

CHAPTER ONE

INTRODUCTION

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1.0 INTRODUCTION

The *Federal Way Comprehensive Plan (FWCP)* lays out a vision for the future of Federal Way during a 20-year period. It articulates the community’s vision and reflects community values.

This chapter gives an overview of the comprehensive planning effort and lays out Federal Way’s vision for its future. This plan contains a glossary of terms at the end of the document to help the reader with terms that may not be clear or understandable.



1.1 POLICY BACKGROUND

The FWCP responds to the requirements of the *Growth Management Act (GMA)* of 1990 and subsequent amendments. The FWCP also carries out Vision 2040, a shared strategy for how and where the Central Puget Sound Region can distribute a forecasted total of five million people and three million jobs by the Year 2040, while maintaining the well-being of people and communities, economic vitality, and a healthy environment. The FWCP is also consistent with the 2012 King County Countywide Planning Policies (CWPPs), which call for multiple Urban Centers and defined Urban Growth Areas (UGAs), with much of the growth in employment and new housing occurring in the Urban Centers.

Federal Way’s plan also contains many components that are not referenced in the GMA; these additional components are included in the plan due to their importance to the Federal Way community. Although Federal Way’s goals and policies for growth and the provision of services are guided by the requirements of GMA, VISION 2040, and King County Countywide Planning Policies (CWPPs), they primarily reflect the vision and goals of our own citizens.

GROWTH MANAGEMENT ACT

The GMA (RCW 36.70A. 140) was passed by the Washington State Legislature in 1990, with amendments added in 1991 and subsequent years. The legislature passed the GMA in recognition of the rate of growth that was occurring throughout the state, particularly on the west side of the Cascades.

The GMA requires that each jurisdiction produce a comprehensive plan that contains, at a minimum, elements pertaining to land use, transportation, capital facilities, housing, private utilities, economic development, and parks and recreation. These elements must be consistent with one another. The GMA also requires jurisdictions to undertake a complete review of their comprehensive plan every eight years. Jurisdictions are required to adopt policies and regulations protecting resource lands and critical areas, such as agricultural land, wetlands, and geologically hazardous areas. Each jurisdiction must coordinate its plan with the plans of surrounding jurisdictions.

The GMA also requires that each city designate an urban growth boundary (UGA) or potential annexation area (PAA) as they are called in King County. The PAA defines the area within which the city anticipates it could provide the full range of urban services at some time in the future. It also represents the area within which the city will consider annexations and the boundary beyond which it will not annex.

Perhaps what most distinguishes the GMA from previous planning statutes is the requirement that public services be available or funded at some designated level of service before development may occur. If a jurisdiction cannot provide services to an area, then it may not permit development in that area.

VISION 2040

VISION 2040’s Regional Growth Strategy is a preferred pattern for accommodating residential and employment growth. It is designed to minimize environmental impacts, support economic prosperity, improve mobility, and make efficient use of existing infrastructure.

VISION 2040’s Regional Growth Strategy identifies the role that various cities, unincorporated areas, and rural lands categories play in accommodating the region’s residential and employment growth. The strategy is organized around categories of “regional geographies.” The majority of the region’s employment and housing growth is allocated to Metropolitan Cities and Core Cities, which together contain more than two dozen designated regional growth centers. Large Cities also play an important role over time as places that accommodate growth. Small Cities provide jobs and housing that support vital and active communities at a less intensive scale. Growth in the unincorporated urban growth area is prioritized for areas that are identified for annexation into adjacent cities. Significantly less growth is allocated to the rural areas than has occurred in the past.

Federal Way is designated as a Core City with a Regional Growth Center/Urban Center, which is the City Center Core zoning district. Discussion of the Urban Center can be found in Chapter 7, “City Center,” of this plan.

COUNTYWIDE PLANNING POLICIES

The 1991 amendments to the GMA require all counties planning under the act to adopt Countywide Planning Policies (CWPPs). The jurisdictions in King County formed a group called the Growth Management Planning Council (GMPC) composed of elected officials from the King County Council, City of Seattle, and suburban cities. The mission of the GMPC was to draft the CWPPs for King County. These policies were adopted in 1992. In 1994, major amendments to the CWPPs were proposed by the GMPC. These amendments were subsequently adopted by King County and are binding on all jurisdictions in the county. Since 1994, the CWPPs have been updated as needed, with the last major amendments done in 2012. After approval and ratification by the King County Council, amendments are forwarded to the cities for ratification. Amendments to the CWPPs become effective when ratified by at least 30 percent of the city and county governments, representing 70 percent of the population of King County.

