



# Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 ||| SEATTLE, WA 98104-1035 ||| psrc.org ||| 206-464-7090

## City of Arlington 2017 Comprehensive Plan Update

- 1) Certification report dated December 12, 2017 (see page 2). As of this Executive Board action taken at the January 25, 2018 meeting, the City of Arlington comprehensive plan is now fully certified for consistency with the transportation-related provisions of the Growth Management Act, VISION 2040, and Transportation 2040.
- 2) Certification report dated March 31, 2016 (see page 4). This report summarizes complete review of the 2015 comprehensive plan update and a certification condition for the city to address by December 31, 2017.

# PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION



## CITY OF ARLINGTON COMPREHENSIVE PLAN

December 12, 2017

### BACKGROUND

PSRC conditionally certified the City of Arlington's 2015 periodic update of the city's comprehensive plan on April 28, 2016. In October 2017, the city adopted amendments to the plan that address the conditions and resubmitted the plan for further review and full certification.

### CERTIFICATION RECOMMENDATION

Based on the review of the 2017 City of Arlington comprehensive plan amendments, the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

**The Puget Sound Regional Council certifies that the transportation-related provisions in the City of Arlington 2017 comprehensive plan amendments conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan.**

### 2017 COMPREHENSIVE PLAN AMENDMENTS

The Growth Management Act requires local comprehensive plans to be updated to accommodate the growth that is anticipated for the succeeding 20-year planning period (see RCW 36.70A.070, .115, and .130). The act also requires that plan elements use consistent land use assumptions in order that a local jurisdiction is coordinating planning for land uses, housing, and capital facilities (RCW 36.70A.070(6)).

The March 2016 certification report for the City of Arlington comprehensive plan update identified a shortfall of housing capacity within the city, as provided for in the land use element, compared with adopted targets. These targets establish local responsibility under GMA to accommodate growth and provide the basis for land use assumptions in the transportation element. The Snohomish County Buildable Lands Report confirmed that there is enough capacity to accommodate adopted employment targets.

The city of Arlington revised the assumptions in the land use element to accommodate higher densities through a new mixed-use overlay zone, which created additional housing capacity to accommodate the adopted growth target. In October 2017, the city amended the land use element of the comprehensive plan to document the new capacity and demonstrate consistency with adopted growth targets.

To reflect consistent land use assumptions throughout the plan, the city updated its traffic demand analysis in the transportation element using the updated growth assumptions in the land use element. This update was reflected in the October 2017 amendments.

The March 2016 certification report also identified the need to provide a multiyear transportation financing plan and a nonmotorized plan. The city developed a finance plan for transportation over the 20-year planning period. It includes project descriptions and cost estimates for transportation projects expected to be constructed between 2016 and 2035, as well as an estimate of revenues through 2035. The financing plan also includes a reassessment strategy that documents the steps the city would take to close a gap, if any, between costs and revenues. The

October 2017 amendments to the comprehensive plan include the multiyear transportation financing plan in the Transportation 2035 Plan, which is incorporated into the transportation element by reference.

The city developed a nonmotorized plan and included it in the updated transportation element. The nonmotorized plan includes an inventory of existing nonmotorized facilities in and near Arlington, planned nonmotorized facilities to complete the nonmotorized network, and cost estimates for those facilities. The cost estimates are reflected in the 20-year transportation finance plan. The October 2017 amendments include the nonmotorized plan.

The amended plan demonstrates consistency with the GMA in accommodating targeted growth, providing consistency among plan elements in assumed future growth levels, planning for nonmotorized travel, and completing a multiyear financing plan.

## **Conclusion**

PSRC staff worked closely with the city as they drafted the plan amendments that address the conditions for certification. If the Executive Board acts as recommended, the plan will no longer have conditions on its certification. PSRC looks forward to working with the city on future planning efforts and will continue to provide guidance and technical assistance on any further amendments to the plan, subarea plans, or functional plans developed in response to additional issues identified through the PSRC certification review.

Additional background and resources can be found in the [City of Arlington 2015 PSRC Plan Review and Certification Report](#) and on the PSRC website at <https://www.psrc.org/our-work/plan-review>. Questions should be directed to Erika Harris at 206-464-6360 or [eharris@psrc.org](mailto:eharris@psrc.org).

# PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

## CITY OF ARLINGTON COMPREHENSIVE PLAN

March 31, 2016



### BACKGROUND

The Washington State Growth Management Act calls for coordination between local, regional, and state planning efforts. To advance this coordination, state law requires PSRC to certify that regional transit plans, countywide planning policies, and local comprehensive plans within the central Puget Sound region conform to: (1) established regional guidelines and principles, (2) the adopted long-range regional transportation plan, and (3) transportation planning requirements in the Growth Management Act. Within the central Puget Sound region, the multicounty planning policies in VISION 2040 have been established as the regional guidelines and principles under Revised Code of Washington (RCW) 47.80.026. Certification of local comprehensive plans is also a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with any project submitted into the Regional Transportation Improvement Program, regardless of funding source.

Within the central Puget Sound region, local governments and PSRC have worked together to develop an overall process ([Adopted Policy and Plan Review Process](#), Revised September 2003) for reviewing and certifying local, countywide, regional, and transit agency policies and plans.<sup>1</sup> This process also provides an opportunity to coordinate and share information related to local and regional planning. A set of materials, compiled in a [Plan Review Manual](#), provides details on the review and certification process, background, and framework. The manual also provides guidance and checklists for aligning plans and policies with [VISION 2040](#), [Transportation 2040](#), and [Growth Management Act](#) requirements.

### DISCUSSION

This report summarizes the findings and recommendations regarding the periodic update to the comprehensive plan for the City of Arlington, adopted by the city on July 6, 2015. PSRC last certified amendments to the city of Arlington's comprehensive plan in July 2014. PSRC staff reviewed the updated 2015 comprehensive plan and coordinated with city staff in the development of this report.

### CERTIFICATION RECOMMENDATION

Based on the review of the City of Arlington comprehensive plan, the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

**The Puget Sound Regional Council conditionally certifies that the transportation-related provisions in the City of Arlington 2015 comprehensive plan conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan.**

**Conditional status is in place until the City of Arlington addresses the inconsistencies between population and housing growth targets adopted by Snohomish County and the**

---

<sup>1</sup> The certification requirement in the Growth Management Act is described in RCW 47.80. The specific requirements for transportation elements in local comprehensive plans are spelled out in RCW 36.70A.070. PSRC's Interlocal Agreement, Section VII, also provides direction for the review of local comprehensive plans and countywide policies (Resolution A-91-01, amended March 1998). The Council's Executive Board last updated its process for Policy and Plan Review in September 2003. The process is also described in VISION 2040, Part IV: Implementation.

**capacity to accommodate those targets under the adopted land use plan. Resolution of these inconsistencies should be accomplished, as appropriate, through revisions to the comprehensive plan and through the Snohomish County Tomorrow targets reconciliation process. In addition, the transportation element should be amended to address use of consistent land use assumptions across all plan elements, gaps in fully meeting state requirements for nonmotorized transportation planning and a multiyear transportation financing plan. The city acknowledges this and commits to addressing the conditions according to the following schedule:**

- 1. Council adoption of a plan of work that addresses the conditions identified in the certification report by May 31, 2016.**
- 2. Submission of a draft amended comprehensive plan and supporting documents that address the conditions to PSRC for review and comment in advance of adoption.**
- 3. Once the conditions are adequately addressed, submission of the adopted amended comprehensive plan and supporting documents by December 31, 2017 for review and certification by PSRC.**

**In the event that the Snohomish County reconciliation process extends beyond this date, the city will be asked to report on progress in resolving any reconciliation issues and request an extension to satisfy related conditions of this regional certification.**

Conditions for full certification are described in more detail in the body of this report. Specifically, conditions related to updated transportation plan information are described on page 3 and conditions related to growth targets and capacity are described on page 5.

The remainder of this report contains a summary of the PSRC review of the City of Arlington comprehensive plan update. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and [checklist for local comprehensive plans](#), is listed in high level bullets. Discussion in each topic area highlights exemplary provisions of the plan, as well as issues identified through the certification review where future work is needed to more fully address VISION 2040, Transportation 2040, and Growth Management Act planning requirements. PSRC recognizes that the timing and mechanism for addressing each of the comments will vary based on the jurisdiction, its resources and plan update process, and the nature of the comment.

