cycling
 14 irrespective of the number of wheels; and the use of small personal devices such as foot scooters
 15 or skateboards. Active transportation includes both traditional and electric-assist bicycles and
 16 other devices.” Planning for active transportation shall consider and address ADA
 17 accommodation and the distinct needs of each form of active transportation.”

18 [4A] **AVERAGE LIKERT SCORE 0.86**

19

20 (4) “Affordable housing gap” means a situation that exists when a county’s median home
 21 sale price and median monthly rent and utilities have risen by 5% or more than that county’s
 22 median household income for any three-year period between the county’s last and next
 23 comprehensive plan update required under RCW 36.70A.130(4), starting in 2018. The median
 24 sales price, median monthly rent, and median household income information shall be based on
 25 data maintained by the University of Washington Center for Real Estate Research.

26 [4B] **AVERAGE LIKERT SCORE 0.21**

27

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 (6) “Board” or “growth board” means the Growth Management Hearings Board authorized
 2 by RCW 36.70A.250.

3 [4C] **AVERAGE LIKERT SCORE 0.64**

4

5 (10) Cultural resources are buildings, structures, sites, districts, objects, landscapes, and
 6 traditional cultural places that are listed in, or determined to be eligible for listing in national,
 7 state, local, and/or Tribal registers of historic places or formal designations.

8 [4D] **AVERAGE LIKERT SCORE 0.50**

9

10 (13) “Ecosystem” means a biological community consisting of all the living organisms
 11 (including humans) in a particular area and the nonliving components, such as air, water, and
 12 mineral soil, with which the organisms interact.

13 [4E] **AVERAGE LIKERT SCORE 0.29**

14

15 (14) “Environmental justice” means the fair treatment and meaningful involvement of all
 16 people regardless of race, color, national origin or income with respect to the development,
 17 implementation, and enforcement of environmental laws, regulations and policies. This includes
 18 using an intersectional lens to address disproportionate environmental and health impacts by
 19 prioritizing highly impacted populations, equitably distributing resources and benefits, and
 20 eliminating harm.

21 [4F] **AVERAGE LIKERT SCORE 1.00**

22

23 (16) “Fish and Wildlife Habitat Conservation Areas” means land management for maintaining
 24 populations of species in suitable habitats within their natural geographic distribution so that
 25 the habitat available is sufficient to support viable populations over the long term and isolated
 26 subpopulations are not created. This does not mean maintaining all individuals of all species at
 27 all times, but it does mean not degrading or reducing populations or habitats so that they are
 28 no longer viable over the long term.

29 [4G] **AVERAGE LIKERT SCORE 0.43**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 (18) Form-based code means a development regulation that uses physical form, rather
2 than separation of uses, as the organizing principle for the code.

3 [4H] **AVERAGE LIKERT SCORE 1.14**

4 ~~(13)~~(21)“Housing types” means a range of physical forms of housing, including but not
5 limited to detached single-family, accessory dwelling units, middle housing, mid-rise and high-
6 rise multi-unit and mixed use buildings.

7 [4I] **AVERAGE LIKERT SCORE 1.57**

8

9 (24)“Metropolitan county” means a county with a population density of at least 100 people
10 per square mile AND a population of at least 200,000, OR a county with a population density of
11 at least 75 people per square mile AND an annual growth rate of at least 1.75%, as determined
12 by the Office of Financial Management.

13 [4J] **AVERAGE LIKERT SCORE 0.14**

14

15 (25)“Middle Housing” means duplexes, triplexes, fourplexes, townhomes, courtyard
16 housing, and live-work structures.

17 [4K] **AVERAGE LIKERT SCORE 1.07**

18

19 (27)“Green Infrastructure” means renewable and non-renewable natural resources (e.g.,
20 air, water, soils, minerals, plants, animals and their habitat) that yield cultural and economic
21 benefits to people. These ecosystem services include cleansing air and water, flood control,
22 carbon sequestration, conservation of fish and wildlife, recreational opportunities, cultural,
23 spiritual and human well-being. Biodiversity is an essential component of natural capital stocks
24 and an indicator of their condition and resilience. Biodiversity is an essential component of
25 functioning ecosystems and an indicator of their condition and resilience.

26 [4L] **AVERAGE LIKERT SCORE 0.57**

27

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 ~~(28)~~(29)“Participating tribe” means an Indian Tribe that chooses to voluntarily participate in
2 the county or multicounty planning processes authorized by RCW 36.70A.210 and meet the
3 requirements of RCW 36.70A.040.

4 [4M] **AVERAGE LIKERT SCORE 0.64**

5

6 ~~(31)~~(32)“Puget Sound” also known as the “Salish Sea” means Washington State’s inland
7 marine waters, including all salt waters of the state of Washington inside the international
8 boundary line between Washington and British Columbia, and lying east of the junction of the
9 Pacific Ocean and the Strait of Juan de Fuca, and the rivers and streams draining to Puget Sound
10 as mapped by water resource inventory areas 1 through 19 in WAC 173-500-040.

11 [4N] **AVERAGE LIKERT SCORE 0.50**

12

13 (33) “Puget Sound Region” means the counties and cities that have shoreline on Puget
14 Sound.

15 [4O] **AVERAGE LIKERT SCORE 0.50**

16

17 ~~(33)~~(35)“Resilience” means the ability to adapt to changing conditions, adverse or
18 hazardous events, trends or disturbances.

19 [4P] **AVERAGE LIKERT SCORE 0.57**

20

21 (37) “Rural county” or “non-metropolitan county” means any county not defined in this
22 chapter as a metropolitan county.

23 [4Q] **AVERAGE LIKERT SCORE 0.36**

24

25 (41)“Transportation system” means all infrastructure and services for all forms of
26 transportation within a geographical area, irrespective of the responsible jurisdiction or
27 transportation provider.

28 [4R] **AVERAGE LIKERT SCORE 0.93**

29

Appendix F– Potential reforms to GPF with average Likert scores and Comments

(42) “Tribe” or “Indian Tribe” means a federally recognized Indian Tribe with a reservation, ceded lands, or usual and accustomed lands located within the exterior boundaries of the State of Washington.

[4S] **AVERAGE LIKERT SCORE 0.57**

(43) “Urban densities” means residential densities of at least eight net dwelling units per acre for lands within urban growth areas with access to transit service and four net dwelling units per acre for lands within urban growth areas without access to transit service. Densities below these thresholds are appropriate for particular parcel(s) if the local government documents that long-term infrastructure or environmental constraints make such densities infeasible.

[4T] **AVERAGE LIKERT SCORE 0.57**

....

(49) “Wildland urban interface” means the area where homes are built near or among lands that are prone to wildland fire.

[4U] **AVERAGE LIKERT SCORE 0.64**

Sec. 5. Who Must Plan

RCW 36.70A.040 is amended to read as follows:

(1) Each county that has both a population of fifty thousand or more and, . . . shall conform with all of the requirements of this chapter.
....

(8) *An Indian Tribe* may voluntarily choose to participate in the county or regional planning process, and coordinate with the county and cities that are either required to comply with the provisions of RCW 36.70A pursuant to subsection (1) of this section or voluntarily choose to comply with the provisions of RCW Chapter 36.70A pursuant to subsection (2) of this section.

[5A] **AVERAGE LIKERT SCORE 0.93**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 (a) In order to participate in the county or regional planning process where a *Tribe's*
 2 reservation is located, a *Tribe* shall adopt a tribal resolution indicating they have a planning
 3 process or their intent to initiate a parallel planning process. The *Tribe* shall notify any county
 4 in which their reservations are located of their intent to participate by providing the county or
 5 counties with a copy of their duly approved resolution.

6 [5B] **AVERAGE LIKERT SCORE 0.93**

8 (b) In a county wherein an *Indian Tribe* has rights in ceded lands, usual and accustomed
 9 areas, and resources, shall at their option, participate in the county or regional planning process
 10 by notifying the county that the *tribe* has interests in those areas.

11 [5C] **AVERAGE LIKERT SCORE 0.79**

13 (c) A *participating tribe* under subsection (a) may agree to initiate a parallel
 14 comprehensive planning process for the reservation over which it exercises governmental
 15 authority. A *participating Tribe* is encouraged to follow the provisions of RCW 36.70A.070 –
 16 Mandatory Elements.

17 [5D] **AVERAGE LIKERT SCORE 0.71**

19 (d) The county, cities and other local governments shall coordinate and cooperate with
 20 those *participating tribes* who choose to voluntarily participate.

21 [5E] **AVERAGE LIKERT SCORE 0.57**

23 (e) Nothing in this subsection, any other provision in the chapter or a *tribe's* decision to
 24 become a *participating tribe* for planning purposes, shall affect, alter or limit in any way a
 25 *tribe's* authority, jurisdiction or any Treaty or other rights it may have by virtue of its status as a
 26 sovereign *Indian Tribe*.

27 [5F] **AVERAGE LIKERT SCORE 0.71**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1

Sec. 6. Critical areas and resource lands regulations

2

3 RCW 36.70A.060 and 2017 3rd sp.s. c 18 s 3 are each amended to read as follows:

4

5 (3) Such counties and cities shall review these designations and development regulations
6 when adopting their comprehensive plans under RCW 36.70A.040 and implementing
7 development regulations under RCW 36.70A.120 and may alter such designations and
8 development regulations to insure consistency.

9 (4)Critical areas regulations shall provide for the long-term protection of fish and *wildlife*

10 *habitat conservation areas* by attaching plat or permit conditions as necessary.

11 The purpose of such conditions of approval is to prioritize the function and values of the *fish*

12 *and wildlife habitat conservation area* above ancillary human uses, physical improvements

13 or activities. Utility lines or driveways shall be designed to minimize impacts on the functions of

14 fish and wildlife habitat. The department, in consultation with the departments of Fish and

15 Wildlife and Ecology, shall adopt new guidelines for critical areas to achieve the purposes of this

16 subsection.

17 [6] **AVERAGE LIKERT SCORE -0.21**

Sec. 7. Comprehensive plans - mandatory elements

18

19 RCW 36.70A.070 is amended to read as follows:

20 The comprehensive plan of a county or city that is required or chooses to plan under

21 RCW [36.70A.040](#) shall consist of a map or maps, and descriptive text covering objectives,

22 principles, and standards used to develop the comprehensive plan. The plan shall be an

23 internally consistent document and all elements shall be consistent with the future land use

24 map. A comprehensive plan shall be adopted and amended with public participation as

25 provided in RCW [36.70A.140](#). Each comprehensive plan shall include a plan, scheme, or design

26 for each of the following:

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 (1) A land use element containing estimates of future population, designating the
2 proposed general distribution and general location and extent of the uses of land, where
3 appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open
4 spaces, general aviation airports, public utilities, public facilities, and other land uses. The land
5 use element shall include population densities, building intensities, and allowances for various
6 housing types within urban growth area consistent with the housing needs identified in
7 section 2(a).

8 [7A] **AVERAGE LIKERT SCORE 1.86**

9
10 The land use element shall provide for protection of the quality and quantity of
11 groundwater used for public water supplies. The land use element shall consider
12 environmental justice and include measures to avoid creating or worsening environmental
13 health disparities.

14 [7B] **AVERAGE LIKERT SCORE 1.29**

15
16 Wherever possible, the land use element should consider utilizing urban planning
17 approaches that promote physical activity and reduce vehicle miles travelled on a per capita
18 basis.

19 [7C] **AVERAGE LIKERT SCORE 0.79**

20

21 The land use element for metropolitan counties and their cities shall incorporate planning
22 approaches that coordinate local actions with regional and statewide targets for reduction of
23 greenhouse gas emissions and per capita vehicle miles travelled, promote development
24 patterns and construction techniques that conserve energy and protect natural resources. The
25 land use element for all counties should address natural hazards exacerbated by climate change
26 including but not limited to sea level rise, flooding, wildfires, landslides, and drought.

27 [7D] **AVERAGE LIKERT SCORE 1.14**

28

Appendix F— Potential reforms to GPF with average Likert scores and Comments

1 **(2) A housing element** that is regionally coordinated and provides for the vitality of
 2 established residential neighborhoods by enabling infill development that incorporates design
 3 features to complement existing character.

4 **[7E] AVERAGE LIKERT SCORE 1.21**

5
 6 The housing element shall: (a) include an inventory and analysis of existing and
 7 projected housing needs and identify the number of housing units necessary to manage
 8 projected growth; (b) include a statement of goals, policies, objectives, and mandatory
 9 provisions for the preservation, improvement, and development of a variety of housing types,
 10 including middle housing; (c) identify sufficient capacity of land for housing needs identified in
 11 subsection (a), including, but not limited to, government-assisted housing, housing for low-
 12 income families, attached and detached single family housing, multifamily housing, congregate
 13 care facilities, and shelter for the unhoused; (d) minimize and mitigate displacement impacts;
 14 and (e) make adequate provisions for existing and projected needs of all economic segments of
 15 the community.

16 **[7F] AVERAGE LIKERT SCORE 1.50**

17
 18 In counties and cities subject to the review and evaluation requirements of RCW
 19 36.70A.215, any revision to the housing element shall include consideration of prior review and
 20 evaluation reports and any reasonable measures identified.

21 **[7G] AVERAGE LIKERT SCORE 1.21**

22

23 **(3) A capital facilities element**

24 The capital facilities element shall consider environmental justice in the goals, policies,
 25 projects and programs affecting the design and siting of capital facilities. The capital facilities
 26 element should include strategies for public buildings and facilities that encourage the use of
 27 renewable energy sources and conserve energy and natural resources.

28 **[7H] AVERAGE LIKERT SCORE 1.36**

Appendix F— Potential reforms to GPF with average Likert scores and Comments

1 The capital facilities element for *metropolitan counties* and their cities shall incorporate
 2 planning approaches that coordinate local actions with regional and state actions to help
 3 achieve statewide targets for reduction of greenhouse gas emissions and per capita vehicle
 4 miles travelled, promote development patterns and construction techniques that conserve
 5 energy and protect natural resources, and address natural hazards exacerbated by climate
 6 change including, but not limited to, sea level rise, flooding, wildfires, landslides, and drought.

7 [7I] **AVERAGE LIKERT SCORE 1.07**

8
 9 **(4) A utilities element** consisting of the general location, proposed location, and
 10 capacity of all existing and proposed utilities, including, but not limited to, electrical lines,
 11 telecommunication lines, and natural gas lines, and including policies to promote the
 12 conservation of energy and protection of natural resources, encourage the use of renewable
 13 energy sources and plan for the provision of electrical charging facilities and digital
 14 infrastructure to serve new and existing development.

15 [7J] **AVERAGE LIKERT SCORE 0.79**

16

17 **(5) A rural element**

18 (c) Measures governing rural development. The rural element shall include measures
 19 that apply to *rural development* and protect the rural character, of the area, as established by
 20 the county, by:

21 (vii) Measures to reduce and mitigate the risk to life and property of wildfires in wildfire
 22 hazard areas on the *wildland urban interface*.

23 [7K] **AVERAGE LIKERT SCORE 0.64**

24
 25 (d) Limited areas of more intensive rural development.

26 **NOTE: there are three alternative LAMIRD versions following:**

27 **Alternative 1 – LAMIRD text proposed by WSAC**

28 Subject to the requirements of this subsection and except as otherwise specifically provided in
 29 this subsection (5)(d), the rural element may allow for limited areas of more intensive rural

Appendix F– Potential reforms to GPF with average Likert scores and Comments

- 1 development, including necessary public facilities and public services to serve the limited area
- 2 as follows:
- 3 (i) Rural development consisting of the infill, development, or redevelopment of existing
- 4 commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline
- 5 development, villages, hamlets, rural activity centers, or crossroads developments.
- 6 (A) A commercial, industrial, residential, shoreline, or mixed-use area are subject to the
- 7 requirements of (d)(iv) of this subsection, but are not subject to the requirements of (c)(ii) and
- 8 (iii) of this subsection.
- 9 (B) Any development or redevelopment other than an industrial area or an industrial
- 10 use within a mixed-use area or an industrial area under this subsection (5)(d)(i) must be
- 11 principally designed to serve the existing and projected rural population.
- 12 (C) Any development or redevelopment in terms of building size, scale, use, or intensity
- 13 ~~shall be consistent with the character of the existing areas.~~ may be permitted subject to the
- 14 confirmation from all existing providers of public facilities and public services of sufficient if it
- 15 can be supported by the capacity of existing public facilities and public services.
- 16 [7L] **AVERAGE LIKERT SCORE 1.29**
- 17
- 18 (iv) A county shall adopt measures to minimize and contain the existing areas ~~or uses~~ of
- 19 more intensive rural development, as appropriate, authorized under this subsection. Lands
- 20 included in such existing areas ~~or uses~~ shall not extend beyond the logical outer boundary of
- 21 the existing area ~~or uses~~ thereby allowing a new pattern of low-density sprawl.
- 22 Existing areas are those that are clearly identifiable and contained and where there is a
- 23 logical boundary delineated predominately by the built environment, but that may also include
- 24 undeveloped lands if limited as provided in this subsection. The county shall establish the
- 25 logical outer boundary of an area of more intensive rural development. In establishing the
- 26 logical outer boundary, the county shall address (A) the need to preserve the character of
- 27 existing natural neighborhoods and communities, (B) physical boundaries, such as bodies of
- 28 water, streets and highways, and land forms and contours, (C) the prevention of abnormally

Appendix F— Potential reforms to GPF with average Likert scores and Comments

1 irregular boundaries, and (D) the ability to provide public facilities and public services in a
2 manner that does not permit low-density sprawl;
3 (v) For purposes of (d) of this subsection, an existing area or existing use is one that was
4 in existence:

5 [7M] **AVERAGE LIKERT SCORE 1.07**

6
7 **Alternative 2- LAMIRD text proposed by BIAW**

8 A county may adopt measures to allow limited areas of more intensive rural development
9 that are not urban growth areas, authorized under this subsection.