1.2 THE COMPREHENSIVE PLANNING EFFORT

WHY PLAN?

Federal Way plans for people. People need a safe and secure place to live, an economy that provides living wage jobs, a transportation system that allows them to get around, and schools, colleges, and recreational opportunities. People also benefit from a human-scaled built environment that provides opportunities for walking and bicycling with

access to healthy foods and opportunities to experience the natural environment. It is the city government’s responsibility to provide public services and facilities, develop policies, and adopt regulations to guide the growth of a city that meets the needs of its people. From incorporation to the present, the guide for Federal Way’s growth and development has been the comprehensive plan.

WHAT IS A COMPREHENSIVE PLAN?

The role of the FWCP is to clearly state the community’s vision for its future, and to articulate a plan for accomplishing this vision over a 20-year period. The FWCP seeks to answer a number of questions:

- What areas are most suitable for development or redevelopment?
- What areas should be preserved in their natural state?
- How can we encourage the type of development we desire?
- How should we address traffic congestion?
- How many parks do we need, of what size, kind, and where?
- What steps should we take to encourage economic development?
- How can we encourage preservation of our historic resources?
- How can we ensure an adequate supply of affordable housing for all income levels?
- What utilities and public services will we need?
- How will the community pay for all of these things?

Each of the FWCP’s chapters addresses these questions, and more, in the areas of transportation, land use, economic development, capital facilities, utilities, and housing. The answers form the policies, which guide implementation of our community vision. The policy statements within each chapter are used to guide new or revised zoning and other regulations. The FWCP also sets a clear framework for where the community will need to spend money on capital facilities, how much, and identifies available funding sources. As a whole, the FWCP offers a flexible framework for Federal Way’s future, allowing for adaptation to real conditions over time.

HOW WAS THE PLAN DEVELOPED?

Federal Way adopted an Interim Comprehensive Plan at the time of incorporation in February of 1990. In November of 1995, after a three-year planning process with much public involvement, Federal Way adopted its first GMA-compliant comprehensive plan (FWCP). The ideas in the FWCP were developed through discussion, debate, and the creative thinking of thousands of Federal Way citizens, working with City staff and elected officials. Consistent with the GMA, the City of Federal Way provided early and continuous opportunities for citizens to participate in CityShape. CityShape was the name

given to the City’s comprehensive planning project. CityShape was also the name given to the process used to develop the FWCP.



The plan was subsequently amended in December 1998, September 2000, November 2001, March 2003, July 2004, June 2005, July 2007, June 2009, October 2010, January 2011, January 2013, and August 2013. The March 2003 update was the major seven-year update, required at that time.

The public participation process for the major 2015 update involved the following steps:

- March 19, 2014 – An Open House was hosted by the Planning Commission. This was advertised by a press release and flyers were sent home to all homes of students in middle schools and elementary schools.
- Three variable message signs (VMS), advertising the March 19 Planning Commission Open House, were placed in three high-traffic areas within the City.
- A Comprehensive Plan Update Web Page was created.
- An on-line survey was posted.
- The Planning Commission was briefed as the draft chapters were prepared.
- The draft chapters were posted on the Comprehensive Plan Update Web Page.
- Citizens on the Notify Me List were informed.

ORGANIZATION OF THE PLAN

While we cannot predict the future, we can attempt to shape the future character of the community in which we live, work, and play. The FWCP functions as the City’s statement of how it will grow and change in the 21st century. The FWCP contains the following 12 chapters that outline goals and policies to guide the future of the City. Of the 12 chapters, seven are required by the GMA.

Required Chapters

2. Land Use
3. Transportation
4. Economic Development
5. Housing
6. Capital Facilities
10. Private Utilities
11. Shoreline Master Program

Optional Chapters

1. Introduction
7. City Center
8. Potential Annexation Area
9. Natural Environment
12. Twin Lakes Commercial Subarea Plan

Each of these chapters has been coordinated with the others, resulting in a plan that is internally consistent. Each of the goals in the FWCP, while expressing a specific policy direction, also functions as part of a coordinated expression of the City’s vision for the future.