# Part I: Conformity with Growth Management Act Transportation Planning Requirements

## SCOPE OF REVIEW

The Growth Management Act (RCW 36.70A.070(6)) includes several requirements related to transportation elements in local comprehensive plans. These requirements are summarized as follows:

**Land use assumptions and forecasts of travel demand** that are internally consistent and consistent with growth targets.

**Service and facility needs**, including inventories of existing facilities, and level-of-service standards and concurrency provisions that address multiple modes of travel, planned land uses and densities, and state highways.

**Financing and investments**, including a multiyear financing plan and reassessment strategy to address potential funding shortfalls.

**Intergovernmental coordination** with neighboring cities, counties, and regional and state agencies.

**Demand management**, including programs to implement the Commute Trip Reduction Act.

**Pedestrian and bicycle planning**, including project funding and capital investments, education, and safety.

**Land uses adjacent to airports**, identifying relevant facilities, existing and planned uses, and policies that discourage incompatible uses.

Air quality is largely an interjurisdictional issue in which each jurisdiction's travel behaviors, measured through vehicle emissions, affect the regional airshed. The Washington Administrative Code (WAC) requires local transportation elements and plans to include "policies and provisions that promote the reduction of criteria pollutants" for mobile sources (WAC 173-420-080). When PSRC reviews plans, it also certifies that the comprehensive plans include air quality policies and provisions, including a commitment to meeting the requirements of applicable federal and state air quality legislation.

## DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses many of the transportation planning requirements of the Growth Management Act and includes adequate air quality policies and provisions. Highlights include:

- ☑ The plan encourages the development and use of pedestrian, bicycle, and mass transit facilities that will, among other things, conserve non-renewable energy sources (GT-5 and PT-5.1-9).
- ☑ Goals and policies in the plan emphasize improving the safety of nonmotorized (i.e., walking and biking) travel (GT-8 and PT-8.3).
- ☑ The plan supports regional coordination to ensure that the city's nonmotorized transportation network connects with regional networks and with the networks of neighboring jurisdictions (PT-5.7).

## DISCUSSION: CONDITIONS FOR CERTIFICATION

The City of Arlington must address the following provision of the Growth Management Act and VISION 2040 in order to maintain certified status:

- ☐ The adopted plan references data, analysis, and policies developed in 2010 as part of an earlier effort to update the city's transportation master plan. The city is currently working toward adoption of a revised transportation master plan, which may be used to respond to the issues highlighted below.

The transportation element will need to be amended to address the following issues:

- **Use consistent future land use assumptions across all plan elements and document how those assumptions align with adopted growth targets.** The Growth Management Act requires that travel demand forecasts and transportation need assessments be based on land use assumptions that

correspond with the most recently adopted growth targets. These population and employment assumptions must be consistent throughout the comprehensive plan (e.g., land use element, transportation element, and housing element) (RCW 36.70A.070(6)(a)(i)). The transportation analysis in the adopted plan is not well documented and does not make clear how forecasts of travel demand relate to adopted growth targets or the land use element. The transportation element should be amended to clearly document land use assumptions and to demonstrate consistency with adopted growth targets. The city should amend the plan to document consistent land use assumptions across all elements. PSRC staff is available to provide data and technical assistance on methodology.

- **Include a complete and updated multiyear financing plan for transportation.** The Growth Management Act (see RCW 36.70A.070(6)) requires that the transportation element include a financing plan that addresses:
  - Cost estimates for roadway, pedestrian, and bicycle improvements identified in the plan as needed over the 20-year planning period.
  - An estimate of revenue available for transportation over the 20-year planning period.
  - A reassessment strategy to document steps the city could take to close the gap, if any, between costs and revenues, such as additional demand management strategies, pursuing new revenues, reducing level-of-service standards, and land use changes.
- **Inventory existing and planned nonmotorized facilities.** While the plan includes notable policies that address pedestrian and bicycle facilities, additional work is needed to complete the pedestrian and bicycle component of the transportation element (RCW 36.70A.070(6)(a)(vii), WAC 365-196-430(2)(j)). The plan should include a map or list of sidewalks and bicycle facilities, as well as identification of a network of nonmotorized facilities and a project list to construct the network within 20 years (RCW 36.70A.070(6)(a)(iii)(A)). These nonmotorized projects should also be reflected in the multiyear financing plan (RCW 36.70A.070(6)(a)(iv)).

