

CERTIFICATION OF ENROLLMENT

SUBSTITUTE SENATE BILL 5567

Chapter 377, Laws of 1995

54th Legislature
1995 Regular Session

PRESERVATION OF SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS

EFFECTIVE DATE: 7/23/95

Passed by the Senate March 8, 1995
YEAS 46 NAYS 2

JOEL PRITCHARD

President of the Senate

Passed by the House April 22, 1995
YEAS 70 NAYS 24

CLYDE BALLARD

**Speaker of the
House of Representatives**

Approved May 16, 1995

MIKE LOWRY

Governor of the State of Washington

CERTIFICATE

I, Marty Brown, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **SUBSTITUTE SENATE BILL 5567** as passed by the Senate and the House of Representatives on the dates hereon set forth.

MARTY BROWN

Secretary

FILED

May 16, 1995 - 11:27 a.m.

**Secretary of State
State of Washington**

SUBSTITUTE SENATE BILL 5567

Passed Legislature - 1995 Regular Session

State of Washington 54th Legislature 1995 Regular Session

By Senate Committee on Government Operations (originally sponsored by Senator Heavey)

Read first time 03/01/95.

1 AN ACT Relating to providing for the preservation of single-family
2 residential neighborhoods; and amending RCW 36.70A.070.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 **Sec. 1.** RCW 36.70A.070 and 1990 1st ex.s. c 17 s 7 are each
5 amended to read as follows:

6 The comprehensive plan of a county or city that is required or
7 chooses to plan under RCW 36.70A.040 shall consist of a map or maps,
8 and descriptive text covering objectives, principles, and standards
9 used to develop the comprehensive plan. The plan shall be an
10 internally consistent document and all elements shall be consistent
11 with the future land use map. A comprehensive plan shall be adopted
12 and amended with public participation as provided in RCW 36.70A.140.

13 Each comprehensive plan shall include a plan, scheme, or design for
14 each of the following:

15 (1) A land use element designating the proposed general
16 distribution and general location and extent of the uses of land, where
17 appropriate, for agriculture, timber production, housing, commerce,
18 industry, recreation, open spaces, public utilities, public facilities,
19 and other land uses. The land use element shall include population

1 densities, building intensities, and estimates of future population
2 growth. The land use element shall provide for protection of the
3 quality and quantity of ground water used for public water supplies.
4 Where applicable, the land use element shall review drainage, flooding,
5 and storm water run-off in the area and nearby jurisdictions and
6 provide guidance for corrective actions to mitigate or cleanse those
7 discharges that pollute waters of the state, including Puget Sound or
8 waters entering Puget Sound.

9 (2) A housing element (~~((recognizing))~~) ensuring the vitality and
10 character of established residential neighborhoods that: (a) Includes
11 an inventory and analysis of existing and projected housing needs; (b)
12 includes a statement of goals, policies, (~~((and))~~) objectives, and
13 mandatory provisions for the preservation, improvement, and development
14 of housing, including single-family residences; (c) identifies
15 sufficient land for housing, including, but not limited to, government-
16 assisted housing, housing for low-income families, manufactured
17 housing, multifamily housing, and group homes and foster care
18 facilities; and (d) makes adequate provisions for existing and
19 projected needs of all economic segments of the community.

20 (3) A capital facilities plan element consisting of: (a) An
21 inventory of existing capital facilities owned by public entities,
22 showing the locations and capacities of the capital facilities; (b) a
23 forecast of the future needs for such capital facilities; (c) the
24 proposed locations and capacities of expanded or new capital
25 facilities; (d) at least a six-year plan that will finance such capital
26 facilities within projected funding capacities and clearly identifies
27 sources of public money for such purposes; and (e) a requirement to
28 reassess the land use element if probable funding falls short of
29 meeting existing needs and to ensure that the land use element, capital
30 facilities plan element, and financing plan within the capital
31 facilities plan element are coordinated and consistent.

32 (4) A utilities element consisting of the general location,
33 proposed location, and capacity of all existing and proposed utilities,
34 including, but not limited to, electrical lines, telecommunication
35 lines, and natural gas lines.

36 (5) Counties shall include a rural element including lands that are
37 not designated for urban growth, agriculture, forest, or mineral
38 resources. The rural element shall permit land uses that are

1 compatible with the rural character of such lands and provide for a
2 variety of rural densities.

3 (6) A transportation element that implements, and is consistent
4 with, the land use element. The transportation element shall include
5 the following subelements:

6 (a) Land use assumptions used in estimating travel;

7 (b) Facilities and services needs, including:

8 (i) An inventory of air, water, and land transportation facilities
9 and services, including transit alignments, to define existing capital
10 facilities and travel levels as a basis for future planning;

11 (ii) Level of service standards for all arterials and transit
12 routes to serve as a gauge to judge performance of the system. These
13 standards should be regionally coordinated;

14 (iii) Specific actions and requirements for bringing into
15 compliance any facilities or services that are below an established
16 level of service standard;

17 (iv) Forecasts of traffic for at least ten years based on the
18 adopted land use plan to provide information on the location, timing,
19 and capacity needs of future growth;

20 (v) Identification of system expansion needs and transportation
21 system management needs to meet current and future demands;

22 (c) Finance, including:

23 (i) An analysis of funding capability to judge needs against
24 probable funding resources;

25 (ii) A multiyear financing plan based on the needs identified in
26 the comprehensive plan, the appropriate parts of which shall serve as
27 the basis for the six-year street, road, or transit program required by
28 RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW
29 35.58.2795 for public transportation systems;

30 (iii) If probable funding falls short of meeting identified needs,
31 a discussion of how additional funding will be raised, or how land use
32 assumptions will be reassessed to ensure that level of service
33 standards will be met;

34 (d) Intergovernmental coordination efforts, including an assessment
35 of the impacts of the transportation plan and land use assumptions on
36 the transportation systems of adjacent jurisdictions;

37 (e) Demand-management strategies.

38 After adoption of the comprehensive plan by jurisdictions required
39 to plan or who choose to plan under RCW 36.70A.040, local jurisdictions

1 must adopt and enforce ordinances which prohibit development approval
2 if the development causes the level of service on a transportation
3 facility to decline below the standards adopted in the transportation
4 element of the comprehensive plan, unless transportation improvements
5 or strategies to accommodate the impacts of development are made
6 concurrent with the development. These strategies may include
7 increased public transportation service, ride sharing programs, demand
8 management, and other transportation systems management strategies.
9 For the purposes of this subsection (6) "concurrent with the
10 development" shall mean that improvements or strategies are in place at
11 the time of development, or that a financial commitment is in place to
12 complete the improvements or strategies within six years.

13 The transportation element described in this subsection, and the
14 six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for
15 counties, and RCW 35.58.2795 for public transportation systems, must be
16 consistent.

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Passed the House April 22, 1995.

Approved by the Governor May 16, 1995.

Filed in Office of Secretary of State May 16, 1995.