1.3 FEDERAL WAY’S COMMUNITY PROFILE

PAST AND PRESENT

Planning for the future requires a good understanding of how our community has grown and changed in the past. The following discussion provides that backdrop as a context for subsequent chapters.

The earliest recorded accounts of the Federal Way area tell of Native American families who resided in the area of the Muckleshoot Reservation on the east side of the Green River Valley and traveled west to the shores of Puget Sound for the plentiful fisheries resources. Generations of Muckleshoot Indians wore a westward trail across the heavily forested plateau to the area which is now Saltwater State Park. The arrival of the white man in the nineteenth century resulted in a steady decline in the Indian population and by 1890, nearly the entire population had disappeared from the area.

Isolated on a triangular shaped plateau rising steeply from Puget Sound, the Federal Way area had little waterfront access or roadways and accordingly, was sparingly developed compared to Tacoma and Seattle. As late as the turn of the century, the original settlers at Dash Point and Dumas Bay had to row to Tacoma for supplies and mail. Old Military Road, constructed around 1856 and extending north from Fort Steilacoom, past Star Lake to Seattle and Fort Lawton, was the first road through the area.

Over time, narrow dirt roads were added to provide east/west access and by 1900, a road was constructed between Star Lake and Redondo. The second crossroad, the “Seattle Road,” connected old Military Road and Kent. The Seattle-Tacoma Interurban Line, completed in 1901, provided a fast and easy way to reach these urban cities. Improved access brought many visitors to the area and Star Lake became a popular summer recreation site.

By the 1920s, Federal Highway 99, the interstate that linked the western states from north to south, was complete. At this time, Federal Way was still primarily forest and farmland. Fred Hoyt had a cabin on Dumas Bay and started a road to Tacoma (still called Hoyt Road). The timber companies, which had a major logging operation going, built an early

railroad line and were instrumental in getting Marine View Highway (now Dash Point Road) built in the early 1920s. This roadway spurred development along the coastline. Soon thereafter, Peasley Canyon Road was built to connect Military Road with the Auburn Valley. This road later became known as South 320th Street. In these early days, roadways set the stage for development in the area and they still play an important role in the City today.

By the start of World War II, a number of small, thriving communities made up the area that is now Federal Way. Some communities were clustered around lakes, such as Steel Lake, Star Lake, and Lake Geneva. Others were sited to take advantage of the view of Puget Sound, like Adelaide and Buenna. As each of these communities grew, residents built small schoolhouses for their children. By the late 1940s, King County consolidated the many individual red schoolhouses into the Federal Way School District, from which the City gets its name.

During this same period, a library was built along the edge of Highway 99, and between 308th Street and 320th Street, a small “downtown” developed with a general store, lumber yard, realty office, beauty parlor, feed store, and gas station. By the end of the 1950s, the ten blocks between 308th and 320th Streets became the first roadside commercial district. One of the more unique developments was Santa Faire, a family oriented theme park. New shopping areas were added around the park, helping to create a “community focus” for the residents of the area.

As this commercial area developed, the rest of Federal Way was changing as well. The Boeing Company expanded their operations in Renton and the Kent Valley and began advertising nationally for engineers. Those engineers in turn began roaming the wooded acreage in Federal Way in search of housing. One of the earliest residential developments was Marine Hills, built in 1958 overlooking Puget Sound. Weyerhaeuser, one of the early timber companies, had large land holdings in the area and began to develop their land into high quality housing with amenities like golf courses.

Weyerhaeuser’s development company also began developing commercial property, creating the West Campus business park. The plan was to integrate offices and businesses with lush landscaping. Though initially the corporate office market was not strong, West Campus has grown almost to capacity, providing space for many civic buildings such as City Hall, the police station, the area’s major health care centers, and higher density housing.

Another major landmark in the area is the Commons, built in the mid-1970s on what was farmland south of 320th Street. The Commons is one of the largest malls in South King County and is the anchor for retail development in the area. The mall was a result of population growth in the region and its location was determined by the 320th Street

intersection with Interstate 5. The Interstate supplanted Highway 99 as the main artery for commuter traffic in the County.

By the mid-1980s, South King County was growing quickly. Retail growth occurred along Highway 99, especially at the 320th Street intersection. Roads and office space were developed to accommodate the increased growth. Residential growth was also prominent, following plans developed by King County, with a large number of apartment homes. The changes to the community, with increased housing and traffic, created a movement for greater self-determination. In 1989, the citizens of this area voted for incorporation and the City of Federal Way was born, incorporating on February 28, 1990.