10 [7N] **AVERAGE LIKERT SCORE 0.07**

11
12 Areas of more intensive rural development are those that are clearly identifiable during a
13 comprehensive plan review of development within the jurisdiction as referenced in RCW
14 36.70A.130 and delineated predominately by the built environment, but that may also include
15 undeveloped lands if limited as provided in this subsection. The county must establish the
16 logical outer boundary of an area of more intensive rural development and may review that
17 boundary under the periodic review according to RCW 36.70A.130 for adjustment. In
18 establishing the logical outer boundary, the county must consider the availability of services
19 and facilities for development or redevelopment in the area.

20 [7O] **AVERAGE LIKERT SCORE -0.14**

21 The county may consider: (A) Strategies to preserve and enhance the existing character of
22 natural neighborhoods and communities; (B) physical boundaries, such as bodies of water,
23 streets and highways, and land forms and contours; and (C) the ability to provide public
24 facilities and public services in a manner that does not permit low-density sprawl. (ii) Limited
25 areas of more intensive rural development may include infill, development, or redevelopment
26 of commercial industrial, residential, or mixed-use areas, whether characterized as shoreline
27 development, villages, hamlets, rural activity centers, or crossroads developments.

28 [7P] **AVERAGE LIKERT SCORE -0.21**

29

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 A commercial, industrial, residential, shoreline, or mixed-use area may be considered a limited
 2 area of more intensive rural development, but is not subject to the requirements of (c)(ii)
 3 and (iii) of this subsection. (iii) Future development and intensification of development within
 4 these areas may be principally designed to serve the existing and projected rural population
 5 and may include cottage industries and small businesses that provide job opportunities for
 6 rural residents.

7 [7Q] **AVERAGE LIKERT SCORE -0.14**

8 (A) Building size, scale, use, or intensity including development of vacant land or
 9 redevelopment within these areas must be consistent with the existing character of the area.

10 (B) Intensification of commercial development related to small-scale recreational or tourist
 11 uses, not including residential development, is not required to be principally designed to
 12 serve the existed and projected rural population, but shall serve the recreation or tourist use
 13 in a manner that does not encourage low-density sprawl.

14 [7R] **AVERAGE LIKERT SCORE -0.43**

15
 16 (C) Cottage industries and small-scale businesses may expand as long as they continue to
 17 conform with and encourage the rural character of the area as defined by the local government
 18 according to RCW 36.70A.030(16). Public services and public facilities must be designed to
 19 serve the isolated nonresidential uses in a manner that does not permit low-density sprawl.

20 [7S] **AVERAGE LIKERT SCORE -0.21**

21
 22 **Alternative 3 – original draft LAMIRD text**

23
 24 Subject to the requirements of this subsection and except as otherwise specifically
 25 provided in this subsection (5)(d), the rural element may allow for limited areas of more
 26 intensive rural development, including necessary public facilities and public services to serve
 27 the limited area as follows:

Appendix F– Potential reforms to GPF with average Likert scores and Comments

(i) Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments.

(A) A commercial, industrial, residential, shoreline, or mixed-use area are subject to the requirements of (d)(iv) of this subsection but are not subject to the requirements of (c)(ii) and (iii) of this subsection.

(B) Any development or redevelopment other than an industrial area or an industrial use within a mixed-use area or an industrial area under this subsection (5)(d)(i) must be principally designed to serve the existing and projected rural population.

(C) Any infill development or redevelopment in terms of building size, scale, ~~use, or~~ intensity, character or form shall be consistent with ~~the existing rural~~ character or the provisions of rural design guidelines that are either locally adopted or are consistent with a state model ordinance.

[7T] **AVERAGE LIKERT SCORE -0.29**

15

Development and redevelopment may include changes in use from vacant land or a previously existing use so long as the new use conforms to the requirements of this subsection(5). Urban development is not consistent with the purpose and scale of Local Areas of More Intensive Rural Development.

[7U] **AVERAGE LIKERT SCORE 0.43**

....

(v) For non- metropolitan counties only, limited ability to expand the logical outer boundary is permitted if such action: (A) is consistent with a subarea plan OR is reviewed and approved under the authority of RCW 36.70A.485 and (B) does not permit low-density sprawl.

[7V] **AVERAGE LIKERT SCORE -0.64**

....

(6) A transportation element that implements, and is consistent with, the land use element, and considers environmental justice and shall avoid creating or worsening environmental health disparities.

Appendix F— Potential reforms to GPF with average Likert scores and Comments

1 [7W] **AVERAGE LIKERT SCORE 0.79**

2

3 (a) The transportation element shall include the following subelements:

4 (i) Land use assumptions used in estimating travel;

5 (ii) Estimated traffic impacts to state-owned transportation facilities resulting from land
6 use assumptions to assist ~~the department of transportation~~ in monitoring the performance of
7 state facilities, to plan improvements for the facilities, and to assess the impact of land-use
8 decisions on state-owned transportation facilities;

9 (iii) Facilities and services needs, including:

10 (A) An inventory of air, water, and ground transportation facilities and services,
11 including transit alignments, active transportation bicycle and pedestrian facilities, and
12 general aviation airport facilities, to define existing capital facilities and travel levels ~~as a basis~~
13 ~~for to inform~~ future planning. This inventory must include state-owned transportation facilities
14 within the city or county's jurisdictional boundaries;

15 [7X] **AVERAGE LIKERT SCORE 0.79**

16

17 (B) Level of service standards for all locally owned arterials, active transportation
18 bicycle and pedestrian facilities,

19 and transit routes to serve as a gauge to judge performance of the system. These
20 standards should be regionally coordinated;

21 [7Y] **AVERAGE LIKERT SCORE 0.79**

22

23 (C) For state-owned transportation facilities, level of service standards for highways, as
24 prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The
25 purposes of reflecting level of service standards for state highways in the local comprehensive
26 plan are to monitor the performance of the system, to evaluate improvement strategies, and to
27 facilitate coordination between the county's or city's six-year street, road, active
28 transportation, or transit program and the office of financial management's ten-year
29 investment program.

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 [7Z] **AVERAGE LIKERT SCORE 0.64**

2

3 (D) Specific actions and requirements for bringing into compliance locally owned
4 transportation facilities or services that are below an established level of service standard and
5 needs traffic.

6 [7AA] **AVERAGE LIKERT SCORE 0.50**

7

8 (E) Forecasts of multimodal transportation demand and needs traffic for at least ten
9 years based on the adopted land use plan to inform the development of a transportation
10 element that balances *transportation system* safety and convenience to accommodate all
11 users of the *transportation system* to safely, reliably, and efficiently provide access and
12 mobility to people and goods. ~~provide information on the location, timing, and capacity needs~~
13 of future growth;

14 [7BB] **AVERAGE LIKERT SCORE 0.93**

15

16 (F) Identification of state and local system needs to meet current and future demands.
17 Identified needs on state-owned transportation facilities must be consistent with the statewide
18 multimodal transportation plan required under chapter 47.06 RCW; Local system needs should
19 reflect the regional *transportation system*, local goals, and strive to equitably implement the
20 multimodal network. Local system needs should also address fish passage barriers identified on
21 the local *transportation system*;

22 [7CC] **AVERAGE LIKERT SCORE 0.71**

23

24 The transportation element for *metropolitan counties* and their cities shall incorporate
25 planning approaches that help achieve statewide targets for reduction of greenhouse gas
26 emissions and per capita vehicle miles travelled, support development patterns and
27 construction techniques that conserve energy and protect natural resources, and address

Appendix F— Potential reforms to GPF with average Likert scores and Comments

1	<u>natural hazards exacerbated by climate change including, but not limited to, sea level rise,</u>	
2	<u>flooding, wildfires, landslides, and drought.</u>	
3	[7DD]	<u>AVERAGE LIKERT SCORE</u> 1.07
4	
5	(iv) Finance, including:	
6	(A) An analysis of funding capability to judge needs against probable funding resources,	
7	<u>including federal, state, and local sources;</u>	
8	(B) A multiyear financing plan based on the needs identified in the comprehensive plan,	
9	the appropriate parts of which shall serve as the basis for the six-year street, road, or transit	
10	program required by RCW <u>35.77.010</u> for cities, RCW <u>36.81.121</u> for counties, and	
11	RCW <u>35.58.2795</u> for public transportation system.	
12	[7EE]	<u>AVERAGE LIKERT SCORE</u> 0.57
13		
14	(C) If probable funding <u>including federal, state, and local sources</u> , falls short of meeting	
15	<u>the identified needs of the <i>transportation system</i>, including both local and state</u>	
16	<u>transportation facilities, there must be</u> a discussion of how additional funding will be raised, or	
17	how land use assumptions will be reassessed to ensure that level of service standards will be	
18	met;	
19	[7FF]	<u>AVERAGE LIKERT SCORE</u> 0.57
20		
21	(v) Intergovernmental coordination efforts, including an assessment of the impacts of the	
22	transportation plan and land use assumptions on the <i>transportation systems</i> of adjacent	
23	jurisdictions;	
24	[7GG]	<u>AVERAGE LIKERT SCORE</u> 0.86
25		
26	(vi) Demand-management strategies for <i>metropolitan counties</i> and their cities	
27	<u>including an assessment of methods and techniques for reducing per capita vehicle miles</u>	
28	<u>travelled;</u>	
29	[7HH]	<u>AVERAGE LIKERT SCORE</u> 0.79

Appendix F– Potential reforms to GPF with average Likert scores and Comments

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(vii) *Active transportation* ~~bicycle and pedestrian~~ component to include collaborative efforts to identify and designate planned improvements for facilities and corridors that address and encourage enhanced community access, promote healthy lifestyles, and maximize the percentage of *active transportation* non-motorized trips.

[7II] **AVERAGE LIKERT SCORE 1.07**

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to mitigate ~~accommodate~~ the impacts of development are made concurrent with the development. These strategies may include *active transportation* ~~bicycle and pedestrian~~ system improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies.

[7JJ] **AVERAGE LIKERT SCORE 0.57**

Sec. 8. Comprehensive plans - Implementation

RCW 36.70A.075 is added to read as follows:
By no later than December 31 of the year following adoption of a comprehensive plan in the year 2024 or later, and annually thereafter, each county and city planning under RCW 36.70A.040 with a population of 7,500 or more shall create an annual work program for implementing its comprehensive plan.

[8A] **AVERAGE LIKERT SCORE 0.93**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 The work program shall describe the development regulations and nonregulatory measures –
 2 including actions for acquiring and spending money in support of the work program – which are
 3 to be considered in the upcoming year, as well as those measures and actions which were
 4 considered and acted upon in the current year-to-date.

5 [8B] **AVERAGE LIKERT SCORE 0.93**

6

Sec. 9. Comprehensive plans – Optional elements

7

8 RCW 36.70A.080 is amended to read as follows:

9 (1) A comprehensive plan may include additional elements, items, or studies dealing with other
 10 subjects relating to the physical development within its jurisdiction, including but not limited to:

11 (a) Conservation

12 (b) Solar energy

13 (c) Recreation; and,

14 (d) Port Container Elements. When including such, a city shall collaborate with the Federally
 15 recognized Indian Tribe whose reservation is located within or adjacent to the lands subject to
 16 that port container element.

17 [9A] **AVERAGE LIKERT SCORE 0.14**

18

19 (3)Counties and cities may develop and, through an interlocal agreement with a *tribe*,
 20 adopt a joint subarea plan with the *tribe* for all or a portion of an Indian reservation or land
 21 adjacent to an Indian Reservation or lands owned by *tribes*.

22 [9B] **AVERAGE LIKERT SCORE 0.71**

23

Sec. 10. Comprehensive plans – Innovative techniques

24

25 RCW 36.70A.090 and 1990 1st ex.s. c 17 s 9 are each amended to read as follows:

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 A comprehensive plan should provide for innovative land use management techniques,
 2 including, but not limited to, density bonuses, cluster housing, form-based codes, middle
 3 housing, planned unit developments, and the transfer of development rights.

4 [10] **AVERAGE LIKERT SCORE 1.00**

5
6
7

<p>Sec. 11. <u>Development regulations for innovative housing</u></p>
--

8

9 A new section RCW 36.70A.095 is added as follows:

10 (1) Counties and cities are authorized to adopt development regulations to facilitate
 11 innovative housing including, but not limited to, cluster housing, zero lot line housing, micro-
 12 housing, tiny homes, co-housing, middle housing, and form-based codes.

13 [11A] **AVERAGE LIKERT SCORE 1.07**

14

15 (2) By no later than September 1, 2023, metropolitan counties, and the cities within
 16 metropolitan counties, which have an affordable housing gap shall amend their development
 17 regulations to allow middle housing in all lands zoned for single-family detached dwellings that
 18 are within urban growth areas and are within 1/4 mile of transit service. Development
 19 regulations for lands zoned for single family detached dwellings that are beyond 1/4 mile of
 20 transit service shall be amended to allow duplexes.

21 [11B] **AVERAGE LIKERT SCORE 0.86**

22

23 Legislative actions to implement this section are not subject to the appeal provisions of this
 24 Chapter or the appeal provisions of RCW 43.21C. Nothing in this Section exempts development
 25 from the requirements of RCW 36.70A.060, RCW 36.70A.170, or Chapter 90.58 RCW.

26 [11C] **AVERAGE LIKERT SCORE 1.43**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1

Sec. 12. Comprehensive plans - development regulations, -
transmittal to state

2

3 RCW 36.70A.106 shall be amended to read as follows:

4

5 (c) Tribes may request to receive from the department copies of notices received from cities or
6 counties under this section. Upon receipt of a submittal from a city or county under this
7 section, the department shall forward the submittal to any tribe that has requested
8 notification.

9 [12] **AVERAGE LIKERT SCORE 0.93**

10

Section 13. Comprehensive plans - Urban growth areas

11

12 RCW 36.70A.110 is amended to read as follows:

13 (1) Each county that is required or chooses to plan under RCW **36.70A.040** shall
14 designate an urban growth area or areas within which urban growth shall be encouraged and
15 outside of which growth can occur only if it is not urban in nature.

16

17 When an Indian Tribe has voluntarily chosen to participate in the planning process
18 pursuant to RCW 36.70A.040, the county and the Tribe shall coordinate their planning efforts
19 for any mutually agreed to joint planning area.

20 [13] **AVERAGE LIKERT SCORE 0.57**

21

Sec. 14. Comprehensive Plans- Review and Update Procedures

24

Appendix F– Potential reforms to GPF with average Likert scores and Comments

- 1 RCW 36.70A.130 is amended to read as follows:
- 2 (1)(a) Each comprehensive land use plan and development regulations shall be subject
- 3 to continuing review and evaluation by the county or city that adopted them.
- 4
- 5 (4) Cycle for updating comprehensive plans. Except as otherwise provided in
- 6 subsections below, counties and cities shall take action to review and, if needed, revise their
- 7 comprehensive plans and development regulations to ensure the plan and regulations comply
- 8 with the requirements of this chapter as follows:
- 9 (a) On or before June 30, 2024, and for every ~~eight~~ ten years thereafter, for King, Pierce,
- 10 Kitsap, and Snohomish, counties and the cities within those counties;
- 11 [14A] **AVERAGE LIKERT SCORE 1.43**
- 12
- 13 (b) On or before June 30, 2025, and for every ~~eight~~ ten years thereafter for Whatcom,
- 14 Thurston, Clark, Spokane, Benton, and Franklin counties and the cities within those counties;
- 15 [14B] **AVERAGE LIKERT SCORE 1.14**
- 16
- 17 ~~(b)~~(c) On or before June 30, ~~2025~~ 2026, and for every ~~eight~~ ten years thereafter for
- 18 Clallam, Island, Jefferson, Mason, San Juan, and Skagit counties and the cities within those
- 19 counties;
- 20 [14C] **AVERAGE LIKERT SCORE 1.14**
- 21
- 22 ~~(c)~~(d) On or before June 30, ~~2026~~ 2027, and for every ~~eight~~ ten years thereafter for
- 23 Chelan, Cowlitz, Douglas, Kittitas, Lewis, Skamania, and Yakima counties and the cities within
- 24 those counties; and
- 25 [14D] **AVERAGE LIKERT SCORE 1.14**
- 26
- 27 ~~(d)~~(e) On or before June 30, ~~2027~~ 2028, and for every ~~eight~~ ten years thereafter for
- 28 Adams, Asotin, Columbia, Ferry, Garfield, Grant, Grays Harbor, Klickitat, Lincoln, Okanogan,

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 Pacific, Pend Oreille, Stevens, Wahkiakum, Walla Walla, and Whitman counties and the cities
2 within those counties.

