

Land Use & Climate Change Advisory Committee

Policy Recommendation Statements for Final Vote

Considering Greenhouse Gas Emissions from Patterns of Development

Patterns of land use development influence transportation-related greenhouse gas emissions and the need for foreign oil. Encouraging more focused compact development in urban growth areas can result in a reduction of greenhouse gas emissions, a reduction in per capita vehicle miles traveled, help to reduce our state's dependence on foreign oil, and help to conserve resource lands.

Below are the policy recommendations for consideration of the Land Use and Climate Change Advisory Committee. The statements below include revisions recommended by committee members.

Growth Management Act Goal

Policy Recommendation 1a: (recommendations 1 and 2 below are identical with the exception of one additional sentence in 2, which is underlined.)

- **1: Amend the Environment Goal in the Growth Management Act (GMA) to include reductions in greenhouse gas emissions.** The LUCC recommends amending the environment goal to the GMA so local governments will consider greenhouse gas emissions and foreign oil dependence reduction strategies as part of their comprehensive planning under the GMA.
- **2: Amend the Environment Goal in the Growth Management Act (GMA) to include reductions in greenhouse gas emissions.** The LUCC recommends amending the environment goal to the GMA so local governments will consider greenhouse gas emissions and foreign oil dependence reduction strategies as part of their comprehensive planning under the GMA. Nothing in this amended goal authorizes a Growth Management Hearings Board or superior court to hear petitions alleging noncompliance with this new section of this act for a period of five years.

Policy Recommendation 1b: (recommendations 1 and 2 below are identical with the exception of one additional sentence in 2, which is underlined.)

- **1: Establish a new Growth Management Act (GMA) goal related to green house gas emission and dependence on foreign oil reduction.** The LUCC recommends addition of a new goal to the GMA so local governments will consider greenhouse gas emissions and foreign oil dependence reduction strategies as part of their comprehensive planning under the GMA.
- **2: Establish a new Growth Management Act (GMA) goal related to green house gas emission and dependence on foreign oil reduction.** The LUCC recommends addition of a new goal to the GMA so local governments will consider greenhouse gas emissions and foreign oil dependence reduction strategies as part of their comprehensive planning under the GMA. Nothing in this goal authorizes a Growth Management Hearings Board or superior court to hear petitions alleging noncompliance with this new section of this act for a period of five years.

Policy Recommendation 1c:

In the absence of a new goal in the GMA, there may be a need to amend existing GMA goals other than the environment goal.

Local Government Coordination

Policy Recommendation 2a:

Amend the Countywide Planning Policy provisions of the Growth Management Act (GMA) to include climate change issues. The LUCC recommends amending RCW 36.70A.210(3) to include climate change, so that local governments fully planning under the Growth Management Act must amend their countywide planning policies to include provisions to reduce greenhouse gas emissions and dependence on foreign oil.

Policy Recommendation 2b: (recommendations 1 and 2 below are identical with the exception of one additional sentence in 2, which is underlined.)

- **1: Amend RCW 36.70A.100 (*Comprehensive Plans – Must be Coordinated*) to require that comprehensive plans of jurisdictions fully planning under the Growth Management Act (GMA) are consistent with regional transportation plans.** The LUCC recommends that jurisdictions fully planning under the GMA be required to ensure their comprehensive plans are consistent with the regional transportation plans required under RCW 47.80.030 for the region within which they are located.
- **2: Amend RCW 36.70A.100 (*Comprehensive Plans – Must be Coordinated*) to require that comprehensive plans of jurisdictions fully planning under the Growth Management Act (GMA) are consistent with regional transportation plans.** The LUCC recommends that jurisdictions fully planning under the GMA be required to ensure their comprehensive plans are consistent with the regional transportation plans required under RCW 47.80.030 for the region within which they are located. Nothing in these amended coordination requirements authorizes a Growth Management Hearings Board or superior court to hear petitions alleging noncompliance with this new section of this act for a period of five years.

NOTE that RCW 47.80.023 requires RTPOs to prepare regional transportation plans that are consistent with Countywide Planning Policies, local comprehensive plans, and the state transportation plan.

State Environmental Policy Act

Policy Recommendation 3:

Encourage greater local government use of SEPA in a programmatic, non-project level manner that results in streamlining project-specific compact development in urban growth areas or urban centers.

Policy Recommendation 3a:

Fund the Planning Environmental Review Fund (PERF) to increase local government use of environmental review under the State Environmental Policy Act (SEPA) in an upfront, programmatic manner.

Policy Recommendation 3b:

Allow local governments to charge a proportionate share of the costs associated with the upfront SEPA analysis (e.g., an Environmental Impact Statement or Planned Action) at the time of project review to proponents who benefit from the earlier SEPA review.