FEDERAL WAY'S FUTURE VISION

In the year 2035, Federal Way has changed significantly during the 45 years that have elapsed since incorporation. This is due to the following characteristics:

Government For and By the People: All governmental entities reflect the can-do attitude of Federal Way citizens and partner with them to provide quality services, often through volunteerism. Governmental entities reflect the community's values of diversity, innovation, and participation. Together, the community and its neighborhoods have built a sense of identity and ownership for Federal Way and its future. Fiscally conservative, innovative financial and management strategies, along with economic growth, have allowed the community to enjoy a moderate tax rate, with bond issues approved to support major projects.

Vibrant and Diverse Growth: Development goals have fostered the preservation of a primarily residential community and open natural areas, with concentrated urban development in the City's Center and secondary commercial districts. Development activity is focused on in-fill and redevelopment to create vibrant neighborhoods where residents have the option of walking, bicycling, or using transit for most of their needs. An increase in the number of corporate headquarters, annexation of the Potential Annexation Areas (PAA), and build out of available single-family sites, at competitive prices, has accommodated Federal Way's population target. New multiple-family development is concentrated in the City Center/Highway 99 corridor area, primarily through mixed-use condominiums and apartments. The pedestrian friendly, multi-use City Center, with multi-story and underground parking facilities works well for many. Federal Way citizens enjoy a wide variety of dining and shopping options, and the pedestrian plazas, parks and civic amenities of the City Center. Infrastructure has been developed concurrently with growth, preserving the community's quality of life.

Economic Vitality: Strategically located in the Pacific Rim, between SeaTac Airport and the Port of Tacoma, Federal Way provides jobs as an international and regional retail and employment center. Federal Way is home to several corporate headquarters and regional headquarters such as Kiewit Bridge and Marine. There is also a growing medical services sector that includes St. Francis Hospital, Virginia Mason Hospital, Group Health Cooperative, Total Renal Care Inc (Davita), and Children’s Hospital. Companies choose Federal Way for its sense of neighborhood identity, mix of housing stock, proximity to natural resources (mountains, oceans, and waterways), and safety. The growth in the corporate headquarters and medical services segment of the economy has netted economic spinoffs for Federal Way’s small business community, as small business provides support services for these companies. Growth in the small business economy has generated some redevelopment of previously large retail warehouse facilities to accommodate office, retail, and light manufacturing. Quality jobs have boosted disposable income, supporting expansion of Federal Way’s retail and commercial sectors. The resulting enhancements to the community’s tax base have helped to support a high quality of community life.

Efficient Transportation System: Federal Way’s transportation system links neighborhoods with the City Center, and Federal Way with other communities in the Puget Sound region. Concentrated economic growth in East and West Campus and the City Center has allowed mass transit to connect Federal Way’s economic core with the economic and leisure hubs of Puget Sound communities. Concentrated growth has allowed the community to maintain the infrastructure in outlying areas, focusing new infrastructure in the City Center. Selective investment in emerging transportation technologies optimize safety and reduce delays. Bicycling improvements provide a range of route alternatives for a variety of skill levels. Sidewalk improvements provide safer passage to schools, parks, and shopping. Multi-use trails connect parks and community centers to provide increased recreational opportunities and convenient non-motorized transportation.

Safety, Infrastructure, and Utilities: This issue has been addressed at the neighborhood level, where community-based policing philosophies and citizen efforts to create a sense of neighborhood with real and perceived safety are most effective. Professional and compassionate law enforcement communicates clearly with the community’s diverse populations and business community, providing a visible community presence, as well as acceptable emergency call response times. Improvements in safety have been a cornerstone for the community’s economic and residential growth. The utility and fire districts share this community vision and have targeted their efforts and resources to continue to provide effective and efficient delivery of water, sewer, telephone, television, power, and fire services. Increased coordination between these districts and the City, and these districts and their regional counter-parts, has ensured adequate service expansion to make the community’s development vision a reality.