3 [14E] **AVERAGE LIKERT SCORE 1.21**

4

5 (5) Mid-cycle assessment and potential adaptive action required for *metropolitan*
6 *counties* and their cities.

7 At the mid-point of the 10-year plan update cycles identified in subsections (5)(a) and
8 (5)(b), *metropolitan counties* and their cities with population over 7,500, shall submit to the
9 department an implementation progress report identifying the progress they have achieved in
10 implementing their comprehensive plan. The indicators, milestones and criteria adopted by the
11 department must include housing affordability, permit timelines, protection of critical areas
12 and inclusion of best available science and new statutory changes adopted since the previous
13 periodic update cycle.

14 [14F] **AVERAGE LIKERT SCORE 1.00**

15

16 (c)Counties and cities subject to the review and evaluation program requirements in
17 RCW 36.70A.215 must include in the implementation progress report, identification of
18 inconsistencies identified in the buildable lands report and include the adoption of reasonable
19 measures in the implementation work program.

20 [14G] **AVERAGE LIKERT SCORE 0.93**

21

22 (d)If a city or county has not implemented statutory changes adopted since the most
23 recent periodic update in their comprehensive plan or development regulations by the due
24 date for the implementation progress report, the city or county must identify the need for such
25 changes in the implementation progress report, and must include necessary changes in the
26 implementation work program required in RCW 36.70A.075. Cities and counties must then
27 adopt the necessary changes within two years of the deadline for the implementation progress
28 report.

29 [14H] **AVERAGE LIKERT SCORE 1.00**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1

Sec. 15. Public participation requirements

2

3 RCW 36.70A.140 is amended to read as follows:

4 Each county and city that is required or chooses to plan under RCW 36.70A.040 shall
 5 establish and broadly disseminate to the public a public participation program identifying
 6 procedures providing for early and continuous public participation in the development and
 7 amendment of comprehensive land use plans and development regulations implementing such
 8 plans.

9 By June 30, 2022, the department shall prepare and disseminate to all local
 10 governments best practices to achieve equitable and inclusive public participation in order to
 11 engage those members of the public and populations who have historically been underserved
 12 and under-represented in the formulation of public policy. By no later than June 30, 2023,
 13 counties and cities shall determine which of these practices to incorporate in updated public
 14 participation programs.

15 [15] **AVERAGE LIKERT SCORE 1.29**

16

Sec. 16. Critical areas and resource lands designation

17

18 RCW 36.70A.170 and 1990 1st ex.s. c 17 s 17 are each amended to read as follows:

19 (1) On or before September 1, 1991, each county, and each city, shall designate where
 20 appropriate:

21

22 (d) Critical areas.

23 (2) In making the designations required by this section, counties and cities shall consider
 24 the guidelines established pursuant to RCW 36.70A.050. In addition, when updating their
 25 designations, counties and cities in the Puget Sound region shall also consider the adaptive,

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 basin-wide ecosystem data and science provided by state agencies, *Indian Tribes* and the Puget
 2 Sound Partnership. RCW 90.71.300.

3 [16] **AVERAGE LIKERT SCORE 0.50**

Sec. 17. Technical assistance, procedural criteria, grants, and mediation services

4
 5 RCW 36.70A.190 is amended to read as follows:

6

7 (4) The department shall establish a program of technical assistance:

8 (a) Utilizing department staff, the staff of other state agencies, and the technical
 9 resources of counties and cities to help in the development of comprehensive plans required
 10 under this chapter. The technical assistance may include, but not be limited to, model land use
 11 ordinances, regional education and training programs, and information for local and regional
 12 inventories; and

13 (b) Adopting by rule procedural criteria to assist counties and cities in adopting
 14 comprehensive plans and development regulations that meet the goals and requirements of
 15 this chapter. These criteria shall reflect regional and local variations and the diversity that exists
 16 among different counties and cities that plan under this chapter.

17 (c) Specific to implementing this section, 36.70A.190, the department shall amend
 18 current and/or develop new Washington Administrative Code (WAC) chapters that contain
 19 guidelines, criteria, and methods for preparing comprehensive plans. The WAC chapters shall
 20 include specific physical planning, procedural, programmatic, and/or implementation related
 21 requirements that comprehensive plans must meet in order to implement the goals, elements,
 22 and procedures of this statute.

23 [17A] **AVERAGE LIKERT SCORE -0.07**

24
 25 The department shall conduct a process to develop new WAC chapters or review and update
 26 current WAC chapters that includes consultation and input from interested parties. The



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1 development of new or updated WAC chapters shall be accomplished within three years of the
2 adoption of this amendment and allocation of sufficient funding.

3 [17B] **AVERAGE LIKERT SCORE 0.07**

4

5 The new or updated WAC chapters shall address, at a minimum but not limited to, the
6 following:

- 7 • Housing - comprehensive plan elements, affordable housing, and fiscal tools
8 • Development Regulations and Permit Processes
9 • Adaptive and inclusive planning at a regional scale
10 • The update cycle and dedicated funding for comprehensive plans and development codes
11 • Municipal Annexation, and
12 • Climate Change through the reduction of greenhouse gas emissions and measures to reduce
13 the negative impacts of climate change such as, but not limited to, sea level rise, fire danger
14 and flooding.

15 [17C] **AVERAGE LIKERT SCORE 0.00**

16

17 Where the department finds that amendments to this chapter are necessary to address the
18 issues identified in the WAC update process, it shall make recommendations to the legislature
19 to that effect.

20 [17D] **AVERAGE LIKERT SCORE 0.29**

21

**Sec. 18. Extension of public facilities and utilities in a
rural area to serve tribal communities**

22

23 A new section is added to read as follows:

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 RCW 36.70A.195 – Extension of *urban governmental services* in a rural area is permitted
 2 if: (A)it is consistent with a jointly adopted tribal and county subarea plan; and (B)complies with
 3 critical areas and resource lands regulations adopted under this chapter; (C) does not allow for
 4 new urban service and utility connections outside of areas over which a participating tribe
 5 exercises sovereign jurisdiction; and (D) does not permit urban growth and development
 6 outside of urban growth areas or areas over which a participating tribe exercises sovereign
 7 jurisdiction. Extensions authorized under this section shall not subsequently be used to justify
 8 or support the expansion of an urban growth area or the de-designation of resource lands of
 9 long-term significance.

10 [18] **AVERAGE LIKERT SCORE 1.00**

11

Sec. 19. Countywide planning policies

12

13 RCW 36.70A.210 is amended to read as follows:

14

15 (a) No later than twenty four months prior to the target date for the adoption updating
 16 of comprehensive plans pursuant to RCW 36.70A.130, sixty calendar days from July 16, 1991,
 17 the legislative authority of each county that as of June 1, 1991, was required or chose to plan
 18 under RCW [36.70A.040](#) shall convene a meeting with representatives of each city and *tribe*
 19 located within the county for the purpose of updating establishing a collaborative process that
 20 will provide a framework for the adoption of a updated countywide planning policy policies. In
 21 other counties that are required or choose to plan under RCW [36.70A.040](#), this meeting shall be
 22 convened no later than sixty days after the date the county adopts its resolution of intention or
 23 was certified by the office of financial management.

24 [19A] **AVERAGE LIKERT SCORE 0.21**

25

26 (b) The process and framework for adoption of a countywide planning policy specified
 27 in (a) of this subsection shall determine the manner in which the county, tribes and the cities
 28 agree to all procedures and provisions including but not limited to desired planning policies,

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1 deadlines, ratification of final agreements and demonstration thereof, and financing, if any, of
2 all activities associated therewith.

3 (c) If a county fails for any reason to convene a meeting with representatives of tribes
4 and cities as required in (a) of this subsection, the governor may immediately impose any
5 appropriate sanction or sanctions on the county from those specified under RCW [36.70A.340](#).

6 [19B] **AVERAGE LIKERT SCORE 0.14**

7
8 (e) ~~No later than twelve months July 1, 1992, the legislative authority of each county~~
9 ~~that was required or chose to plan under RCW [36.70A.040](#) as of June 1, 1991, or no later than~~
10 ~~fourteen months after the date the county adopted its resolution of intention or was certified~~
11 ~~by the office of financial management the county legislative authority of any other county that~~
12 ~~is required or chooses to plan under RCW [36.70A.040](#), prior to the date established in (a)~~
13 ~~above, the legislative body of the county shall adopt an updated countywide planning policies~~
14 according to the process provided under this section and that is consistent with the agreement
15 pursuant to (b) of this subsection, and after holding a public hearing or hearings on the
16 proposed countywide planning policies.

17 [19C] **AVERAGE LIKERT SCORE 0.07**

18
19 (3) ~~An Updated~~ countywide planning policies shall at a minimum, address the
20 following:

21

22 ~~(d)~~(e) Policies for countywide transportation facilities and strategies including the
23 reduction of greenhouse gas emissions and per capita vehicle miles travelled in order to
24 address climate change;

25 [19D] **AVERAGE LIKERT SCORE 0.71**

26
27 ~~(e)~~(f) Policies that coordinate planning county-wide for ~~consider the need for~~ affordable
28 housing, ~~such as~~ including housing for all economic segments of the population, ~~and~~ a wide

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- 1 variety of *housing types* and choices, and increased urban densities for areas close to
- 2 employment centers and areas served by transit;
- 3 [19E] **AVERAGE LIKERT SCORE 1.36**
- 4
- 5 (i) Policies to develop a 10 year *Green Infrastructure* Improvement Plan substantially
- 6 influenced by salmon recovery plans and other ecosystem recovery efforts.
- 7 [19F] **AVERAGE LIKERT SCORE 0.14**
- 8
- 9 (4) Federal agencies ~~and Indian tribes~~ may participate in and cooperate with the
- 10 countywide planning policy adoption process,
- 11 (5) Indian tribes shall be invited to participate in and cooperate with the countywide
- 12 planning policy adoption process.
- 13 [19G] **AVERAGE LIKERT SCORE 0.71**
- 14
- 15 (6) Adopted countywide planning policies shall be adhered to by state agencies.
- 16 (7) For counties in the *Puget Sound region*, policies to coordinate county, tribal, and
- 17 city efforts to restore the ecosystem health of *Puget Sound* which shall consider the adaptive,
- 18 basin-wide data and science provided by state agencies, *Indian Tribes*, and the Puget Sound
- 19 Partnership.
- 20 [19H] **AVERAGE LIKERT SCORE 0.64**
- 21
- 22 (8) For counties in the *Puget Sound region*, policies to coordinate with state agencies,
- 23 *Indian Tribes* and the Puget Sound Partnership the location and design of salmon restoration
- 24 projects or programs to be funded in part by those state capital projects with a budget of \$1
- 25 million or more which build or modify built capital, including but not limited to stormwater
- 26 projects, waste water treatment facilities, and *transportation system* improvements. State
- 27 agencies shall set aside 3% of any such capital project budget as mitigation to support salmon
- 28 restoration in the drainage basin in which the natural capital improvements.

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 [19I] **AVERAGE LIKERT SCORE 0.14**

2

3 ~~(6)~~(7) Cities, *participating tribes*, and the governor may appeal an adopted countywide
4 planning policy to the growth management hearings board within sixty days of the adoption of
5 the countywide planning policies.

6 [19J] **AVERAGE LIKERT SCORE 0.29**

**SECTION 20. RCW 36.70A.250 and 2010 c 211 – Growth Management
Hearings Board – creation and members**

7

8 RCW 36.70A.250 is amended to read as follows:

9 (1) A growth management hearings board for the state of Washington is created. The board
10 shall consist of seven members qualified by experience ((or)) RCW 36.70A.250 and training in
11 matters pertaining to land use law or land use planning and who have experience in the practical
12 application of those matters as demonstrated to the senate.

13 All seven board members shall be appointed by the governor with the advice and consent
14 of the senate, two each residing respectively in the central Puget Sound, eastern Washington,
15 and western Washington regions, plus one board member residing within the state of
16 Washington.

17 [20A] **AVERAGE LIKERT SCORE 0.50**

18

19 At least three members of the board shall be admitted to practice law in this state, one
20 each residing respectively in the central Puget Sound, eastern Washington, and western
21 Washington regions. At least three members of the board shall have been a city or county elected
22 official, one each residing respectively in the central Puget Sound, eastern Washington, and
23 western Washington regions. At least three members of the board shall have experience as a city
24 or county planner, one each residing respectively in the central Puget Sound, eastern
25 Washington, and western Washington regions.

26 [20B] **AVERAGE LIKERT SCORE 0.64**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1

**Sec. 21. RCW 36.70A.280. Growth management hearings board –
Matters subject to review (Effective December 31, 2020) .**

2

3 RCW 36.70A.280 is amended to read as follows:

4 (1) The growth management hearings board shall hear and determine only those
5 petitions alleging either: . . .

6 (2) A petition may be filed only by: (a) The state, or a county or city that plans under this
7 chapter; ~~(b) a person who has participated orally or in writing before the county or city~~
8 ~~regarding the matter on which a review is being requested; (c) a person who is certified by the~~
9 ~~governor within sixty days of filing the request with the board;~~

10 [21A] **AVERAGE LIKERT SCORE -0.07**

11 or (d) a person qualified pursuant to RCW 34.05.530; or

12 (c) Any person who:

13 (i) owns property within the boundaries of the city or county planning under this
14 chapter;

15 (ii) is prejudiced or likely to be prejudiced by the action of the city or the county
16 planning under this chapter; and

17 (iii) will suffer actual injury if the contested action is upheld.

18 [21B] **AVERAGE LIKERT SCORE -0.36**

19

20 (3) For purposes of this section "person" means any individual, partnership, corporation,
21 association, state agency, governmental subdivision or unit thereof, or public or private
22 organization or entity of any character.

23 ~~(4) To establish participation standing under subsection (2)(b) of this section, a person~~
24 ~~must show that his or her participation before the county or city was reasonably related to the~~
25 ~~person's issue as presented to the board.~~

26 [21C] **AVERAGE LIKERT SCORE -0.14**

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1

Sec. 22. Project review and docketing

2

3 RCW 36.70A.470 and 1995 c 347 s 102 are each amended to read as follows:

4 (1) Project review, which shall be conducted pursuant to the provisions of chapter 36.70B
5 RCW, shall be used to make individual project development permit decisions, not legislative land
6 use planning decisions adopted under this chapter such as adoption or amendment of
7 comprehensive plans or development regulations.

8 [22A] **AVERAGE LIKERT SCORE 0.21**

9

10 If, during project review of a development permit application, a county or city planning
11 under RCW 36.70A.040 identifies deficiencies in plans or regulations:

12 (a) The permitting process shall not be used as a comprehensive planning process;

13 (b) Project review shall continue; and

14 (c) The identified deficiencies shall be docketed for possible future plan or development
15 regulation amendments.

16 (2) For metropolitan counties and their cities, decisional criteria used to approve or
17 deny a development permit application must be codified in a development regulation.
18 Consistency with goals or policies in a comprehensive plan may not be applied as decisional
19 criteria for approval or denial of a development permit application.

20 [22B] **AVERAGE LIKERT SCORE -0.29**

21

22 (3) For metropolitan counties and their cities with a population in excess of 7,500, the
23 final decision on a development permit application under this Chapter, or any appeal thereof
24 under this Chapter or RCW 43.21C, shall be made by an administrative officer or hearing
25 examiner authorized by RCW 35A.63.170, RCW 35.63.130, RCW 70.970, or RCW 58.17.330.

