

## *Land Use & Climate Change Advisory Committee*

# **Compilation of Homework #2**

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### **I. OUTCOMES**

#### ***Compact Development***

- Attractive and affordable compact development in larger jurisdictions (TW)
- Increase urban density – reduce need for cars (LEP-5)
- More compact development (TW)
- Housing services mix with multimodal transportation link (BR-2)

#### ***Forest, Farmland, and Urban Cover***

- Retain forest, farmland, and urban cover for carbon sequestration purposes (RL-4)(BL-4)
- Protect forest and farmlands to sequester carbon (SN-6)
- Farmland and forest carbon sequestration strategies (CM-3)
- Protect farm and forest from conversion (carrot and stick approaches) (JB-3)
- Encourage the use of cluster development that allows growth in a manner consistent with the retention of working natural resource lands (MO-5)

#### ***Housing Choices***

- Ensure variety of (BR-2)
- Increase variety of affordable housing choices within urban areas by removing barriers to accessory housing or accessory dwellings (MO-3)

#### ***Other Outcomes***

- Do No Harm (LEP-6)
- Increase Use of Highly Fuel Efficient Vehicles (LEP-6)
- Increase Amount of Land Suitable for Development Within UGA (AC-1)
- Encourage New Technologies and Replacement of Inefficient Equipment (LEP-4)
- Increase Product Availability in Rural Areas (including increased density in LAMIRDS) (AC-3)
- Increase Service Availability in Rural Areas (including increased density in LAMIRDS) (AC-3)
- Spur Economic Growth and Job Creation (LEP-4)
- Increase availability of transportation alternatives to the single occupant vehicle (JW-4)

### **II. GMA CHANGES**

#### ***Element***

- Add climate change element (RL-1)(BL-1)
- CTED guidance (TW):
  - Comprehensive plan element
  - Model development regulations
  - Non-project SEPA analysis

- Amend GMA optional elements to add climate change/sustainability – CTED to develop WAC guidelines (JT-5)
- Model climate change (or GHG emissions) element for local comprehensive plans and model implementation regulations (RL-1)(BL-1)
- CTED updates guidance documents (BR-6)
- CTED to revise EPF procedural criteria (TW)
- Model or required EPF ordinance (TW)
- Element to apply only to new commercial/retail districts (JB-1)

### **Goal**

- Add GMA goal or amend goal 10 to name climate change (JT-1)
- New GMA goal and planning requirement – create consistency between local land use plans and state GHG reduction targets (SN-2) (CM-1)
- Additional GMA goal and planning requirement – create consistency between local land use plans and state
- Add/change GMA goal to ensure GMA plan updates address climate change:
  - Land use location
  - Job/housing proximity
  - Density/mixed use
  - Supporting transportation choices

### **Concurrency**

- Update GMA transportation planning requirements to make multi-modal system a priority and reduce emphasis on vehicle movement (RCW 70A.070(6)) (SN-3)
- Transportation concurrency revision to focus on movement of people/freight not congestion and SOV movement (CM-4)
- Revise GMA transportation and concurrency sections to address moving people and goods – include multimodal transportation plans (RL-3)(BL-3)
- Revise concurrency to provide a range of SOV alternatives (TW)

### **Planning Policies**

- Require multicounty planning policies for Central Puget Sound – RTPPO/local governments adopt MPPS to link GHG reduction targets to land use, etc. (JT-4)
- Require RTPPOs and multicounty planning policies to focus plans/policies on reduced VMTs (RL-5)(BL-5)
- Amend countywide planning policies (RCW 36.70A.210) to require policies that address climate change (SN-1)
- Amend RTPPO responsibilities to include climate change (BR-3)

### **Transfer of Development Rights (TDR)**

- Move TDR programs into GMA – TDR receiving site program (TW-2)
- Require TDR into UGA for any de-designation for currently designated rural and resource lands (RL-6)(BL-6)

### **Performance Metrics and Analysis**

- Improve OFM population methodology – better reflect economic growth (AC-2)
- Performance metrics for progress toward accommodating 20-year population/employment growth projections (BR-1)
- New approach to state growth targets that address proximity of jobs to housing (RL)(BL-2)