Caring for Our Own: Governmental and social service agencies work in concert to provide a caring and safe environment for all Federal Way citizens. Ever-improving educational institutions, public and private, serve all interests and ages throughout the community. Neighborhoods have joined with the schools in their area to improve student



achievement, school facilities, and resources. Strong educational institutions and the leadership of the Federal Way School District, Highline Community College, and DeVry University have contributed to the community's economic growth, providing a trained work force and quality education for the families of employees who locate here. The City has been the catalyst for creating a one-stop center for human services, affordable housing, neighborhood services, and related programs to serve low- and moderate-income residents of the City. The City works in partnership with non-profit service providers and residents to support economic empowerment and self-sufficiency for all households in Federal Way.

Quality Culture, Environment, and Play: Parks, trails, sports, urban agriculture, and cultural arts facilities cater to the active lifestyle of Federal Way citizens. By partnering with the Federal Way School District and other agencies, the community has developed a long-range plan for facilities, parks, and services. This partnership is yielding more and better facilities, and greater joint facility utilization than any one agency could provide alone. A performing arts and events center (PAEC) has been built and serves the area's residents, business community and the greater region. Construction of the PAEC (Town Center I), Town Square Park (Town Center II), shopping center (Town Center III), and transit oriented development (Town Center IV) has positively affected the City Center by attracting new businesses and stimulating redevelopment of existing sites (the Town Center Concept is discussed in Chapter 7, City Center). This has resulted in a vibrant downtown with attractions for all ages.

The Federal Way area is blessed with a bounty of natural beauty and scenery. This bounty includes dramatic vistas of Mt. Rainier; numerous lakes, streams, and wetlands; the pastoral setting in the Spring Valley area; and views of Puget Sound and Vashon Island from the saltwater ridge. The City is committed to preserving this vast natural resource for the citizens and future citizens of Federal Way.

Regional Player: Finally, Federal Way institutions and citizens are regional partners and participants in the economic, political, and cultural life of Puget Sound. This participation has yielded funding opportunities for community facilities, including housing and human services. Regional participation has crossed the seas with sister city relationships which are supported by Federal Way citizens. These relationships have had significant cultural, educational, and economic benefits for the community.

This vision demands bold actions and thoughtful choices. In order to grow gracefully, and remain a healthy and desirable community, tomorrow's higher density growth areas must be accompanied by improved amenities for urban life. More resources will be required to maintain the high quality of life we currently enjoy, thanks to our parks, streets, and other public services. A combined effort of the public sector, neighborhood groups, local churches, non-profit agencies such as the Multi-Service Center, businesses, schools, and individual citizens will be required. The early and continuing cooperation and collaboration of these groups in this process will ensure this vision will be realized.

GETTING TO THE FUTURE FROM THE PRESENT

The FWCP is intended to manage growth and change in Federal Way over the next 20 years. The future described in the FWCP cannot be achieved all at once. Over the life of the FWCP, growth will likely occur more slowly at times, more rapidly at others, and in somewhat different patterns and sequences than is currently foreseen. An effective comprehensive plan must be flexible enough to succeed within a range of likely conditions and must be adjusted as those conditions are monitored and evaluated, while maintaining a steady aim at its ultimate goals.

HOW WILL THE PLAN BE IMPLEMENTED?

A comprehensive plan is the first step toward realizing the City's vision. The vision is achieved when the comprehensive plan is implemented. Federal Way's implementation program is comprised of a combination of short-term and long-term actions. Short-term actions include the approval of comprehensive plan amendments and rezones that match the FWCP's vision. Other actions include the annual update of the City's six year Capital Improvement Program, which describes the street, park, and surface water utility projects the City intends to build. There are also long-term actions including subarea planning, monitoring, evaluating, and amending the FWCP as conditions change; and developing a capital investment program that allocates resources to projects that will spur the City's development in the direction envisioned in the FWCP.

Subarea Plans: Adoption of subarea plans such as the City Center and the Twin Lakes Commercial Subarea Plans will tailor the FWCP’s citywide perspective to individual areas, whether they are neighborhood retail nodes or light manufacturing areas. Subarea plans are expected to continue to aid in adjusting and fine-tuning the FWCP over time.



Coordination with Other Jurisdictions: Federal Way representatives have participated with King County, other cities, Sound Transit, and the Puget Sound Regional Council in numerous discussions on various issues such as how to accommodate projected housing and employment and how to provide transportation opportunities for citizens. Undoubtedly, continued regional planning forums will need to be created to meet the GMA’s challenge for regional action toward creating, implementing, and funding a shared vision for the greater Puget Sound region.