26 [22C] **AVERAGE LIKERT SCORE 0.71**

27

Appendix F– Potential reforms to GPF with average Likert scores and Comments

NEW Sec. 23. Safe harbors – Matters subject to safe harbors review and process

- 1
- 2 A new section RCW 36.70A.485 is added to read as follows:
- 3 (1) For certain countywide planning policy, comprehensive plan and development regulations
- 4 specified in this section, counties and their cities may apply for a determination of compliance
- 5 from the department finding that the action is in compliance with the requirements of RCW
- 6 36.70A and RCW 43.21C and the applicable rules.
- 7 (2) Matters subject to review. Counties and cities may submit the following actions to the
- 8 department for approval under this subsection:
- 9 (a) Development of or amendments to the housing element;
- 10 (b) Development of or amendments to comprehensive plan or development regulations
- 11 designating or protecting critical areas;
- 12 (c) Development of or amendments to comprehensive plan or development regulations to
- 13 designate or assure the conservation of resource lands;
- 14 (c) Development of or amendments to countywide planning policy, comprehensive plan or
- 15 development regulation amendments that change the urban growth area;
- 16 (d) Countywide planning policy, comprehensive plan or development regulation amendments
- 17 that govern the siting of essential public facilities.
- 18 (e) findings of noncompliance referred to the department by the Growth Management Hearings
- 19 Board under RCW 36.70A.330.
- 20 (3) Matters submitted to the department for approval become effective when approved by the
- 21 department as provided in subsection (5) of this section. The department shall strive to achieve
- 22 final action on a submitted greenhouse gas emissions reduction sub-element within one
- 23 hundred eighty days of receipt and shall post an annual assessment related to this performance
- 24 benchmark on the agency web site.
- 25 (4) Upon receipt of a proposed comprehensive plan, development regulation or countywide
- 26 planning policy, the department shall:
- 27 (a) Provide notice to and opportunity for written comment by all interested parties of record as
- 28 a part of the local government review process for the proposal and to all persons, groups, and

Appendix F— Potential reforms to GPF with average Likert scores and Comments

1 agencies that have requested in writing notice of proposed action. The comment period shall
 2 be at least thirty days, unless the department determines that the level of complexity or
 3 controversy involved supports a shorter period;
 4 (b) In the department's discretion, conduct a public hearing during the thirty-day comment
 5 period in the jurisdiction proposing the comprehensive plan, development regulation or
 6 countywide planning policy;
 7 (c) Within fifteen days after the close of public comment, request the local government to
 8 review the issues identified by the public, interested parties, groups, and agencies and provide
 9 a written response as to how the proposal addresses the identified issues;
 10 (d) Within thirty days after receipt of the local government response pursuant to (c) of this
 11 subsection, make written findings and conclusions regarding the consistency of the proposal
 12 with the goals and requirements of the act and with applicable guidelines and procedural
 13 criteria adopted by the department, provide a response to the issues identified in (c) of this
 14 subsection, and either approve the comprehensive plan, development regulation or
 15 countywide planning policy as submitted, recommend specific changes necessary to make the
 16 comprehensive plan, development regulation or countywide planning policy approvable, or
 17 deny approval of the comprehensive plan, development regulation or countywide planning
 18 policy in those instances where no alteration comprehensive plan, development regulation or
 19 countywide planning policy appears likely to be consistent with the goals and requirements of
 20 the act and with applicable guidelines and procedural criteria adopted by the department. The
 21 written findings and conclusions shall be provided to the local government, and made available
 22 to all interested persons, parties, groups, and agencies of record on the proposal;
 23 (e) If the department recommends changes to the proposed comprehensive plan, development
 24 regulation or countywide planning policy, within thirty ninety days after the department mails
 25 the written findings and conclusions to the local government, the local government may:
 26 (i) Agree to the proposed changes by written notice to the department; or
 27 (ii) Submit an alternative comprehensive plan, development regulation or countywide planning
 28 policy. If, in the opinion of the department, the alternative is consistent with the purpose and
 29 intent of the changes originally submitted by the department and with this chapter it shall

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 approve the changes and provide notice to all recipients of the written findings and
 2 conclusions. If the department determines the proposed comprehensive plan, development
 3 regulation or countywide planning policy is not consistent with the purpose and intent of the
 4 changes proposed by the department, the department may resubmit the proposed
 5 comprehensive plan, development regulation or countywide planning policy for public and
 6 agency review pursuant to this section or reject the proposed comprehensive plan,
 7 development regulation or countywide planning policy.

8 (5) The department shall approve a proposed comprehensive plan, development regulation or
 9 countywide planning policy unless it determines that the proposed comprehensive plan,
 10 development regulation or countywide planning policy is not consistent with the goals and
 11 requirements of the act and with applicable guidelines and procedural criteria adopted by the
 12 department.

13 (6) A comprehensive plan, development regulation or countywide planning policy takes effect
 14 when and in such form as approved or adopted by the department. The effective date is
 15 fourteen days from the date of the department's written notice of final action to the local
 16 government stating the department has approved or rejected the proposed comprehensive
 17 plan, development regulation or countywide planning policy. The department's written notice
 18 to the local government must conspicuously and plainly state that it is the department's final
 19 decision and that there will be no further modifications to the proposed comprehensive plan,
 20 development regulation or countywide planning policy. The department shall maintain a
 21 record of each comprehensive plan, development regulation or countywide planning policy, the
 22 action taken on any proposed comprehensive plan, development regulation or countywide
 23 planning policy, and any appeal of the department's action.

24 (7) Promptly after approval or disapproval of a comprehensive plan, development regulation or
 25 countywide planning policy, the department shall publish a notice consistent in the *Washington*
 26 *State Register* that the comprehensive plan, development regulation or countywide planning
 27 policy has been approved or disapproved.

Appendix F– Potential reforms to GPF with average Likert scores and Comments

- 1 (8) The department's final decision to approve or reject a proposed comprehensive plan,
- 2 development regulation or countywide planning policy may be appealed according to the
- 3 following provisions:
- 4 (a) The department's final decision to approve or reject a comprehensive plan, development
- 5 regulation or countywide planning policy may be appealed to the growth management hearings
- 6 board by filing a petition as provided in RCW 36.70A.290.
- 7 (b) A decision of the growth management hearing board concerning an appeal of the
- 8 department's final decision to approve or reject a proposed greenhouse gas emissions
- 9 reduction sub-element or amendment must be based solely on whether or not the adopted
- 10 comprehensive plan, development regulation or countywide planning policy, comply with the
- 11 goals and requirements of the act and with applicable guidelines and procedural criteria
- 12 adopted by the department, or chapter 43.21C RCW.
- 13 (d) If approval of a determination of compliance by the department under this section is
- 14 appealed to the growth management hearings board under RCW 36.70A.280, the city or county
- 15 may not be determined to be ineligible or otherwise penalized in the acceptance of applications
- 16 or the awarding of state agency grants or loans under RCW 47.17.250 during the pendency of
- 17 the appeal before the board or subsequent judicial appeals.

18 [23]

19

NEW Sec. 24. Safe harbors -Department review subject to Growth Board review

20

21 RCW 36.70A.280 is amended to read as follows:

- 22 (1) The growth management hearings board shall hear and determine only those petitions
- 23 alleging either:
- 24 (a) That, except as provided otherwise by this subsection, a state agency, county, or city
- 25 planning under this chapter is not in compliance with the requirements of this chapter, chapter
- 26 90.58 RCW as it relates to the adoption of shoreline master programs or amendments thereto,
- 27 or chapter 43.21C RCW as it relates to plans, development regulations, or amendments,

Appendix F— Potential reforms to GPF with average Likert scores and Comments

- 1 adopted under RCW 36.70A.040 or chapter 90.58 RCW. Nothing in this subsection authorizes
- 2 the board to hear petitions alleging noncompliance with *RCW 36.70A.5801;
- 3 (b) That the twenty-year growth management planning population projections adopted by the
- 4 office of financial management pursuant to RCW 43.62.035 should be adjusted;
- 5 (c) That the approval of a work plan adopted under RCW 36.70A.735(1)(a) is not in compliance
- 6 with the requirements of the program established under RCW 36.70A.710;
- 7 (d) That regulations adopted under RCW 36.70A.735(1)(b) are not regionally applicable and
- 8 cannot be adopted, wholly or partially, by another jurisdiction;
- 9 (e) That a department certification under RCW 36.70A.735(1)(c) is clearly erroneous; or
- 10 (f) That a department determination under RCW 36.70A.060(1)(d) is clearly erroneous.
- 11 (g) That a department approval under this act is clearly erroneous. Actions submitted to the
- 12 department for approval may only be appealed to the growth management hearings board
- 13 within 60 days following publication by the department of a determination of compliance.
- 14 (2) A petition may be filed only by: (a) The state, or a county or city that plans under this
- 15 chapter; (b) a person who has participated orally or in writing before the county or city
- 16 regarding the matter on which a review is being requested; (c) a person who is certified by the
- 17 governor within sixty days of filing the request with the board; or (d) a person qualified
- 18 pursuant to RCW 34.05.530.
- 19 (3) For purposes of this section "person" means any individual, partnership, corporation,
- 20 association, state agency, governmental subdivision or unit thereof, or public or private
- 21 organization or entity of any character.
- 22 (4) To establish participation standing under subsection (2)(b) of this section, a person must
- 23 show that his or her participation before the county or city was reasonably related to the
- 24 person's issue as presented to the board.
- 25 (5) When considering a possible adjustment to a growth management planning population
- 26 projection prepared by the office of financial management, the board shall consider the
- 27 implications of any such adjustment to the population forecast for the entire state.
- 28 The rationale for any adjustment that is adopted by the board must be documented and filed
- 29 with the office of financial management within ten working days after adoption.

Appendix F– Potential reforms to GPF with average Likert scores and Comments

1 If adjusted by the board, a county growth management planning population projection shall
2 only be used for the planning purposes set forth in this chapter and shall be known as the
3 "board adjusted population projection." None of these changes shall affect the official state and
4 county population forecasts prepared by the office of financial management, which shall
5 continue to be used for state budget and planning purposes.

6 [24]

7

Sec. 25. Safe harbor - Hearings board may refer findings of noncompliance to the department for approval.

8

9 RCW [36.70A.330](#) is amended to read as follows:

10 (1) After the time set for complying with the requirements of this chapter under
11 RCW [36.70A.300](#)(3)(b) has expired, or at an earlier time upon the motion of a county or city
12 subject to a determination of invalidity under RCW [36.70A.300](#), the board shall set a hearing for
13 the purpose of determining whether the state agency, county, or city is in compliance with the
14 requirements of this chapter.
15 (2) The board shall conduct a hearing and issue a finding of compliance or noncompliance with the
16 requirements of this chapter and with any compliance schedule established by the board in its final
17 order. A person with standing to challenge the legislation enacted in response to the board's final order
18 may participate in the hearing along with the petitioner and the state agency, county, or city. A hearing
19 under this subsection shall be given the highest priority of business to be conducted by the board, and a
20 finding shall be issued within forty-five days of the filing of the motion under subsection (1) of this
21 section with the board. The board shall issue any order necessary to make adjustments to the
22 compliance schedule and set additional hearings as provided in subsection (5) of this section.
23 (3) If the board after a compliance hearing finds that the state agency, county, or city is not in
24 compliance, the board shall transmit its finding to the governor.
25 (a)The Board may refer a finding of noncompliance to the department for approval. The purpose of the
26 referral is for the department to provide technical assistance to facilitate speedy resolution of the
27 finding of noncompliance.

Appendix F— Potential reforms to GPF with average Likert scores and Comments

1 (b)Alternatively, the board may recommend to the governor that the sanctions authorized by this
2 chapter be imposed. The board shall take into consideration the county's or city's efforts to meet its
3 compliance schedule in making the decision to recommend sanctions to the governor.
4 (4) In a compliance hearing upon petition of a party, the board shall also reconsider its final order and
5 decide, if no determination of invalidity has been made, whether one now should be made under
6 RCW 36.70A.302.
7 (5) The board shall schedule additional hearings as appropriate pursuant to subsections (1) and (2) of
8 this section.

9 [25]

10

Section 26. RCW 19.27.095 and 1991 c 281 s 27 are each amended to read as follows:

11

12 (1) A valid and fully complete building permit application for a structure, that is permitted under
13 the zoning or other land use control ordinances in effect on the date of the application shall be
14 considered under the building permit ordinance ~~((in effect at the time of application)), the~~
15 environmental and development regulations, and the zoning or other land use control ordinances, in
16 effect on the date of application, without respect to whether the regulation or ordinance was enacted
17 for the purpose of complying with state law.

18 [26] **AVERAGE LIKERT SCORE -0.14**

19

Sec. 27 RCW 58.17.033 and 1987 c 104 s 2 are each amended to read as follows:

20

21 (1) A proposed division of land, as defined in RCW 58.17.020, shall be considered under the subdivision
22 or short subdivision ordinance, the environmental and development regulations, and the zoning or
23 other land use control ordinances, in effect on the land, without respect to whether the regulation or
24 ordinance was enacted for the purpose of complying with state law, at the time a fully completed
25 application for preliminary plat approval of the subdivision, or short plat approval of the short
26 subdivision, has been submitted to the appropriate county, city, or town official.

27 [27] **AVERAGE LIKERT SCORE -0.36**



Appendix F– Potential reforms to GPF with average Likert scores and Comments

1

Sec. 28. A New Section is added to RCW 64.38 Homeowners Associations
- Governing documents - Variety of housing types must be allowed.

2

3 (1) The governing documents may not prohibit the development of, or conversion to, middle housing
4 or accessory dwelling units, whether attached or detached. However, the governing documents may
5 include reasonable rules regarding the placement and aesthetic appearance of units, as long as the
6 rules do not unreasonably restrict the development of housing that is otherwise allowable under the
7 applicable development regulations.

8 [28] **AVERAGE LIKERT SCORE 1.07**

Table 7. Comments by Parties on Sections of the Potential Reforms to the Growth Policy Framework.
Source: UW Team.

Sec.	Topic	RCW	Short title	Comments
1A	FUNDS FOR PLANNING		Legislative intent-null and void w/o funding	<p>AWC (1): Intent language is not sufficient, but appreciate the sentiment. We will continue to advocate for null & void on unfunded mandates unless funded.</p> <p>AWC (2): Support. Updating a comprehensive plan is very expensive for smaller jurisdictions under 7500 because rarely does the small jurisdiction have the money or staff to complete this task in a timely fashion.</p> <p>WSAC: We appreciate the addition of this language. We would also like an amendment stating it is the legislature’s intent that any new or amended requirements be adopted concurrent with the scheduled updated provided in RCW 36.70A.130. Additionally, while this language here is good, it does not entirely solve our concern around making sure that funding for new requirements is available. Legislative intent language does not end up in the statute and it is not controlling or binding. We request language be included making funding a contingency in all sections that detail new or amended requirements which will require action by local government and/or increase local government liability. Finally, this language, while helpful for new requirements, does nothing to address our long-stated and ongoing concern that counties do not have needed funding and other resources to meet their current GMA obligations, much less new ones. We were hoping that this process would make some recommendations about local government funding, as was described at the outset, but it failed miserably in that regard. Funding and other resources are our biggest priority by far. We have been very clear and consistent in making this request known.</p>

2A	FINDINGS	36.70A.010	Findings-public interest	<p>AWC (2): This needs to apply to the smaller cities and towns in the Puget Sound area. Just because you are in an urban county does not mean that you do not need economic development and tourism should not be the only economic engine that we have support for. People want to live close to where they work if telecommuting is not an option.</p> <p>WSAC: WSAC does not support removing the reference to comprehensive land use planning. The GMA is about land use planning – if we want to make it about more than that then that's a conversation to have. Until then, we oppose removal of this phrase.</p>
2B		36.70A.010	Findings-rural	<p>AWC (2): Again, do not forget about the rural cities in an urban county.</p>
3A	GOALS	36.70A.020	Goals-applicability	<p>WSAC: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language.</p> <p>WSAC does not support the addition of this language. We interpret this to incorporate new requirements to add the GMA goals not just in comprehensive plans and development regulations but also into county-wide planning policies and regional transportation organization plans. We are very concerned that this will add costs and increase liability for local governments.</p> <p>We have been very clear and consistent in expressing that one of our major goals with participating in this process is to reduce liability and costs for local governments. This amendment does exactly the opposite.</p>
3B		36.70A.020	Goals-Transportation	<p>WSAC: WSAC does not support striking this language. This one word, “exclusively” limits how a local government must utilize the goals of the GMA – for development comprehensive plans and the corresponding development regulations.</p>