Policy Recommendation 3c:

Amend statutes to improve use of programmatic SEPA review, such as thorough non-project Environmental Impact Statements and adoption of subsequent development regulations or through Planned Actions, to allow for more sustainable development and streamlined permitting and exemption from project level review and appeal.

Policy Recommendation 3d:

Modify PERF criteria to encourage locating more compact and sustainable development in urban growth areas.

Transportation Planning

Policy Recommendation 4:

Better enable GMA Transportation Concurrency to address all modes of transportation. The LUCC recommends encouraging and assisting local governments to develop multi-modal transportation concurrency methods.

Policy Recommendation 4a:

Direct state agencies to provide technical guidance on multimodal transportation systems and how multimodal considerations can be included in and addressed during concurrency analysis at the local level.

Policy Recommendation 4b: (recommendations 1 and 2 below are identical with the exception of a one-word change, as highlighted, between them.)

- **1: Amend the Growth Management Act (GMA) to require local governments to provide level of service (LOS) standards for all available or planned modes of transportation and to require local governments to consider multimodal improvements or strategies in their transportation concurrency regulations.** The LUCC recommends the Growth Management Act (GMA) be amended at RCW 36.70A.070(6)(a)(iii)(B) to require **consideration** of a multimodal approach as part of establishing levels of service standards and at RCW 36.70A.070(6)(b) to require **consideration** of multimodal improvements or strategies as part of a local government's concurrency analysis.
- **2: Amend the Growth Management Act (GMA) to require local governments to provide level of service (LOS) standards for all available or planned modes of transportation and to require local governments to consider multimodal improvements or strategies in their transportation concurrency regulations.** The LUCC recommends the Growth Management Act (GMA) be amended at RCW 36.70A.070(6)(a)(iii)(B) to require **use** of a multimodal approach as part of

establishing levels of service standards and at RCW 36.70A.070(6)(b) to require consideration of multimodal improvements or strategies as part of a local government's concurrency analysis.

Developer Incentives

Policy Recommendation 5a:

Require state agencies to provide technical assistance to local governments regarding various developer incentives to encourage compact development. The Lucc recommends state agencies provide technical assistance to local jurisdictions regarding the availability of and ways to achieve the increased use of various developer incentives that are currently allowed under existing state law and which could play an important role in achieving sustainable compact development and the state's vehicle miles traveled reduction and greenhouse gas emissions reductions targets in urban growth areas or urban centers. The technical assistance could provide an array of potential developer incentives that could be offered by a local government, as well as an assessment of the strengths and weaknesses of each type of incentive. The guidance could identify model language and examples of jurisdictions that have or are using the incentive.

Policy Recommendation 5b:

Encourage the use of financing tools, such as tax incentives, for use by local governments to encourage compact development in urban centers or other targeted areas within urban growth areas. The Lucc recommends the legislature consider statutory amendments as needed that would provide financing tools to encourage compact development in urban growth areas or urban centers.

Infrastructure Funding

Policy Recommendation 6a:

Support the prioritization of existing infrastructure funds to areas promoting development and transportation choices that support the reduction of greenhouse gas emissions and dependence on foreign oil. The Lucc recommends that the Office of Financial Management, as part of its efforts to establish state infrastructure funding priorities, include consideration of prioritizing infrastructure funds to communities promoting sustainable development and transportation choices that support the reduction of greenhouse gas emissions and dependence on foreign oil. In this context, the Lucc believes it will be critical to maintain a baseline of infrastructure funding for all communities to ensure their basic services can meet required service levels, as well as ensure such priorities do not establish an inappropriate bias of funds moving to urban versus rural areas. Infrastructure funds for consideration should include those supporting transportation, sewer, drainage, drinking water, and telecommunications infrastructure.

Policy Recommendation 6b:

Support the prioritization of new infrastructure funds to areas promoting development and transportation choices that support the reduction of greenhouse gas emissions and dependence on foreign oil. The Lucc recommends authorization of new infrastructure funds for urban centers or urban growth areas to create or support mixed-use, transit-oriented, affordable infill projects that result in compact and sustainable development. If properly structured, these new funds should be in the form of

loans which will be paid back into the Fund over time as the intended compact development becomes a reality.

Transfer of Development Rights

Policy Recommendation 7:

Support development of a Transfer of Development Rights (TDR) program. The LUCC supports TDR as a potentially strong tool in encouraging compact development in urban centers (or other targeted areas within urban growth areas) while conserving agricultural and forestry resource lands and rural working natural resource lands. The LUCC recognizes the efforts of the TDR Committee to develop a regional TDR program, and encourages the Committee to support an expansion of TDR program use within the state. In this context, the LUCC believes it is important to ensure funding is available to enable all interested communities to participate in such programs and that these programs provide for voluntary participation by local governments, additional funding be provided, there be appropriate market manipulation constraints in place, and to strike an effective balance between competing policy goals.