See the Washington State Department of Commerce’s Transportation Element Guidebook for information on pedestrian and bicycle components and financing plans (<http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf>).

## Part II: Consistency with Regional Plans and Policies

### OVERVIEW

This section discusses consistency with the adopted multicounty planning policies (established regional guidelines and principles under RCW 47.80.026) adopted in VISION 2040, and Transportation 2040, the region’s long-range transportation plan. In addition to the multicounty planning policies, VISION 2040 contains a Regional Growth Strategy with a preferred distribution of the region’s residential and employment growth, as well as a number of implementation actions for local governments to carry out. VISION 2040 calls for local comprehensive plans to contain a brief statement of how the plan addresses the multicounty planning policies. Each policy area addressed in VISION 2040 is discussed in turn below.

### VISION 2040 CONTEXT STATEMENT

VISION 2040 calls for local plans to include a context statement that describes how the comprehensive plan addresses regional policies and provisions adopted in VISION 2040. The plan includes a context statement in the introduction that describes the city’s role in the region and how the plan implements VISION 2040.

# Environment

## SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following environmental policy topics:

**Stewardship**, including addressing the natural environment throughout the plan, decisions based on best-available science, and regional environmental initiatives.

**Earth and habitat**, including open space protection, restoration and protection of native vegetation, and coordination with adjacent jurisdictions.

**Water quality**, including actions that maintain hydrologic functions and reduce water pollution in ecosystems, watersheds, shorelines, and estuaries.

**Air quality and climate change**, addressing federal and state laws, reduction of pollutants, Puget Sound Clean Air Agency policies, and reduction of greenhouse gas emissions and adaptation to climate change.

## DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses many of the environmental policy topics in VISION 2040 with strong goals and actionable policies. Highlights include:

- The plan promotes the protection of sensitive resources such as wetlands, streams and creeks, lakes and ponds, aquifer recharge areas, steep slopes, significant trees, fish and wildlife habitat and corridors, archaeological and historical sites and artifacts, geologically hazardous areas, and frequently flooded areas (PL-19.4).
- The plan directs the city to evaluate Low Impact Development techniques as the preferred approach prior to implementing traditional stormwater treatment and flow control facilities in order to minimize impacts on natural resources (PL-20.4).
- Goal GP-5 encourages the preservation and enhancement of open space, natural, and cultural resources.

## DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- The multicounty planning policies in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. See page 42 of VISION 2040 for an overview of climate change and related policies and page 34 in Transportation 2040 for information on the four-part greenhouse gas reduction strategy (land use, user fees, choices, and technology). The plan already includes some policies that support actions to reduce greenhouse gases, such as promoting transit and increasing nonmotorized transportation options. However, the city should consider directly addressing the climate change-related multicounty planning policies and including additional strategies such as emissions reductions from municipal operations and additional transportation demand management strategies.



## Development Patterns – including Regional Growth Strategy

### SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following development patterns policy topics:

**Urban areas**, including targets for housing and employment growth, compact communities that support transit and walking, and provisions for redevelopment of underused land.

**Centers**, including planning for one or more central places as locations for compact, mixed-use development, with policies that prioritize funding to centers to advance development.

**Unincorporated urban areas**, including policies that advance annexation and orderly transition of governance.

**Resource lands**, including identification of steps to limit development.

**Regional design**, addressing local provisions that apply the Transportation 2040 Physical Design Guidelines, energy efficient building, historic preservation, and enhanced sense of community.

**Health and active living**, addressing healthy environment, physical activity and well-being, and safety.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses many of the development patterns policies in VISION 2040. Highlights include:

- ☑ Policies and provisions in the plan support the development of a compact, mixed use, pedestrian-oriented business district through strategies such as encouraging civic engagement, supporting local businesses, encouraging mixed use development, developing a Riverfront Master Plan, and developing design standards that reflect the city's history, scale, and character (PL-1.6, PL-15.8-34).
- ☑ Goal GL-12 and Policies GL-12.1-8 support and protect the manufacturing/industrial center and airport to help the city attract new manufacturing and industrial businesses.
- ☑ The plan directs the city to require site-sensitive development to protect environmental resources (GL-19 and PL-19.1-5).
- ☑ The plan supports regional policies to plan for annexation of unincorporated urban areas affiliated to the city, as well as coordinating future land uses and development standards, transportation facilities and improvements, utilities and other infrastructure, protected open spaces, potential park space, and trails with Snohomish County.