				Without this limitation, uncertainty prevails into how local governments are required to utilize these goals and liability from appeals increases dramatically. Striking this word will potentially increase the scope of the GMA goals dramatically within local government operations with unknown consequences. We have been very clear and consistent in expressing that one of our major goals with participating in this process is to reduce liability and costs for local governments. This amendment does exactly the opposite.
3C	GOALS	36.70A.020	Goals-Housing	AWC (2): Unfortunately housing is market driven. People drive until they can afford the mortgage. Until we have some non-profits like Habitat for Humanity or federal and state incentives to help with the cost of housing, this seems like a lofty goal that will be hard to achieve. Most older cities have housing that has smaller lots and older cottage style homes but they are selling a market rates.
3D		36.70A.020	Goals-Environment	AWC (2): Probably the most the most important part of this act. We really need to take a look at where cities are located and try not to repeat mistakes of the past. We only have one chance to get it right. ECOLOGY: State agency caucus question: Why change the existing goal to “protect <i>and</i> enhance.” See State Supreme Ct in the Swinomish decision – the key to the decision was a distinction between protection and enhancement, which are used in many places in the GMA. Why change this to say “protect to enhance?” Is there a clear intent to this change?
3E		36.70A.020	Goals-Participation	AWC (2): People are busy with jobs, kids and long commutes. To mail, post on Facebook, doorbell and call on the phone is time consuming and can be costly. I cannot make people read something if they do want to or send a survey and them reply. Holding night meetings or a meeting on a Saturday, provide day care for those that have children and even provide transportation comes at a cost. ECOLOGY: The word disproportionately aligns with academic/federal research and practices

				on environmental justice. Would recommend keeping in alignment with this body of work and established federal definitions.
3F	GOALS	36.70A.020	Goals-Environmental justice	<p>AWC (2): Still trying to grasp the full meaning of environmental justice and how will we administer this and know that we are being fair? Need more information.</p> <p>ECOLOGY: This goal does not carry through in the document. Currently the two EJ elements below maintain the status quo – rather than encouraging pro-equity decisions.</p>
3G		36.70A.020	Goals-Inter-jurisdictional	AWC (2): No more turf wars.
3I		36.70A.020	Goals-Climate Change and Resilience	<p>AWC (2): Many moving parts-climate change is very controversial. It will take several years to implement and longer to see results</p> <p>WSAC: This is a very specific goals with several requirements, unlike most goals which are more broadly written. There are many items that we discussed as a group related to this potential goal that are not included in this section or any other, such as limiting this goal to only the larger counties except for the adaptation and resiliency pieces. As written, this would apply to every local government. It is not, in our view, an accurate reflection of what the group discussed as a potential climate change goal.</p> <p>MBAKS: Language is well intended but creates uncertain impacts on project review, permit timelines and housing affordability.</p>
4A	DEFINITIONS	36.70A.030	Definitions-Active transportation	<p>AWC (1): I don't recall conversation on this ADA piece?</p> <p>AWC (2): Planning for health with walkable communities where people can shop and recreate near their homes. In cities residents can walk to parks, schools, etc.</p> <p>WSAC: funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or</p>

				increases liability or other costs for local governments should include funding contingency language
4B	DEFINITIONS	36.70A.030	Definitions-Affordable Housing Gap	<p>Commerce: Per our analysis, we think the threshold needs some work, especially as the trigger works. As drafted, the data is not producing the results we expected and is also difficult to work with.</p> <p>AWC (2): The economy will play an important role.</p> <p>WSDOT: Oppose due to concerns this trigger is not generating intended results.</p> <p>MBAKS: We support the inclusion of a definition of an Affordable housing gap; however, the method of arriving at this designation needs a careful review to ensure it is useful and makes sense for its intended purpose.</p>
4E		36.70A.030	Definitions-Ecosystem	<p>WSAC: Our understanding was the general consensus of the stakeholders was that the addition of this definition is unnecessary.</p>
4F		36.70A.030	Definitions-Environmental Justice	<p>WSAC: Our concerns with this definition are directed at the “eliminate harm” portion as the end.</p> <p>This may be a standard or threshold that is too high to meet. How can you possibly “eliminate harm” in every respect to every population all the time where development is concerned?</p> <p>Also, pointing out again that a basic tenet of the GMA is to balance the goals and to harmonize them. A standard of eliminating harm may subvert that mission, depending on what that is determined to mean.</p> <p>How can you locate an essential public facility, like say solid waste management facility or perhaps a water treatment plant, and completely eliminate all harm to all people? Of course, eliminating harm through mitigation is always the goal, but may not always be possible. This may be especially true for individual perceptions and is likely to result in frequent third-party litigation if left in this form.</p>



				ECOLOGY: From Millie Piazza, Ecology EJ Coordinator. This definition aligns with Ecology's Strategic Plan commitments and the EJ Task Force Recommendations on both integrating EJ analysis into decision-making, and strengthening inclusive public involvement.
4G	DEFINITIONS	36.70A.030	Definition- Habitat conservation area	WSAC(JP): This definition does not match the definition already existing in code. It should be changed to mimic the definition in WAC 365-190-130.
4J		36.70A.030	Definitions- Metro County	WSAC: We are interested in the idea of different classes of counties with different requirements for planning based on likely impacts from growth. However, this definition does not meet our current needs. It was always our understanding throughout this process that this definition was intended to capture the ten fastest growing and densely populated counties in the state. Those are: Benton, Clark, Franklin, King, Kitsap, Pierce, Snohomish, Spokane, Thurston, and Whatcom Counties. This definition would also include San Juan and Cowlitz Counties.
4K		36.70A.030	Definitions- Middle housing	Commerce: Note we have suggested some non-substantive technical corrections.
4L		36.70A.030	Definitions- Green Infrastructure	ECOLOGY: See Note below about the use of this definition – state agency caucus noted legal questions about the way the bill would use the GMA to direct agency spending. Is this the right mechanism? WSDOT: The terms “natural capital” and “green infrastructure are mixed up and both used. Support the concept, but the definition needs further refinement.
4S		36.70A.030	Definitions- Tribe	WSAC: Is this correct? If so, what does it mean?
4T		36.70A.030	Definitions- Urban density	WSAC: While it seems attractive to define urban densities as a minimum number of allowed units per acre, the problem is that is simply is still not feasible in many cases, especially in rural areas. Many areas that are currently considered urban do not have the necessary

			Definitions- Urban density	<p>infrastructure or other public services to support these types of densities. There was also discussion with the stakeholders during the process that it may be appropriate to limit this definition's application to metropolitan counties, but that is not reflected here.</p> <p>MBAKS: We strongly support adding a definition of urban densities. However, this sentence is unnecessary, and should be struck. Critical areas and stormwater regulations already govern new development in areas with environmental constraints.</p>
4U	DEFINITIONS	36.70A.030	Definitions- Wildland Urban Interface	<p>AWC (2): The west side of the Cascades must be included. Last summer's wild fires in King & Pierce County urban areas proved that yes, we can have wild fires on the west side.</p>
5A	WHO MUST PLAN	36.70A.040	Who must plan-Tribes may participate	<p>AWC (2): The Tribes should be at the table from the very beginning</p> <p>WSAC: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language.</p>
5E		36.70A.040	Who must plan- Cooperation	<p>WSAC: Our concern in this section is limited to the inclusion of the term "cooperate." We suggest striking that term. Cooperate can be construed to compel local governments to comply or agree with the requests of the tribes, thereby obligating the county to an outcome that may not be supported by the legislative body and may provide unbalanced leverage to one party.</p>
6	CRITICAL AREAS - REGULATIONS TO PROTECT	36.70A.060	Critical areas protection	<p>Commerce: I'm torn on this. I want to increase critical area protection, but I'm really not sure what this means and how it is different. This is already common practice, so I don't see this as moving the ball all that much, but the results are unpredictable. Somewhere between -1 and 0.</p>

			Critical areas protection	<p>WSAC: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language.</p> <p>This amendment elevates the habitat above human interests in every instance. That is not consistent with current law nor is it consistent with our mandate to balance the goals of the GMA. Perhaps better wording would be to "minimize or eliminate the impacts of development on the function and values of the fish and wildlife habitat conservation areas..." Also, local governments should not be limited to plat or permit conditions but should also be encouraged to seek more innovative solutions like density averaging and other incentives.</p> <p>ECOLOGY: Perspectives from state agency caucus: Attaching plat conditions is common practice, so is not a problem to include this, though this measure is unusually specific given all the myriad ways that F&WHCAs are currently addressed in state rules and existing local CAOs. The utility and driveway provisions are even more narrowly focused, and could be interpreted as requiring only minimization of impacts (skipping the question of whether impacts can be avoided through alternative siting).</p> <p>MBAKS: Language is well intended but creates uncertain impacts on project reviews, permit timelines, and housing affordability.</p>
7A	COMPREHENSIVE PLAN ELEMENTS	36.70A.070	Elements- Land use- Housing types	<p>AWC (2): Allowing that various housing types need to be incorporated into new development should have variable lot sizes to allow duplex and triplex or larger units. It should fit into the development and not make it over crowded on tiny lots.</p>

7B		36.70A.070	Elements-Land use-Environmental justice	ECOLOGY: and when possible to reduce existing disparities
7C		36.70A.070	Elements-Land use-VMT	AWC (2): Planning for health with connecting sidewalks & trails to make a walkable community. WSAC: It needs be made clear here that VMT reductions should be limited to metropolitan counties.
7D		36.70A.070	Elements-Land use GHG	Commerce: In principle, Commerce strongly supports the notion that there is a role GMA should plan in the states plan to address climate change. We also believe that, instead of a stand-alone element, it is better to embed climate change consideration into the existing elements, which is how this bill handles things overall. In terms of legislative strategy, though, it seems that the separate climate bill that is already in play might be a better home for these. That said, on a policy-by-policy level, this is good. WSAC: While we appreciate the clarification in this section that GHG and VMT reduction strategies mentioned here are for metropolitan counties only, it is important to point out that this will be complex and increase the risk to local governments for appeals and other litigation.
7E	COMPREHENSIVE PLAN ELEMENTS	36.70A.070	Elements-Housing-regional	Commerce: Note our technical changes. WSAC: WSAC continues to believe that regional coordination of the housing element is not necessary or even practical in many areas of the state that are slower growing and more rural. We believe there needs to be some qualifiers attached to this requirement. This new requirement is too prescriptive. It should be up to local decision makers as to whether design features complementing existing character are necessary and what they should be. It is not appropriate or desirable to include this as a mandatory component within an element of comprehensive plans.

				<p>WSDOT: Support compact development and transportation efficient community design. It's unclear how this could be used to support this and how it might be used to oppose this.</p> <p>MBAKS: The last phrase here is concerning "design features to complement existing character" is subject and should be struck..</p>
7F		36.70A.070	Elements-Housing-Components	<p>AWC (2): Jurisdiction that are in the rural area generally do not have transit or can afford the services that low income residents sometimes require. Services can be as far away as 25 miles making it nearly impossible for people to get to.</p> <p>MBAKS: It is unclear what this means. What are the practical effects of requiring this in housing elements on project reviews, permit timelines, feasibility of adding more housing in urban areas close to job centers and affordability?</p>
7I		36.70A.070	Elements-Capital facilities-GHG	<p>AWC (2): With better internet connections-5G to entire state will allow more people to work from home and smaller companies will want to move out of "downtown" creating jobs into smaller cities and towns. This could mean fewer cars on the roads.</p>
7K			Rural-Wildland Urban Interface	<p>AWC (2): Not sure that the urban counties will follow these guidelines to prevent sprawl. Pierce County is a prime example.</p>
7L	COMPREHENSIVE PLAN ELEMENTS	36.70A.070(5)	Elements-Rural-LAMIRD WSAC	<p>WSAC: This is language that was developed through discussions with several stakeholders and is supported by the majority involved in that discussion, including WSDOT, Commerce, Water and Sewer Districts, etc. WSAC supports this language as well.</p> <p>WSDOT: The revised version 6 still omitted this last part. Maybe that was intentional, but without it there isn't a clear parameter of what makes capacity sufficient (sufficient for what)</p>
7M			Elements-Rural-LAMIRD WSAC uses	<p>WSDOT: Alternative 1, with our edits, best addresses our concerns.</p>



7O			Elements- Rural-LAMIRD BIAW	AWC (2): Many times public schools are placed in rural areas of school districts instead of in cities where they are traditional placed. Land is cheaper in the rural areas but roads often cannot handle the heavy buses and sidewalks are rarely required to be but in making it difficult for kids to walk to and from school. Fires stations can often fit in the rural areas especially when in a fire district. Development often occurs when there is a school is built nearby. Districts are often required to bus nearly all the students adding to the cost of running school districts.
7R			Elements- Rural-LAMIRD BIAW	AWC (2): For tourism yes, museums and visitor centers and recreational areas such as ski resorts, entrances to National Parks etc. For National Parks development does occur outside the parks that become gateway communities that provide the services that the National Park does not provide.
7S			Elements- Rural-LAMIRD	WSDOT: Alternative 1, with our edits, best addresses our concerns.
7W	COMPREHENSIV E PLAN ELEMENTS	36.70A.070	Elements- Transportation Environmental justice	WSAC: These transportation element amendments were suggested by WSDOT very late in the process. WSAC does not believe that these have had adequate consideration or vetting by the stakeholder committee. While we may not outwardly and aggressively oppose an individual or small group amendment as organized in this report, we do not support adopting any of these amendments until there has been more opportunity for evaluation.
7X			Elements- Active transportation	AWC (2): This should include county owned facilities and roads. Roads generally are adequate to support rural densities but when you allow manufacturing etc., the county roads that lead to state facilities and roads generally cannot handle the traffic. Fredrickson in Pierce County is a prime example of having to improve county roads to get to a state highway.
7AA			Elements- Transportation actions	WSDOT: There are no changes to current law proposed in this section.

7CC			Elements-Transportation needs	AWC (2): Highly support for the reasons stated above.
7DC			Elements-Transportation GHG reduction	AWC (2): Highly support
7FF			Elements-Transportation reassessment	AWC (2): This has been needed for some time. Now if we can just get everyone else on board!
7GG			Elements-Transportation coordination	<p>AWC (Carl): Is there new language here? Nothing is underlined or struck.</p> <p>AWC (2): One project can easily spill over into other jurisdictions causing unintended consequences. Projects need to look at the whole area and not stop at county lines.</p> <p>WSDOT CG: There are no changes to current law proposed in this section.</p>
7II			Elements-Transportation Active	AWC (2): No brainer
8A	IMPLEMENTATION	36.70A.075	Implementation	<p>AWC (2): The smaller jurisdictions can do this if they have the staff and the time but funding is generally the problem to accomplish tasks even when they are small requirements.</p> <p>WSAC: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language</p>
8B		36.70A.075		AWC (2): Will there be penalties if a city does not complete this task?
9A	OPTIONAL ELEMENTS	36.70A.080	Port planning tribes	<p>AWC (1): Shall what? 180(d)</p> <p>WSDOT: There's a missing word between these two words.(see (1))(d))</p>
9B		36.70A.080	Joint subarea planning with tribes	WSAC: Counties already have this authority and do not need an amendment to the statute. We should be very conservative about making changes and the unintended

				consequences of doing so, especially when those changes are not needed in order to achieve the outcomes that are sought.
10	INNOVATIVE TECHNIQUES	36.70A.090	Innovative techniques	WSAC: Counties already have this authority and do not need an amendment to the statute. We should be very conservative about making changes and the unintended consequences of doing so, especially when those changes are not needed in order to achieve the outcomes that are sought.
11A	INNOVATIVE HOUSING	36.70A.095 *	Innovative housing	AWC (1): We are already authorized to do this. WSAC: Counties already have this authority and do not need an amendment to the statute. We should be very conservative about making changes and the unintended consequences of doing so, especially when those changes are not needed in order to achieve the outcomes that are sought. This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language.
11B		36.70A 095	Innovative Housing	WSDOT: This has been ½ mile for the last several versions. Support ½ mile. AWC (2): For some jurisdictions this is a short time frame especially if there are other requirements that they will be trying to complete. For my city we have no transit, no urban growth area and transit is at least 5-10 miles away. WSAC: This amendment steps all over the local control and authority of locally-elected legislative officials. MBAKS: We view this to be a reasonable step toward making certain proper zoning and regulations will be adopted near transit. If growth near transit is restricted, it cities don't step up and take the actions necessary to

				expand housing where it's needed most, the result is likely to be growth happening farther from job centers, longer commutes, worsening traffic and increased pressure to adjust urban growth area boundaries.
11C		36.70A.095 *	Innovative housing	AWC (2): There should always be an appeals avenue. This is not a one size fits all.
12	NOTICE TO TRIBES	36.70A.106	Transmittal of notice of local actions by Commerce to Tribes	AWC (2): The cities should be doing this now at least the ones that butt up to tribal lands or have tribal lands inside their jurisdictions.
13	URBAN GROWTH AREAS	36.70A.110	UGA tribal coordination	AWC (1): Shall, mutually agreed? WSAC(: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language.
14A	COMPREHENSIVE PLAN UPDATE CYCLE COMPREHENSIVE PLAN UPDATE CYCLE	36.70A.130	Update cycle	Commerce: This section still has technical problems. We support a change to a ten year cycle, but we do not support further tinkering with the jurisdiction groupings. We settled this issue last year and see no benefit to a change in the groupings. We also reiterate our need for corresponding changes to the SMA cycle to prevent overlapping update responsibilities. I sent a version that corrects the technical problems, but that was not included in this draft. WSAC: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language.

