

Excerpts From The King County Comprehensive Plan

The current version of the King County Comprehensive Plan can viewed at <http://www.metrokc.gov/ddes/compplan>.

Chapter 2, Urban Communities

- U-106 King County supports the development of Urban Centers to meet the region's needs for housing, jobs, services, culture and recreation. Strategies may include exploring opportunities for Joint Development or Transit Oriented Development, siting civic uses in mixed-use areas, creating public/private partnerships for infrastructure investments, and leveraging or utilizing existing County assets in Urban Centers.
- U-107 King County should concentrate facilities and services within the Urban Growth Area to make it a desirable place to live and work, to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance.
- U-137 King County should support infill and redevelopment proposals that serve to improve the overall character of existing communities or neighborhoods.
- U-167 Within the UGA but outside Unincorporated Activity Centers, properties with existing industrial uses shall be protected. The County may use tools such as special district overlays to identify them for property owners and residents of surrounding neighborhoods.
- U-170 King County, in collaboration with cities and the development community, should create and fund a process to clean up and reclaim polluted industrial areas in order to expand the land available for industrial development.
- U-313 King County supports programs and strategies to preserve and plan for an adequate supply of industrial and commercial land including but not limited to:
- a. In compliance with the State of Washington Buildable Lands legislation – RCW 36.70A.215 – and in cooperation with the cities, inventory and monitor the use of industrial, commercial, and residential lands every 5 years. The first 5-year report is due to the State in 2002;
 - b. In partnership with other jurisdictions and the private sector, advocate for a regional Geographic Information System to track the supply of industrial and commercial land;
 - c. Actively apply for Federal, State, and other resources to help defray the costs of assessment, remediation, and redevelopment of private and/or public brownfields. Brownfields are defined as vacant or underdeveloped industrial/commercial sites with real or perceived contamination;
 - d. Sell county-owned surplus industrial and commercial lands for development by the private sector;
 - e. Promote the redevelopment and infill of industrial and commercial areas and explore the feasibility of using incentives to achieve this goal;

- f. Prevent the encroachment of non-industrial uses on industrially-zoned land and the rezoning of industrial land to other uses.

U-425 King County should expand its use of surplus County-owned property and air-rights over County-owned property for affordable housing and should explore its use for other public benefits, such as human services, and consider conveyance of properties to public or non-profit housing developers and agencies at below-market cost. In communities where the home ownership rate is lower than the county average, surplus County property shall be targeted for housing development that would expand the stock of owner-occupied, low- or moderate-income housing.

Chapter 5 – Parks, Open Space and Cultural Resources

P-105 Local parks, trails and open spaces that complement the regional system should be provided in each community, in both urban and rural areas, to enhance environmental and visual quality and meet local recreation needs.

P-106 King County shall be a leader in establishing partnerships with other jurisdictions, private groups and individuals to complete the regional parks and open space system, linking local and regional lands and facilities.

P-130 The County shall work with cities, adjacent counties, federally recognized tribes, state and federal agencies, school and special purpose districts, community organizations, non-profit organizations, land owners and other citizens to promote and protect all aspects of environmental quality and preserve open space and recreational opportunities.

Chapter 6 – Transportation

T-105 King County should work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. King County should actively develop, implement, and promote non-conventional public transportation options as a part of that system.

T-107 King County should work with the Washington State Department of Transportation and Kitsap County to ensure that service and capital plans for ferries are consistent with transit service plans and goals. King County should encourage additional passenger-only ferry services to enhance the county's multimodal transportation network for both commute and recreational trips.

T-202 Travel modes should be interconnected to form an integrated, coordinated and balanced multi-modal transportation system that serves the travel needs of the County both effectively and efficiently.

T-310 King County should plan, design, and implement a system of services and facilities that support integration of regional and local services, and that facilitate access to the system for pedestrian, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable alternative to auto usage.

T-311 King County should support local and regional growth management plans and policies. King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the Urban Growth Area of King County.

T-315 Nonmotorized transportation should be promoted countywide to increase safety, mobility and convenience for nonmotorized modes of travel. These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public.