### DISCUSSION: CONDITIONS FOR CERTIFICATION

The City of Arlington must address the following provision of the Growth Management Act and VISION 2040 in order to maintain certified status:

- ☐ The GMA requires local comprehensive plans to be updated to accommodate the growth that is anticipated for the succeeding 20-year planning period (see RCW 36.70A.070, .115, and .130). Snohomish County, in consultation with its cities through the Snohomish County Tomorrow process, developed and adopted growth targets for the City of Arlington amounting to growth of 6,971 additional residents, 2,725 additional housing units, and 12,170 additional jobs by the year 2035. The adopted comprehensive plan does not fully provide sufficient development capacity to accommodate the growth targets in the city. In order to fully comply with the Growth Management Act, the plan should be amended to rectify the discrepancy between the adopted targets and future land use capacity provided by the comprehensive plan within the city limits. Options include the following:
  - Work with Snohomish County to adjust the growth targets through reconciliation, consistent with the Regional Growth Strategy, to reflect future growth in Arlington that can be accommodated by the land use plan over the planning period. Amend the comprehensive plan to document such a change.

- Amend the plan, including land use, transportation, housing and other relevant elements, to reflect and affirmatively plan for the targeted growth, including provision of sufficient land uses and densities.

**DISCUSSION: AREAS FOR FURTHER WORK**

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- The plan contains many policies that support development of a manufacturing/industrial center and a compact, mixed-use, pedestrian-oriented business district, which are supportive of VISION 2040’s focus on supporting a variety of central places throughout the region. VISION 2040 also recommends that local jurisdictions prioritize infrastructure funding within their identified centers. Policies that prioritize transportation, public realm, and other investments in the city’s centers would strengthen the plan’s support for development in these locations (MPP-DP-7, MPP-T-11-12).

**Housing**

**SCOPE OF REVIEW**

VISION 2040 calls for local comprehensive plans to address the following housing policy topics:

**Increased housing production opportunities**, including diverse types and styles for all income levels and demographic groups.

**Affordable housing needs**, including an assessment of existing and future housing needs based on regional and local factors, including household income, demographics, special needs populations, and adequacy of existing housing stocks.

**Regional housing objectives** in VISION 2040, including promotion of housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques.

**DISCUSSION: EXEMPLARY PLAN PROVISIONS**

The city’s comprehensive plan addresses the housing provisions contained in VISION 2040. Highlights include:

- ☑ The plan promotes affordable housing by supporting the development and use of tools such as alternative development types (e.g., accessory dwelling units, clusters, cottage housing, small lots, zero-lot lines, bungalow courts), regulatory tools (e.g., inclusionary zoning, SEPA exemption, flexible development standards, performance standards), general incentives (e.g., density bonuses, parking reductions, permitting priority), financial help (e.g., reduced permit and utility connection fees), and project level actions that help with affordability (affordability covenants) (PH-8.3).
- ☑ The plan directs the city to support and participate in regional housing cooperatives such as Snohomish County’s Alliance for Affordable Housing and other regional organizations that promote affordable housing (PH-8.2).

**DISCUSSION: AREAS FOR FURTHER WORK**

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on housing.

## Economy

### SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following economic development policy topics:

Include an **economic development element** that addresses: business, people, and places.

**Retention and recruitment efforts** that support family wage jobs, industry clusters that export goods and services, and small businesses that are locally owned.

**Equitable benefits and impacts**, including provisions and programs that promote economic vitality in distressed areas or areas with disadvantaged populations.

**Adequate housing growth in centers** through collaboration with the private sector and provision of infrastructure.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses the economic provisions contained in VISION 2040. Highlights include:

- ☑ The plan supports jobs/housing balance within the city by working to ensure an adequate employment (commercial and industrial) land base (PE-1.3).
- ☑ The plan directs the city to promote living wage jobs by encouraging employers to locate in Arlington and through support for local businesses (PE-1.5 and PE-1.14).
- ☑ The plan promotes tourism as an economic development strategy, which includes support for the development of the Whitehorse Trail to Darrington and other trail systems, the Stillaguamish riverfront, and other riverfront parks (PE-7.1 and PE-7.2).

### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on economic development.

## Transportation

### SCOPE OF REVIEW

VISION 2040 and Transportation 2040 call for local comprehensive plans to address the following transportation policy topics:

**Maintenance, management, and safety**, including clean transportation with reductions in pollution and greenhouse gas emissions, environmental factors, health and safety, stable and predictable funding sources, system and demand management strategies, and security and emergency response.

**Support for the Regional Growth Strategy**, including system improvements that align with planned growth, prioritized investments that support compact development in centers, joint- and mixed-use development, complete streets and improvements to promote biking and walking, and context-sensitive design.

**Improved transportation options and mobility**, including alternatives to driving alone, facilities and services for special needs transportation, avoidance of new or expanded facilities in rural areas, and financing methods.

**Linking land use and transportation**, including integrating Transportation 2040 physical design guidelines in planning for centers and transit station areas, and land development tools that promote transportation alternatives.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses the major transportation emphases in VISION 2040 and Transportation 2040, including maintenance, management, and safety; support for the Regional Growth Strategy; and providing greater options and mobility. Highlights include:

- ☑ The plan supports an effective multimodal transportation system by encouraging connectivity, aesthetics, and safety. For example, Policy PT-4.6 discourages the construction of cul-de-sacs and Policy PT-4.2 encourages the preservation and addition of street trees. In addition, Policy PT-8.1 directs the city to design streetscapes for new and improved roads to accommodate multimodal transportation options such as motor vehicles (including bus), bicycles, and foot traffic (pedestrians).
- ☑ The plan promotes increased transit ridership through supporting public education programs, encouraging transit-supportive land use strategies, coordinating with transit agencies and surrounding communities, and planning for "pedestrian-scale" neighborhoods and centers (GT-6, PT-6.1, and PT-6.2)
- ☑ The plan supports allowance of alternative design standards and materials to reduce impervious surfaces and allow for more natural forms of drainage (GT-10).

### DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- ☐ The transportation and other plan elements have many policies supportive of walking, biking and transit. Implementation of these policies would be strengthened through adoption of levels of service and a concurrency approach that includes multiple modes. The Growth Management Act requires level-of-service standards for all locally owned arterials and transit routes, and the multicounty planning policies call for other modes, such as biking and walking, to be addressed through this approach (MPP-DP-54-56). This will help with the evaluation of needs when comparing the inventories to the level-of-service standards, as well as multimodal concurrency requirements. The Washington State Department of Commerce's Transportation Element Guidebook has information on how to set level-of-service standards and identify system needs (pages 143-150 and 183-189) (<http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf>).

## Public Services

### SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following public services policy topics:

**Promote more efficient use of existing services**, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies.

**Promote renewable energy and alternative energy sources.**

**Plan for long-term water needs**, including conservation, reclamation and reuse.

### DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan update contains policies that address the public services provisions of VISION 2040. Highlights include:

- ☑ Policy PS-7.2 directs the city to encourage water conservation, water reclamation and reuse among its residents through education and by providing water conservation kits.
- ☑ The plan supports improving solid waste and recycling practices through providing additional recycling infrastructure, technical support, resources, and outreach and public education on best management practices (PS-8.2).

- The plan promotes energy conservation through incentives and requirements for energy-saving transportation, land development patterns and practices, and building construction and operation methods and materials (GL-21).

#### **DISCUSSION: AREAS FOR FURTHER WORK**

The city should address the following comment at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- We commend the city for prioritizing sanitary sewer service for development within the city. Please consider adding a policy on connection to the sewer system to address MPP-PS-9: *Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.*

## **Conclusion**

PSRC staff thanks the city for working through the plan review and certification process. PSRC is available to provide assistance for future plan updates. Additional planning resources can also be found at <http://www.psrc.org/growth/planreview/resources/>. If the city has questions or needs additional information, please contact Erika Harris at 206-464-6360 or [eharris@psrc.org](mailto:eharris@psrc.org).