				<p>ECOLOGY: A change to a 10-year cycle matches availability of census data (Note this should not show Kitsap in underscore – Kitsap was moved into this grouping by the 2020 Legislature. Changes from 8 to 10 would require companion changes to SMA at RCW 90.58.080</p>
14F		36.70A.130	Update cycle-Mid-cycle action at Year 5	<p>Commerce: Based on the work of the group, we made pretty substantial revisions to this. Also, this process is dependent on the inclusion of the implementation work program because they work in concert. We need to make sure the thresholds for when the mid cycle review is needed matches the threshold for the implementation work program. Lastly, for all the back and forth on this, I'm not 100% convinced that this either saves much effort or generates a critical improvement to the process. This is also not an urgent problem given that the next cycle is now set. I think this idea may have some merit and we will certainly need to revisit this issue around 2028, but right now, it still needs work more development.</p> <p>AWC (2): I think that most cities under 7500 will probably do this anyway to help track where they are. It will also help those under 7500 that do not have the funding or staff available to do a full plan.</p> <p>ECOLOGY: The 5-year report requirement generated significant concerns from a variety of perspectives. Theoretically, the report would serve as a helpful feedback loop, but a practical concern raised by local governments and agencies gathering information is they will not have much data to work with before the 5-year deadline.</p>
14H	COMPREHENSIVE PLAN UPDATE CYCLE	36.70A.130	Update-cycle	<p>AWC (2): Fully support all of the additions Commerce has made.</p>
15	PUBLIC PARTICIPATION REQUIREMENTS	36.70A.140	Equitable participation	<p>AWC (2): Support the idea but unless something is going to directly affect an individual, it can be difficult to get a significant level of participation</p>

16	DESIGNATION OF CRITICAL AREAS	36.70A.170	Critical areas- Puget Sound	AWC (2): May be difficult and expensive to do but using data that already is established will help complete this task.
17A	SCOPE AND AUTHORITY OF COMMERCE WACS	36.70A.190	WAC	<p>Commerce: The WAC should be considered a tool. We are certainly willing to consider a different role for the WAC if that supports the group's overall goals. We will need to put some more thought into these provisions.</p> <p>AWC (2): This looks like a road map to helping cities through this process. Technical support will be very helpful but will there be enough staff to help and will there be a charge? It is costly to produce a comprehensive plan and time consuming.</p> <p>WSAC: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language. WSAC does not support any of the proposed amendments in this section and strongly objects that these are even included in a final report. These amendment proposals were submitted literally at the last possible moment and have received little to no meaningful evaluation. It is our opinion that many of them likely exceed the agency's rulemaking authority.</p>
17B	SCOPE AND AUTHORITY OF COMMERCE WACS	36.70A.190	WAC	<p>Commerce: The WAC should be considered a tool. We are certainly willing to consider a different role for the WAC if that supports the group's overall goals. We will need to put some more thought into these provisions. I think the most appropriate role for a WAC is to tackle specific pathways to implement a statutory responsibility. The WAC provides a way to define clear standards without having to develop a statute that is so particularized and inflexible that it reads like a development regulation.</p>

				<p>The statute can define overall responsibilities and the WAC can flesh out the details.</p> <p>AWC (2): With funding this is doable. Please consult with the cities and counties prior to implementation because they must implement and enforce whatever new WAS's are changed.</p>
17C		36.70A.190	WAC	<p>Commerce: The WAC should be considered a tool. We are certainly willing to consider a different role for the WAC if that supports the group's overall goals. We will need to put some more thought into these provisions.</p>
17D		36.70A.190	WAC	<p>Commerce: The WAC should be considered a tool. We are certainly willing to consider a different role for the WAC if that supports the group's overall goals. We will need to put some more thought into these provisions.</p> <p>AWC (2): Consult with the cities and counties first.</p>
18	RURAL SERVICES	36.70A.195 *	Urban services to rural area	<p>Commerce: We are neutral on the idea, but have some nonsubstantive suggested edits to better tie the provisions into the other requirements of the statute. I also suggest this be added to RCW 36.10A.110 where the urban service prohibition and the corresponding exceptions lie.</p> <p>I have never seen a contraction in statute before. "does not"</p> <p>AWC (2): Neither for nor against. Need more examples of why this is good or bad for cities and counties and the tribe.</p>
19A	COUNTYWIDE PLANNING POLICIES UPDATE REQUIREMENT COUNTYWIDE PLANNING POLICIES UPDATE REQUIREMENT	36.70A.210	CPP-Update	<p>AWC (2): Would like to know how the county feels about this policy. Is the time frame long enough?</p> <p>WSAC:: This is a perfect example of a section that should have a funding contingency added. It is not enough to rely upon the intent section of the bill. It is also not enough to include a separate funding contingency section for the entire bill. Any section that would require local governments to take new actions and/or increases liability or other costs for local governments should include funding contingency language.</p>

				<p>County-wide planning policies are foundational documents that set the stage for assuring that the county and its cities coordinate their comprehensive planning. That is all they are intended to do. These are generally very broad.</p> <p>This change will require regular updates that are not necessary in most cases. Local governments are free to update now, without a mandate, if needed.</p> <p>This change also incorporates tribes into this process. This process was designed to include jurisdictions that are required to plan under the GMA. That is why it doesn't currently include the federal government or the tribes. Unless tribes are going to have the same obligations to meet the goals of the GMA and include the required elements in the comprehensive plans, it is inappropriate to require they be part of this process.</p>
19D	COUNTYWIDE PLANNING POLICIES	36.70A.210	CPP-reduction of GHG/VMT	<p>WSAC: This is not appropriate to include in the CWPPs. It would be more appropriate in the section that discusses required elements of a comprehensive plan (.070), specifically the transportation element.</p>
19E		36.70A.210	CPP-Housing	<p>AWC: If an area in the county becomes an employment center with commercial growth, once it reaches a certain population should become incorporated into a city. Perhaps an area of 5000 population but the counties have not proven they can provide services as well as a city can.</p> <p>WSAC: This is not appropriate to include in the CWPPs. It would be more appropriate in the section that discusses required elements of a comprehensive plan (.070), specifically the transportation element.</p>
19F	COUNTYWIDE PLANNING POLICIES	36.70A.210	Requirement to address ecosystem restoration in regional policy	<p>WSDOT: Term changed in definitions, but not reflected throughout the document.</p> <p>WSAC: This is not appropriate to include in the CWPPs. It would be more appropriate in the section that discusses required elements of a comprehensive plan (.070), specifically the capital facilities element.</p>
19H			CPP-Puget Sound	<p>AWC (2): Fully support</p>

19I			CPP-Puget Sound	<p>Commerce: I'm not in opposition to the principle of setting aside funding for restoration, but this cannot be achieved with a change to this section of the GMA. This would need to be in the enabling legislation for the specific funding program in question. Commerce certainly supports further government-to-government discussion to further develop this idea.</p> <p>WSDOT: Not clear on its face that this is an additional 3% above current levels. Many projects already have more than 3% of their budget going to mitigation. We understand the intention to be additive, but that is not fully clear from the text. We have concerns this may not be the appropriate place in state law for this proposal, but would be happy to participate in continued explorations of the idea.</p> <p>WSAC: This proposal was submitted at the last possible moment in the process and has not been properly evaluated.</p> <p>ECOLOGY: This amends the CWPP section of GMA to direct state agency spending on infrastructure comments. This raises legal questions about whether this is the appropriate place for the Legislature to establish such an action. Even if it were, WSDOT noted that for some of their projects existing mitigation for impacts can be as much as 20%. This was presented as an intent to be additive but this could be interpreted as a cap on mitigation costs.</p>
19J		36.70A.210	CPP- Role of tribal governments	<p>WSAC: As stated above, CWPPs are developed in coordination with jurisdictions that have the same obligations under the GMA. That currently does not include tribes. It is inappropriate, therefore, to grant tribes the ability to appeal CWPPs.</p>
20B	GROWTH MANAGEMENT HEARINGS BOARD	36.70A.250	GMHB- requirement to have a planner	<p>AWC (2): The 3 lawyers to the board should have experience in land use laws.</p>
21B		36.70A.280	GMHB- Standing	<p>Commerce: We have two objections to this. The first is that it does not require anyone to</p>



				<p>participate or even notify a local government they have an objection to a plan provision. They can wait in the weeds until after adoption and then appeal.</p> <p>We also object to the notion inherent in this proposal that one does not become a full member of a community until and unless one owns property. This standard may make some sense when discussing an individual project where it is much more about the city or county's application of its laws and rules relative to an applicant.</p> <p>Planning is fundamentally about balancing community wide and statewide interests where the whole community has a stake. Ask any city attorney and they will tell you that you have to worry about and give more weight to those who can appeal than you do for those who can't.</p> <p>This kind of elevation of property owners above the rest of the community is one of the reasons we have such disparities in influence with disadvantage members of the community.</p>
22A	PROJECT REVIEW AND DOCKETING	36.70A.470	Permits	<p>WSAC: The changes proposed here do not affect any real legal shift. What is described is the framework under which local permitting authorities currently operate. We should be very conservative about making changes and the unintended consequences of doing so, especially when those changes are not needed in order to achieve the outcomes that are sought.</p>
22B		36.70A.470	Permits	<p>WSDOT: Concerns about implications for SEPA review.</p> <p>Commerce: This idea needs more work, maybe next year we take a crack at some of the permitting issues that BIAW keeps bringing up and see if we can handle this in that context.</p> <p>WSAC: WSAC does not support this proposed amendment. This risks being interpreted as an undermining of current SEPA authority. SEPA is an important tool for local permitting decisions that have specific situational environmental impacts and conditions that</p>

	PROJECT REVIEW AND DOCKETING			<p>code does not adequately address. Codes simply cannot be written for every possible scenario. SEPA provides broad authority for addressing issues when needed and requiring that the only criteria certain local governments can use when evaluating a permit must be codified likely changes that SEPA authority.</p> <p>Also, the second statement about consistency with the comprehensive plan may not be applied in these decisions makes not real change or legal shift. It is the current framework under which local permitting currently operates. We should be very conservative about making changes and the unintended consequences of doing so, especially when those changes are not needed in order the achieve the outcomes that are sought.</p> <p>ECOLOGY: State agency caucus consensus seemed to be this needs work.</p>
23	SAFE HARBORS	36.70A.485	Matters subject to Growth Board review and process	<p>WSAC: We appreciate that this proposed process is voluntary for local governments. A voluntary process is a great opportunity to create and operationalize an effective and efficient alternative for local governments to obtain greater certainty of compliance and decreased liability from appeals that a mandatory process my not accomplish.</p>
24			Commerce review subject to Growth Board review	<p>WSAC: Or after final action by the local government legislative body if notice is provided by the local government that they intend to withdraw from the safe harbor process.</p> <p>We are generally supportive of this entire proposal. However, we would like to see our comments regarding an “opt-out” alternative for local governments adopted as well. WSAC believes it is also appropriate to include an additional option in this section that would allow the local government to proceed without Commerce’s approval. In other words, they could choose to “go it alone.”</p>
26	PERMIT PROCESS	19.27.095	Permits	<p>WSAC: This proposed amended does result in any real legal shift in the framework under which we currently operate. We should be</p>

				<p>very conservative about making changes and the unintended consequences of doing so, especially when those changes are not needed in order to achieve the outcomes that are sought.</p> <p>MBAKS: This change in Section 26 would facilitate a more predictable permitting process, an important element for housing affordability.</p>
27	PERMIT PROCESS	58.17.033	Permits	<p>Commerce: We can't support this. It was not initially in scope and we never discussed at length what the problem is, nor have we heard any explanation of what problem this actually solves. Maybe we take the underlying issue up in subsequent conversations, but I don't know what that underlying issue is. There was a group of folks looking in detail at a number of vested rights issues right after <i>Potello Village</i>; maybe 2015. I don't know what came of that.</p> <p>WSAC: This proposed amended does result in any real legal shift in the framework under which we currently operate. We should be very conservative about making changes and the unintended consequences of doing so, especially when those changes are not needed in order to achieve the outcomes that are sought.</p> <p>ECOLOGY: At state agency caucus meeting no one could explain the purpose or intended outcome of these suggestions</p> <p>MBAKS.: Similar to the previous new section, Sec. 27 would create a more efficient, predictable approval process for preliminary plats and short plats.</p>
28	HOME OWNERS ASSOCIATION RULES MAY NOT THWART LAND USE POLICY	64.38*	HOA	<p>MBAKS: We support this new section. This is a good first step to address the hurdle some cities face when seeking to add more density in areas close to future light rail stations, rapid bus transit, and other mass transit, but they are prevented from doing so by restrictive covenants. However, this approach is limited in scope as it does not pertain to existing neighborhoods.</p>



				<p><u>AWC (2):</u> Lot size will play into this and what percentage of the land is covered by the house. A garage could be converted into an apartment but will the house and apartment have enough parking for two households. Someone will be parking on the street and if the lot is 60’ wide & has a driveway for 2 cars there will not be enough space in front of the house to park more than one car or pickup. Streets will need to be wider and house will need to be set back from the sidewalk so large cars do not block the sidewalk that pedestrians use. Great idea but not practical in some cases. Before this idea gets adopted it needs a little more investigating to make sure it will work and not create more problems than intended.</p> <p>Overall a lot of good work and not everyone is going to be happy but I think there is enough here that everyone has something to be proud of accomplishing.</p>
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APPENDIX G

EXCERPT OF POTENTIAL
REFORMS TO
WASHINGTON'S GROWTH
POLICY FRAMEWORK
ILLUSTRATING LINKAGES
BETWEEN GOALS,
DEFINITIONS, AND
REQUIREMENTS



ADAPTIVE PLANNING

EQUITY AND ENVIRONMENTAL JUSTICE

TRIBAL INCLUSION

HOUSING

IMPLEMENTATION

ECOSYSTEM PROTECTION

ADAPTIVE PLANNING

RCW 36.70A.010 is amended to read as follows:

The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state.

It is in the public interest that citizens, communities, local, state, and tribal governments, and the private sector ~~cooperate and coordinate~~ collaborate with one another in regional and local comprehensive land use planning that is **adaptive**, inclusive, equitable, and actionable. ~~in comprehensive land use planning.~~

Potential reforms to **PLANNING GOALS** re: **EQUITY & ENVIRONMENTAL JUSTICE**

RCW 36.70A.020 is amended to read as follows:

Planning Goal (12) Environmental justice. Promote *environmental justice*. Develop and apply fair land use and environmental policy based on respect and justice for all peoples and seek to eliminate environmental and health disparities.

Potential reforms to **DEFINITIONS** re: **EQUITY & ENVIRONMENTAL JUSTICE**

RCW 36.70A.030 is amended to read as follows:

(13) "*Environmental justice*" means the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. This includes using an intersectional lens to address disproportionate environmental and health impacts by prioritizing highly impacted populations, equitably distributing resources and benefits, and eliminating harm.

Potential reforms to **PUBLIC PARTICIPATION** re: **EQUITY & ENVIRONMENTAL JUSTICE**

RCW 36.70A.140 is amended to read as follows:

Each county and city that is required or chooses to plan under RCW [36.70A.040](#) shall establish and broadly disseminate to the public a public participation program identifying procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans. The department shall prepare and disseminate to all local governments best practices to **achieve equitable and inclusive citizen public participation** in order to engage those members of the public and populations who have historically been underserved and under-represented in the formulation of public policy. By no later than June 30, 2023, counties and cities shall determine which of these practices to incorporate in updated public participation programs.

Potential reforms to **PLANNING GOALS** re: **TRIBAL INCLUSION**

RCW 36.70A.020 is amended to read as follows:

Planning Goal (13) Encourage Inter-jurisdictional coordination and collaboration. Reduce and reconcile conflicts by providing for coordination and collaboration between communities and jurisdictions, including cities, counties, special purpose districts, regional agencies, state agencies, and **tribes**.