Regulatory Provisions: Implementing the FWCP will include continuing to modify existing regulations and draft new regulations consistent with the policies and goals of the FWCP. In recent years, the City has taken proactive steps to streamline regulations in order retain existing businesses and to attract new ones.

A Strategic Investment Strategy: This will describe a framework for making resource allocation decisions in an environment where wants and needs always exceed the finite resources available. Tradeoffs among many possible investment choices will be made to achieve the FWCP’s goals. The framework will add dimension to the FWCP’s goals by enabling them to be addressed over time. The City of Federal Way is investing in its future by maintaining and improving its infrastructures city-wide and building the Town Square Park and the PAEC in the City Center to attract and foster economic development.

Human Services, Public Safety, and Environmental Planning: These will continue to build upon the foundation established by the FWCP. Much of the FWCP, as developed to fulfill the GMA, addresses physical development and its related regulatory and fiscal support. Federal Way works with other levels of government, non-profit providers, and

citizen groups to support an array of activities and services that contribute to the quality of life of Federal Way’s citizens. These include public safety; health, cultural, educational, and environmental activities; and human services. To ensure that the interrelationships of all aspects of urban life are addressed, planning will be undertaken by the City in a way that is supportive of and coordinated with the FWCP. For example, the City is in the initial stages of designating an area in the vicinity of South 288th Street and Military Road as a Neighborhood Revitalization Strategy Area (NRSA). This designation would allow the City to invest in housing, economic development, and other community resources over a five to ten year period to build from existing neighborhood strengths and fill existing gaps.

Monitoring and Evaluation: This will be done periodically to assess progress toward achieving FWCP goals, as well as to measure the conditions and changes occurring within the City. Monitoring and evaluation will help ensure consistency within and among the FWCP chapters, as well as with the GMA, VISION 2040, the CWPPs, and county and regional growth plans. Monitoring and evaluation will lead to both FWCP amendments and improved ability to project future conditions.

Citizen Participation: The City will continue to build upon the dialogue between government and citizens that began with the development and adoption of the FWCP in 1995. The City will strive to find improved means to communicate with, and involve citizens in planning and decision-making such as the Mayor’s Neighborhood Connection Meetings started in 2014, and engaging in social media. The City will strive to provide information that can be easily understood and to provide access for public involvement. This will include processes for making amendments to and implementing the FWCP.



APPLICATION OF THE PLAN

The principal purpose of the comprehensive plan is to provide policies that guide the development of the City in the context of regional growth management. These policies can be looked to by citizens and all levels of government in planning for the future of Federal Way.

The FWCP format generally presents a discussion about an issue followed by a goal, and some policies related to that goal. Goals describe what the City hopes to realize over time, and are not mandates or guarantees. Policies describe actions that will need to be taken if the City is to realize its goals. Policies should be read as if preceded by the words, “It is the City’s general policy to...” A policy helps guide the creation or change of specific rules or strategies (such as development regulations, budgets, or subarea plans. Implementation of most policies involves a range of City actions over time, so one cannot simply ask whether a specific action or project would fulfill a particular FWCP policy. For example, a policy that the City will “give priority to” a particular need indicates that need will be treated as important, not that it will take precedence in every City decision.

Some policies use the words “shall” or “should,” “ensure” or “encourage,” and so forth. In general, such words describe the relative degree of emphasis that the policy imparts, but not necessarily to establish specific legal duty to perform a particular act, to undertake a program or project, or to achieve a specific result. Whether such a result is intended must be determined by reading the policy as a whole, and by examining the context of other related policies in the FWCP.

Some policies may appear to conflict, particularly in the context of a specific fact situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. A classic example is the “conflict” between policies calling for “preservation of the environment” and policies that “promote economic development.” Because FWCP policies do not exist in isolation and must be viewed in the context of all potentially relevant policies, it is largely in the application of those policies that the interests, which they embody, are reconciled and balanced by the legislative and executive branches of City government.

COMPREHENSIVE PLAN AMENDMENT PROCESS

The City will update the FWCP annually in order to keep this document current with the community’s vision and the City Council’s policy direction. Individual requests for site-specific comprehensive plan amendments will be considered during the annual update process. In addition, the City will undertake a major comprehensive plan update every eight years or as otherwise mandated by the GMA.

ACKNOWLEDGEMENTS

The City Council and staff thank the citizens who have made the major comprehensive plan update a success. We look forward to working with you and others over the coming years to make your vision Federal Way’s future.