***Other GMA Changes***

- GMA to set average density target to be met prior to adding UGA residential land (JT-3)
- Authorize zoning ordinances (AC-1)
- Require retail/commercial developments to be mixed use (JB-2)
- Improve (simplify and expedite) essential public facility siting/development process (TW-4)
- Short paragraph, similar to RCW 36.70A.90, to include innovation land use techniques in comprehensive plans such as clustering, planned unit developments, density banks, and TDRs (BR-6)
- Eliminate Growth Management Hearings Boards (AC-6)
- Amend UGA section to require showing of offsetting GHG measures (e.g., TDR to urban areas) before UGA expansion and no encroachment into flood plains (JT)
- Exemptions for rural counties and small towns (JB-1)
- Protect single family neighborhoods from higher density developments (JB-1)

**III. SUPPORTING ELEMENTS*****Local Community Financial Support***

- Priority access to: (TW)
  - State-based infrastructure funding
  - Clean technology incentives
  - Planning and Environmental Review Fund (PERF) for SEPA/EIS
  - RCO funding
- Priority access to full variety of state infrastructure trust funds for jurisdictions adopting CTED model plan (RL-1)(BL-1)
- Infrastructure financing priority to compact development areas (TW-3)
- Special rates/funding pools for infrastructure (CM-2)
- Direct state funds to jurisdictions that plan/promote VMT reducing development (JB-4)
- Create incentives for local governments to meet GHG performance standards (TW)
- Infrastructure funding to support denser communities (BR-5)
- Transportation and public works trust fund priority to GHG reduction and dependence on foreign oil (SN-5)
- State transportation funds tied to local community density commitment (TW)
- Funding mechanisms for infrastructure:
  - Tax increment financing (for those that pursue transit oriented developments) (JT-2) (JB-5)
  - Carbon tax revenues (JT-2)
  - Create city ability to leverage anticipated growth to bond or otherwise raise revenue (TW)
- Funding to cities for non-project EIS (BR-4)
- Incentives to jurisdictions meeting designated jobs-housing ratio (TW)
- Incentives for counties and cities (CM-2)

***SEPA Streamlining***

- Exempt jurisdictions if they follow CTED development standards (JB-1)
- Categorically exempt from threshold determination and EIS requirements – WAC 197-11-800(1)(b)(i) and WAC 197-11-800(1)(c)(i) (AC-5)
- CTED SEPA analysis for model plan element and development regulations (TW)

- SEPA analysis of the model plan element and development regulations – then plug into non-project EIS (RL-1)(BL-1)
- Simplified/streamlined SEPA for urban center development (LEP-3)
- SEPA project-level review/appeal exemption (TW-1)
- Tie non-project EIS to SEPA exemptions (BR-4)
- Increase SEPA categorical exemption to 20 dwelling units within UGA’s (AC-5)

***Safe Harbor***

- If climate change element is a requirement, then there must be a “safe harbor” from Board appeals (TW)
- Safe harbor from GMA Board Appeals for jurisdictions adopting model performance standards (RL-1)(BL-1)
- Provide “safe harbor” for counties/cities using state standard tools and methods (SN-4)
- Safe harbor under GMA appeal process (CM-2)

***Developer Financial Incentives***

- Reduce/eliminate parking requirement in dense urban centers (TW)
- Allow 5-2 housing (TW)
- Exempt from development fees (TW)
- Tax credits/abatement for urban center development (LEP-3)
- Reduce impact fees from high-density in-fill products within UGA (AC-4)
- Reduce impact fees from single family housing within UGA (AC-4)

***Other Supporting Elements***

- Focus on vehicle greenhouse gas emitted, not VMT (LEP-1)
- Phase out state gas tax (on highly fuel efficient vehicles (LEP-2)
- Capital investment tax cuts (LEP-4)
- Tax incentives for voluntary carbon emission reductions (LEP-1)
- Eliminate sales tax on highly fuel efficient vehicles – hybrids, flex fuel vehicles (LEP-2)
- Prevent conversion of ag lands by providing greater revenue opportunities through accessory uses that do not result in land conversion of production farmland (MO-2)
- An independent task force/working group should be created by the legislature to answer the question of how natural resource land uses should be incentivized (JW-1)