Potential reforms to **WHO MUST PLAN REQUIREMENTS** re: **TRIBAL INCLUSION**

RCW 36.70A.040 is amended by the addition of a new section as follows:

(1) Each county that has both a population of fifty thousand or more and, shall conform with all of the requirements of this chapter.

. . . .

(8) An Indian Tribe may voluntarily choose to participate in the county or regional planning process and coordinate with the county and cities that are either required to comply with the provisions of RCW 36.70A pursuant to subsection (1) of this section or voluntarily choose to comply with the provisions of RCW Chapter 36.70A pursuant to subsection (2) of this section.

Potential amendments to **CPP REQUIREMENTS** re: **TRIBAL INCLUSION**

RCW 36.70A.210 is amended as follows:

(c) If a county fails for any reason to convene a meeting with representatives of tribes and cities as required in (a) of this subsection, the governor may immediately impose any appropriate sanction or sanctions on the county from those specified under RCW [36.70A.340](#).

(5) Indian tribes shall be invited to participate in and cooperate with the countywide planning policy adoption process.

(7) Cities, participating tribes, and the governor may appeal an adopted countywide planning policy to the growth management hearings board within sixty days of the adoption of the countywide planning policies.

Potential reforms to **PLANNING GOALS** re: **HOUSING**

RCW 36.70A.020 is amended to read as follows:

Planning Goal (4) Housing. ~~Encourage~~ Promote the availability of affordable housing to all economic segments of the population of this state, allow a variety of residential densities, and *housing types*, and encourage preservation of existing housing stock.

Potential reforms to **DEFINITIONS** re: **HOUSING**

RCW 36.70A.030 is amended to add the following definitions:

"Affordable housing gap" means a situation that exists when a county's median home sale price and median monthly rent and utilities have risen by 5% or more than that county's median household income for the years 2018, 2019, and 2020 and subsequently for any subsequent three-year period following that county's most recent comprehensive plan update year under RCW 36.70A.130(4). The median sales price, median rent, and median household income information shall be based on data maintained by the University of Washington Center for Real Estate Research.

Potential reforms to **REQUIREMENTS** re: **HOUSING**

RCW 36.70A is amended by the addition of a new section as follows:

(1) Counties and cities are authorized to adopt *development regulations* to facilitate innovative housing including, but not limited to, cluster housing, zero lot line housing, micro-housing, tiny homes, co-housing, *middle housing*, and *form-based codes*.

(2) By no later than September 1, 2023, *metropolitan counties*, and the cities within *metropolitan counties*, which have an *affordable housing gap* shall amend their development regulations to allow *middle housing* in all lands zoned for single-family detached dwellings that are within urban growth areas and are within 1/4 mile of transit service. Development regulations for lands zoned for single family detached dwellings that are beyond 1/4 mile of transit service shall be amended to allow duplexes.

Potential new **REQUIREMENT** re **IMPLEMENTATION**

RCW 36.70A is amended to add a new IMPLEMENTATION section as follows:

By no later than December 31 of the year following adoption of a comprehensive plan in the year 2024 or later, and annually thereafter, each county and city planning under RCW 36.70A.040 with a population of 7,500 or more shall create an *annual work program for implementing its comprehensive plan*.

The work program shall describe the development regulations and nonregulatory measures – including actions for acquiring and spending money in support of the work program – which are to be considered in the upcoming year, as well as those measures and actions which were considered and acted upon in the current year-to-date.

Potential new **REQUIREMENT** re **IMPLEMENTATION**

RCW 36.70A is amended to add a new section to read as follows:

(3) For *metropolitan* counties and their cities with a population in excess of 7,500, the **final decision on a development permit** application under this Chapter, or any appeal thereof under this Chapter or RCW 43.21C, **shall be made by an administrative officer or hearing examiner** authorized by RCW 35A.63.170, RCW 35.63.130, RCW 70.970, or RCW 58.17.330.

Potential reforms to **PLANNING GOALS** re: **ECOSYSTEM PROTECTION**

RCW 36.70A.020 is amended to read as follows:

Planning Goal (10) Environment. Protect the environment in order to and enhance the state's high quality of life. Develop resilience by **protecting**, and where feasible **restoring, ecosystem functions and values**, protecting including air and water quality, and the availability of water, and adapting to the impacts of a changing climate and natural hazards.

Potential reforms to **DEFINITIONS** re: **ECOSYSTEM PROTECTION**

RCW 36.70A.030 is amended to add the following definition:

(27) "**Green Infrastructure**" means renewable and non-renewable natural resources (e.g., air, water, soils, minerals, plants, animals and their habitat) that yield cultural and economic benefits to people. These ecosystem services include cleansing air and water, flood control, carbon sequestration, conservation of fish and wildlife, recreational opportunities, cultural, spiritual and human well-being. Biodiversity is an essential component of natural capital stocks and an indicator of their condition and resilience.

Potential amendments to **CPP REQUIREMENTS** re: **ECOSYSTEM PROTECTION**

RCW 36.70A.210 is amended to read as follows:

(3) Updated countywide planning policies shall at a minimum, address the following:

(j) Policies to develop a **10-year Green Infrastructure Improvement Plan** substantially influenced by salmon recovery plans and other ecosystem recovery efforts.

(7) For counties in the *Puget Sound region*, policies to coordinate county, tribal, and city **efforts to restore the ecosystem health of Puget Sound** which shall consider the adaptive, basin-wide data and science provided by state agencies, *Indian Tribes*, and the Puget Sound Partnership.

APPENDIX H

LETTERS FROM STAKEHOLDERS





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December 23, 2020

Joseph W. Tovar, FAICP
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University of Washington
Seattle, WA 98195

Dear Joe,

On behalf of the Master Builders Association of King and Snohomish Counties (MBA), I am writing to provide our comments on Version 6 of the Draft Growth Policy Framework bill. We appreciate the extensive work that has gone into developing this draft and the opportunity to be a part of the stakeholder process you convened to discuss potential reforms to the state's growth policy framework.

Urban density definition

MBA is very pleased to see the inclusion of a definition of Urban Densities. Defining a minimum urban density is a long overdue and necessary change to the Growth Management Act (GMA), and something for which we have long advocated.

Establishing a minimum urban density would encourage more housing supply in the areas where it is needed most – near job centers. This is a critical step toward creating a healthy, sustainable balance between housing supply and demand. It would also help cities meet the GMA goal of creating new housing near employment centers while thereby protecting the environment by reducing vehicle miles traveled. To the extent we fail as a region to accommodate growth and meet the demand for housing supply, this will only add pressure on already high housing costs and drive families and workers farther away from job centers to find housing they can afford.

However, we urge you to strike the last sentence of the definition in the draft bill that reads:

"Densities below these thresholds are appropriate for particular parcel(s) if the local government documents that long-term infrastructure or environmental constraints make such densities infeasible."

This language is unnecessary as critical areas regulations (as well as stormwater regulations) already govern new development in areas with environmental constraints. We are concerned that if not stricken from the definition, cities would use this language to justify not upzoning areas for higher densities citing "long-term infrastructure or environmental constraints".



Middle Housing

MBA strongly supports language in this draft to expand middle housing, including adding a definition of Middle Housing in the definitions section; adding Middle Housing to the definition of Housing Types; incorporating Middle Housing into the housing element; adding Middle Housing to Section 10 – Comprehensive plans – Innovative Techniques; and the addition of Section 11 to address development regulations for innovative housing, including Middle Housing.

For the GMA to work as intended, it is critical that the Act enable policies that encourage a range of housing types to meet the demand for housing and to span the spectrum of housing affordability. Allowing more home choices, such as duplexes and triplexes, in addition to single-detached homes, would create more housing choices for Washington families in neighborhoods close to jobs, transit, schools, parks, and other amenities, which is precisely where the GMA calls for it.

Project Review

MBA supports the proposed language in Sections 26 & 27, which creates a much-needed clarification around project review. This language is intended to facilitate a more predictable permitting process and approval process for preliminary plats and short plats. Predictability in permitting is an important element in supporting housing affordability.

Plat Restrictions/Covenants

With respect to Section 28 concerning Homeowners Associations (HOAs) governing documents and ensuring a variety of housing types must be allowed, MBA greatly appreciates the issue this language is seeking to address. We recognize that when many of the racially discriminatory covenants of the past (now illegal and unenforceable) were imposed in single family neighborhoods, other covenants were also imposed limiting density, and regulating lot sizes. This was done, in part, to keep neighborhoods affluent and insular. Today, when local governments adopt zoning changes to allow greater density in these areas, the private covenants remain in force and have stopped developers from increasing density or decreasing lot size. The situation can frustrate local governments seeking to add much-needed housing choices, and it is especially problematic when it occurs in areas close to future light rail stations, rapid bus transit lines and other forms of mass transit.

Language in Section 28 seeks to address this concern prospectively, in part, by stating HOAs cannot prohibit the development of, or conversion to, middle housing or Accessory Dwelling Units (ADUs) in their governing documents. This is a good first step, and we support this language. However, it is limited in scope because it only addresses future development and does not pertain to existing neighborhoods. MBA recognizes finding solutions that would address this concern retroactively is problematic, and we welcome more discussion on other solutions that could go further.



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Climate Change and Environmental Justice

MBA notes the climate change and environmental justice language contained in the draft bill. While these proposals are well-intended, MBA is very concerned about the full implications of incorporating provisions related to tracking vehicle miles traveled or greenhouse gas emissions, or more onerous public outreach requirements, into any of the existing GMA required elements. We are especially concerned about the potential unintended consequences of this new language on project review and permitting times, and ultimately the adverse impacts on housing affordability. We would strongly caution legislators against adopting this language without a better understanding of how it would impact housing affordability and the other important GMA goals that cities and counties must carefully balance. We need to be clear-eyed about what would this ultimately mean for project review times and housing affordability before incorporating it into the Act.

MBA firmly believes the most important thing we can do to lower vehicle miles traveled and reduce greenhouse gas emissions is to make sure all urban land is used efficiently to accommodate each of the housing types required by the GMA. First and foremost, the growth policy framework must address the urgent need for much more housing (and increased density) where it is needed most.

That means working to ensure current zoning, development regulations, and permit processes support or encourage the amount of housing needed to accommodate growth, and the variety of housing types to meet our diverse needs in our fastest-growing metropolitan counties.

We also need more focus on implementation of comprehensive plans, to ensure regional policies around housing and land use are carried out.

Setting a minimum urban density and enabling more efficient use of urban land are critical first steps that will enable our fastest-growing urban counties to be more intentional, and more vigilant, in accommodating the level of growth we are experiencing, and to ease pressure on expanding urban growth areas or creating leapfrog growth. To the extent we succeed in directing future growth to existing urban growth areas, we can also minimize the need for new and much more costly infrastructure to serve new development.

Thank you for your consideration of these comments.

Sincerely,

Brian Holtzclaw
2020 Board President



**Washington Association
of Sewer & Water Districts**

EDUCATE ■ ADVOCATE ■ COLLABORATE

December 23, 2020

Mr. Joe Tovar
Center for Livable Communities
College of Built Environments
University of Washington
410F Gould Hall, Box 355740
Seattle, Washington 98195

Re: Updating Washington's Growth Policy Framework

Dear Mr. Tovar,

As we near the conclusion of the *Updating Washington's Growth Policy Framework* effort, the Washington Association of Sewer and Water Districts (WASWD) wishes to convey our gratitude to the entire University of Washington facilitation team, as well as our fellow stakeholders and state legislators who devoted significant time and effort in working towards meaningful enhancements to the state's Growth Management Act (GMA). Representing over 180 water and sewer districts operating as special purpose districts under Title 57 Revised Code of Washington (RCW) that provide essential services to nearly a quarter of the state's population, WASWD greatly appreciated its inclusion in the GMA update effort. We recognize the varying perspectives of the diverse stakeholder group, and appreciated the respect that participants exhibited in considering other groups' positions throughout the process.

While much ground was covered over a very short time, we recognize constraints created by the ongoing pandemic likely impacted the ability to complete a comprehensive discussion on all of the initially identified topics. Though we are disappointed that further progress could not be made in advance of the 2021 legislative session, we also recognize that the relationships that have been created through this effort will enable separate stakeholder collaboration that may result in meaningful enhancement of the GMA. Recognizing that a number of open topics remain that may potentially impact WASWD members, we want to set forth WASWD's position on relevant topics:

- **Funding.** Representing local governments that are seemingly in continual defense against the imposition of additional unfunded mandates, WASWD strongly supports the proposed legislative intent of the addition that requires allocation of state funding to local governments to cover the costs of any additional measures created through the proposed updates to the GMA. That said, WASWD has concerns that the legislature, in meeting this requirement, may divert funds from the Public Works Assistance Account (PWAA). WASWD would be opposed to the use of PWAA funds for this purpose—the PWAA should be preserved for investment in the design and construction of necessary public infrastructure. Our state's infrastructure needs increased, not decreased, funding.
- **Collaboration.** WASWD appreciates and supports additional clarity proposed in a number of the sections (e.g., RCW 36.70A.010 and .020[13]) that encourages collaboration of counties and cities with other local governments, state agencies, and tribes throughout the comprehensive plan and development regulation update processes.
- **Equitable and Inclusive Public Participation.** WASWD supports the proposed revisions to RCW 36.70A.020(11) related to promoting public participation through the comprehensive plan and development regulation update processes, including for underserved and under-represented individuals and communities.



Updating Washington's Growth Policy Framework,
Page 2 of 2

- **Innovative Housing.** WASWD supports enabling flexibility of housing types, both as a means of creating greater urban densities and to increase the availability of affordable housing, as long as utility providers are consulted in advance to ensure adequate infrastructure capacity is planned for and constructed. WASWD has significant concern, however, with the incorporation of the proposed *Affordable Housing Gap* definition into GMA, as discussed during the December 15 convening, as the appropriate metric to trigger the allowance of land use flexibilities proposed in RCW 36.70A.095(2). As you will recall, the Department of Commerce "tested" the definition under current conditions, and found that, if implemented as written, it would not be an effective metric for driving greater land use flexibilities. Further, WASWD remains concerned that potential fluctuations in allowable housing densities created by the proposed language will hamper utility service providers' ability to plan for and construct appropriately-sized system infrastructure.
- **Critical Areas.** WASWD opposes the proposed revisions to RCW 36.70A.060(4) related to limitations on new or existing public infrastructure within critical areas because of the potential adverse impact on the ability to provide public utility service.
- **Limited Area of More Intense Rural Develop (LAMIRD) Land Use Flexibility.** As water/sewer providers in many LAMIRDs, WASWD members fully recognize the land use challenges posed by the current LAMIRD-related regulations. WASWD supports the greater flexibilities created by the most-recent revisions proposed by the Washington State Association of Counties within current LAMIRD boundaries, subject to confirmation of available system capacities in advance of any land use changes.
- **Comprehensive Plan Review Cycle.** WASWD supports the proposed increase in comprehensive plan review cycles to ten years, subject to the proposed mid-cycle (five-year) reviews required of *metropolitan counties*.
- **Natural Capital Improvement Plans.** As water/sewer providers, protection of water quality is foundational to WASWD members' missions. We recognize the need to responsibly operate in a manner that does not impact the natural environment and support the concept of basin-wide approaches to coordination of ecosystem health. However, recognizing the Nisqually Tribe-proposed language related to natural capital improvement plans was not introduced until the final (December 15) convening, WASWD has significant concerns regarding further consideration of this proposal without additional clarification of its requirements and assessment of its potential financial impacts to our members.

Again, thank you and all of the Updating Washington's Growth Policy Framework participants for the hard work throughout this necessary effort. While final agreement was not reached on many of the important topics, we believe that the foundation has been laid that will enable collaboration in many individual updates to the GMA going forward.

Sincerely,

Judi Gladstone
Executive Director

Washington Association of Sewer & Water Districts



December 28, 2020

Joe Tovar and the *Updating Washington's Growth Policy Framework* team,

The Washington State Chapter of the American Planning Association ([APA Washington](#)) respectfully submits the following comments regarding the process and content of the *Updating Washington's Growth Policy Framework* project.

APA Washington is a 1,200-member association of public and private sector professional planners, planning commissioners and elected officials, among others. We work every day to implement the state's growth planning framework and hope that our input can help improve it. APA's participation in the *Updating the Framework* project included a task force of chapter members that followed the project, provided input and comments, and provided periodic status reports back to the chapter board of directors and legislative committee. Our reviews were based on our participation in APA including education and collaboration with other planners, our experience implementing the state's growth planning framework, the chapter's most recent [Legislative Priorities](#) document, and the [APA Policy Guides](#), specifically [Housing](#), [Planning for Equity](#), [Hazard Mitigation](#), and [Climate Change](#).

There's much in the proposed bill we support, including an enhanced regional approach to planning, improved GMA goal language, and attention to climate change, and we commend the hard work done by you and your team at the University of Washington. However, we're also aware this effort has struggled with limited funding, a reliance on contributions from interest groups, and compressed timelines. As such, the following comments are intended to provide context for the changes included in the bill, identify structural or procedural limitations inherent in update process, and to guide future actions. These comments are not intended to criticize the good work done by your team or the stakeholder groups.

Below we've identified three categories of concerns and suggestions, including areas that would benefit from additional research or analytical work, topics that were omitted from the final bill, but we feel are worthy of further consideration, and procedural weaknesses in the update process itself.

Items that would benefit from additional work.

As we note below, one of the principal shortcomings of the roadmap effort was a lack of research or analytical rigor. Some of the problems and issue areas discussed by the stakeholder group were well understood and allowed the stakeholder group to craft straightforward solutions. However, in other cases there wasn't enough information available to make informed decisions or there wasn't enough time available to work through complex issues. Our group strongly believes that a subsequent rule making effort led by the Department of Commerce is necessary to address the more technically complex issue areas. Such an effort could bring together the data, academic research, and interested parties necessary to craft meaningful and effective solutions.

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1. Housing affordability. Defining housing affordability is notoriously difficult and the subject of continuing debate among housing economists and practitioners. Among other complexities, any meaningful definition of housing affordability must be capable of differentiating between housing affordability, which housing policies can affect, and poverty, which housing policies cannot. Additionally, a workable definition must account for other household expenses related to housing, such as transportation, and be based on statistically valid methods and good quality data. The omnibus bill includes an "affordability gap" definition, which, unfortunately, addresses none of the criteria above. Notably it appears to employ invalid statistical methods, relies on data that does yet not exist, and fails to incorporate transportation expenses. We recommend this problematic definition be left out of the draft bill and that the Department of Commerce be directed to develop a more workable definition in consultation with expert housing economists through a formal rulemaking effort.
2. Urban densities and housing types. The omnibus bill establishes minimum urban densities and mandates the inclusion of "missing middle housing" throughout urban growth areas. On a conceptual level we support both of these ideas. Unfortunately, the methods mandated by the draft bill do not reflect good planning practice. The current draft includes a one-size-fits-all mandate for densification of single-family neighborhoods. Such a strategy has proven unproductive in many communities, due to variations in local physical and economic conditions. Instead, we recommend a more nuanced approach be used that takes into account local conditions. The housing inventory and analysis guidance contained in WAC 365-196-410 establishes an excellent framework for analyzing, and addressing, local housing needs. Unfortunately, these rules are only advisory and, in most cases, are only partially adhered to by local governments. In place of the bright-line standards included in the draft bill we recommend that WAC 365-196-410 be made mandatory.
3. Tribal planning and coordination. The omnibus includes many interesting ideas for coordinating the planning efforts of tribes with cities and counties. Again, we support these ideas in concept but feel that much more work needs to be done in order to ensure there are no unintended consequences. In particular, we have concerns with the provisions in the bill that would allow utilities to be extended beyond urban growth areas. We recommend that Commerce consult with tribes and local governments to develop a better framework for coordinating planning efforts and infrastructure investments in a manner that conforms to GMA principles.
4. Critical areas and environmental protection. Under the current GMA planning framework detailed requirements for critical area protection and environmental regulation are contained in chapters 365-190 and 365-195 WAC. As opposed to other GMA rules, these rules are mandatory. The omnibus bill includes numerous provisions that would establish detailed critical area planning requirements in statute, including a definition for Fish and Wildlife Habitat Conservation Areas, requirements for incorporating Puget Sound Partnership data and recommendations, and the integration of salmon recovery plans and tribal data. The level of detail required to craft workable and scientifically defensible requirements does not lend itself to statutory language. We recommend the bill include language directing Commerce to update the current critical area guidelines in



consultation with expert agencies such as WDFW, DOE, and DNR, tribes, and the Puget Sound Partnership.

Additional topics for consideration.

1. Equity and inclusive participation. We welcome the attention given to environmental justice and other similar concepts in the draft bill. These changes represent a long overdue attempt to address structural inequities in the planning process. However, we feel a more all-encompassing effort should be made to address equity and to ensure the GMA planning framework reflects the needs and interests of all Washington residents, particularly those who have historically been marginalized, left out the planning process, or harmed by past practices (such as exclusionary zoning). We recommend that equity concerns be addressed in a comprehensive fashion by requiring that GMA planning actions be reviewed to avoid disparate impacts. Equity considerations should not be confined to environmental justice, but rather broadly incorporated into each comprehensive plan element, particularly land use, housing, transportation, and economic development. Taking actions to help avoid gentrification and displacement are also important comprehensive planning considerations and should be addressed in the GMA at both the local and regional scale.
2. Regional and statewide coordination. Some issues, such as housing, transportation, climate change, regionally scaled ecosystems, and water resources defy strictly local solutions. The provisions in the bill that require counties to update their countywide planning policies are a step in the right direction. We support these changes and believe they will lead to more effective regional planning. However, the framework could be strengthened by addressing actions by state agencies and regional planning bodies. On paper, the GMA requires state agencies to comply with the GMA and local comprehensive plans. In practice, however, the actions of state agencies and regional bodies related to the GMA are not explicitly allowed to be appealed to the growth management hearings board or courts, making enforcement virtually impossible. Given the new goals and requirements aimed at reducing greenhouse gas emissions and vehicle miles traveled, it is more important than ever to ensure local governments, state agencies, and regional transportation planning organizations are not working at cross purposes. Additional measures are needed to ensure state agencies and regional planning bodies comply with the GMA and coordinate their actions with local plans.
3. Annexation. Annexation issues must be addressed in a comprehensive fashion. The GMA clearly envisions cities as the vehicle for managing urbanization, yet the state's existing annexation laws impose significant barriers to annexing land within urban growth areas. At the same time, annexation has provided an opportunity for cities and counties to circumvent GMA planning laws by annexing land immediately after it is added to an urban growth area, but prior to the resolution of appeal periods. There are also significant fiscal and service delivery issues for counties, cities and special districts inherent in annexations that are often not effectively addressed through the annexation processes currently available. Annexation issues should be comprehensively addressed in any major overhaul of the GMA.



Structural and procedural weaknesses in the Framework process.

1. Lack of analytical rigor and research. Due to the compressed timeline and budget limitations, the Roadmap process relied almost exclusively on stakeholder groups to identify problems and propose solutions. In most cases no attempt was made to determine whether or not the problems identified by the stakeholder groups were significant statewide concerns as supported by data, or merely problems perceived or experienced by a narrow set of stakeholders. In some cases, the ideas proposed by groups were not subject to rigorous analysis or supported by research or evidence, and solutions were not crafted by exploring a broad range of alternative actions. In some cases, the issues being discussed were simply too complex to be addressed in this fashion, leaving many groups with more questions than answers. The process also allowed advocacy groups to lobby for pet projects, some of which seemed to have no tangible connection to a documented problem. Again, we strongly recommend that Commerce be provided with the necessary funding to address the issues mentioned in the first section above through a formal rule making process backed by good quality research and data.
2. Late additions by some groups that were not discussed in stakeholder convenings. It was our understanding that the draft bill would be developed by compiling suggestions from the various stakeholder groups, circulating drafts for review, and that during each subsequent round of review the document would be refined by dropping unpopular provisions and by making revisions based on full discussion in stakeholder convenings. Unfortunately, a significant number of major changes were proposed by various stakeholder groups at the very end of the process and incorporated into the final draft. We feel the allowance of late additions was inappropriate and that only those changes that were fully vetted by all of the stakeholder groups or discussed by the breakout groups should be included in a final draft. In many cases, our group simply does not understand the last-minute changes or know enough about their possible effect to provide meaningful feedback.

APA position against expansion of LAMIRDS

On a final note, our organization is adamantly opposed to the LAMIRD provisions included in the final draft. While the final WSAC proposal, which is limited to allowing additional uses within existing LAMIRD boundaries, has potential to be acceptably revised with more discussion, we believe all of the currently-proposed changes could lead to significant problems. These problems could include sprawling development patterns, unmanageable transportation demands, depletion of natural resources, and perhaps most significantly, economic activity and development potential siphoned away from small towns and cities that already have the infrastructure in place to support it. The stakeholder convenings did not sufficiently document an actual problem the proposed LAMIRD changes would address. Only one example was shared, regarding challenges with rural service delivery in a LAMIRD and adjacent properties due to a series of Growth Management Hearings Board decisions. No information is available regarding how much land is in the state's existing LAMIRDS, whether regulations are preventing development, or if changing the LAMIRD regulations would improve rural



economic conditions. We strongly recommend that no revisions to the current statutes regarding LAMIRDS occur until a specific, data-supported problem is identified.

Thank you for your consideration.

Sincerely,

The APA Washington *Updating the Framework* task force:

Leonard Bauer

Holly Gadbow

Brad Johnson

Ian Munce

John Owen

Yorik Stevens-Wajda



WASHINGTON REALTORS®

December 28, 2020

Joe Tovar
College of Built Environments
University of Washington
410 Gould Hall – Box 355470
Seattle, WA 98195

[Transmitted via Email]

**RE: REALTORS Comments for Report to Legislature
Updating Washington's Growth Policy Framework**

Dear Joe:

This letter provides comments from Washington REALTORS® to be included the report to the Legislature on the bill draft created through the Updating Washington Growth Policy Framework process.

Summary of REALTORS® Comments:

The bill draft does not have consensus support, and REALTORS® would oppose the bill if introduced in the 2021 Legislature. The bill draft includes a number of major new topics that are beyond the scope of what the process originally sought to address, including some that were added only during the last few meetings. Many of the participants lacked knowledge or expertise in the issues being presented. The bill draft would broaden the scope of the Growth Management Act, impose new requirements that could negatively impact housing supply and affordability, and creates new terms and concepts that would ultimately be interpreted by litigation at the Growth Management Hearings Board.

Comment on the Process for Growth Policy Framework Discussions:

As originally established in June 2020, the process identified six specific issues for discussion and development of draft legislation during the 2020 interim:

1. Adaptive and inclusive planning at a regional scale
2. The periodic cycle and dedicated funding for updates to comprehensive plans and development regulations
3. Climate change
4. Housing elements, affordable housing, and infrastructure
5. Development regulations and permit process

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6. Municipal annexation

This limited list of issues was identified through prior GMA reform discussions and based on stakeholder outreach – and was the premise for participating in the interim process. It was a manageable list of issues to tackle during the available time period that started in June, especially as certain key stakeholders were dealing with COVID-19 related issues for their organization or industry. Stakeholders agreed to drop municipal annexations due to the complexity of the issue and limited time. However, rather than focusing on this specific set of issues, trying to narrow the list even further, and find language that could generate consensus – the process went in the other direction. A number major issues were added to the process, some only in the last few meetings. Many of the participants in the process (ourselves included) lacked expertise in certain topics being added, some of which are not necessarily GMA issues.

In addition to a significant increase in the scope of issues, there was a significant increase in the meeting schedule and time commitments required to fully participate. The increase in the number of issues, types of issues, and meeting time commitments resulted in a process that ultimately was much different than originally represented to the participants. And ironically, as to the six issues originally identified for the stakeholder process, the bill draft would simply direct the Department of Commerce to adopt regulations addressing those exact six issues. (See [Section 17](#), Page 31-33 of Bill Draft 6)

In our view, a facilitated process with the object of reaching consensus should start broadly but then focus increasingly on those issues where consensus is possible. This process worked in the opposite direction by starting narrowly but then broadening into areas beyond the scope of the original process, ultimately resulting in a product lacking in consensus.

Comments on Specific Sections of the Bill Draft Version 6:

Our comments below focus on the parts of Bill Draft Version 6 that are most objectionable or concerning to REALTORS®. We are not including comments about those parts of the bill draft that we generally support, but note that these improvements are modest in nature and effect compared to the specific items discussed below.

Sec. 3 – GMA Planning Goals

Page 3, Line 15-16

The new language in the opening paragraph to the Planning Goals section does not add value. It merely repeats references later sections of the GMA. Added language usually adds clarification or signals “pay attention to this language.” The new language does neither.

Further, the addition of “multi-county planning policies” to the planning goals section is undefined as to which multi-county policies are being referenced. REALTORS® are concerned that this could further the coercive role of Regional Transportation Planning Organizations (RPTOs) in limiting housing opportunity and growth in certain more affordable medium and smaller cities by conditioning transportation funds on adherence to regional transportation plans.

Page 3, lines 31-33

The addition to the GMA Transportation Goal to “help achieve statewide targets for reduction of greenhouse gas emissions and per-capita vehicle miles travelled” will introduce significant costs, regulatory uncertainty, and litigation into the GMA planning process.

A number of cities and counties are already including climate change planning and adaptation considerations into their GMA plans, and the Department of Commerce (Commerce) has provided funding for a number of local governments to do so. New language added to the GMA (on any subject) should be precise as to what is being expected of local governments in the planning process, what is necessary to comply and avoid litigation, and whether or how any such requirements could apply to project-level actions.

Page 5, lines 16- 23

The broad description of “climate change and natural hazards resiliency” is another example of vague and undefined language that creates uncertainty in the GMA planning process, and that will continue turning the GMA from a planning process to a litigation process where the Growth Boards, not the Legislature, are the policy makers.

Further, this section would repeat a number of the climate change concepts being proposed for the Environment Goal of the GMA so that these issues exist in multiple goals, whereas housing and other GMA fundamentals exist in only a single goal. Any specific planning requirement or outcome should be explicitly put in statute, not left to future GMA litigation to determine.

Sec. 4 – Definitions

Page 6, lines 12-20.

The definition of “affordable housing gap” may or may not be correct but is an example of where the process lacked participants with the expertise to adequately analyze the issue. Further, the definition is based on county data, which in many areas could be misleading as a single county will likely have areas where housing is very unaffordable, and other areas where it is affordable.

Page 6, definitions generally.

Some of the language proposed as new or amended definitions are not actually defining a term that is used elsewhere in the statute but read as a narrative for a planning or regulatory requirement – not a definition. For example, the new term “Fish and Wildlife Habitat Conservation Area” includes the concept that “this does not mean maintaining all individuals of all species at all times, but it does mean not degrading or reducing populations or habitats so that they are no longer viable over the long term.” This phrase is describing attributes or objectives for species, it is not a definition of an “area.”

Similarly, the definition of “Green Infrastructure” includes the statement “Biodiversity is an essential component of natural capital stocks and an indicator of their condition and resilience.” This is not simply the definition of a term, it is an assertion or a statement of belief.

Page 12, lines 22-32.

This requires that protection of critical areas be prioritized over ancillary human uses, physical improvements, or activities. This greatly expands the impact of designated critical areas, which is not appropriate or necessary in all circumstances. Further, the section directs state agencies to create new guidelines for critical areas.

This section is a prime example of how this process ultimately included major new issues proposed by state agencies that were well beyond the scope of the original list of issues, and beyond the expertise of many participants. At the outset of the process, there was nothing that indicated that major changes to critical areas or creation of new “Fish and Wildlife Habitat Conservation Areas” would be an issue for discussion, and no presentation as to the facts on the ground that motivate the state agencies to propose such major changes to the GMA.

Page 14, line 7-15.

This section would impose state climate and greenhouse reduction provisions into the Land Use Element, without actually defining what cities and counties must do to comply with this section, how it would relate to project-specific reviews, and by using multiple new undefined terms that would likely result in litigation. If using the climate issue to increase housing density is the desired outcome, then the GMA statute should be amended to specifically require that outcome.

Page 14, line 18.

The reference to “regionally coordinated” housing is not defined. It could be helpful, though it could further the coercive pressure of RPTOs described earlier to limit housing supply in affordable suburban cities in favor of housing in more expensive urban areas.

Page 22, lines 27-32.

This section would amend the GMA Transportation element so that it would “help achieve” statewide greenhouse gas reduction targets, vehicle miles travelled targets, and would “support development patterns and construction techniques” that conserve energy. As described above, as drafted these requirements would impose significant costs and uncertainty into GMA, and would duplicate other recent actions in Washington State. For example, the reference to “construction techniques that conserve energy” – is this meant to require something beyond the current State Energy Code or State Building Code?

Conclusion

While the process was frustrating and hard to follow, and did not result in consensus, it did serve the purpose of creating a better understanding of the range of GMA or near-GMA issues that interests would like to address. REALTORS® believe that key legislative committees should review the report, and associated comments, and then consider whether any future large process is advisable or whether policy changes should be addressed through more targeted and focused legislative efforts.

Sincerely



Bill Clarke,
Policy Director