



# Puget Sound Regional Council

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

## City of Pacific 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 Pacific 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 PACIFIC COMPREHENSIVE PLAN

December 12, 2017

### BACKGROUND

PSRC conditionally certified the City of Pacific’s 2015 periodic update of the city’s comprehensive plan on April 28, 2016. In November 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 Pacific 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 Pacific 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 Pacific comprehensive plan update identified a shortfall of employment capacity within the Pierce County part of 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 city addressed the gap in employment capacity in Pierce County in two ways, as referenced in the revised transportation element. Employment capacity was re-estimated, and consequently increased, based on assumptions and data from the Buildable Lands work in the King County portion of the city. In addition, a portion of the employment target was shifted from the Pacific to the Sumner part of the Manufacturing Industrial Center (MIC). After the city of Sumner agreed to have the remaining employment target reallocated to the Sumner portion of the MIC, the Pierce County council adopted revised targets in June 2017 to reflect this reallocation. The reallocation allows the proposed MIC to maintain sufficient capacity for regional designation. The updated transportation element provides confirmation that the traffic demand analysis uses growth assumptions that are consistent with the land use element and revised growth targets.

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 2017 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

November 2017 amendments to the comprehensive plan include the multiyear transportation financing plan in the transportation element.

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 Pacific, 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 November 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 Pacific 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 PACIFIC 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 Pacific, adopted by the city on March 28, 2016. PSRC last certified the City of Pacific's comprehensive plan in 2004. 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 Pacific 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 Pacific 2015 comprehensive plan update conform to the Growth Management Act and are consistent with the multicounty planning policies and the regional transportation plan.**

**Conditional status is in place until the City of Pacific addresses the following issues. The plan will be amended to demonstrate alignment between the employment target for the city**

<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.

**adopted by Pierce County and sufficient capacity for commercial and industrial development. Resolution of this inconsistency should be accomplished, as appropriate, through revisions to the comprehensive plan and through collaboration with Pierce County and other cities to adjust the growth target. The transportation element of the plan will also be amended to include a complete pedestrian and bicycle plan and multiyear transportation finance plan for the 20-year planning period. These conditions are described in more detail in the body of this report.**

**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.**

The remainder of this report contains a summary of the PSRC review of the City of Pacific comprehensive plan update. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and Local Comprehensive Plan Checklist, 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 on the part of the city 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 of Pacific'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:

- ☑ Future land use and travel demand assumptions are projected out to a plan horizon year of 2035, several years beyond the target horizon years in King and Pierce counties, in order to address a full 20-year planning period.
- ☑ Goal T5 seeks to minimize the environmental impacts of new transportation infrastructure with policies that promote enhanced environmental review, best practices in stormwater management, and locating facilities away from environmentally sensitive areas.
- ☑ Multipronged strategy to identify and secure additional funding resources for transportation projects, including Policy T 14.4 positioning the city to capture future grants opportunities, Policy T 14.5 encouraging interjurisdictional cooperation to fund projects, and Policy T 15.4 calling for consideration of impact fees as a new funding source within the city.

#### **DISCUSSION: CONDITIONS FOR CERTIFICATION**

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

- ☐ The Growth Management Act (see RCW 36.70A.070(6)) requires that the transportation element include a multiyear 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.

The transportation element includes several important components of a multiyear financing plan and provides strong policy guidance for future decisions in policies T-14.1 to T-14.8, but lacks sufficient detail on planned projects and cost and revenue estimates for the 20-year planning period. The element should be further revised to fully address these issues. Further guidance on how to address the financial analysis in the plan can be found in the Department of Commerce's Transportation Element Guidebook, pages 202 - 212.

- ☐ The plan includes notable policies that address pedestrian and bicycle facilities. For example, Policy T 13.3 calls for pedestrian improvements focused in the Neighborhood Center, Policy T 13.4 furthers planning for a Linear Park Trails network, and Policy T 13.5 provides guidance on priority improvements. However, 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)). Policy T 6.6 identifies a bicycle and pedestrian plan as a future work item for the city. Specifically, the plan should provide a more complete inventory of existing and future bicycle and pedestrian facilities and should also address the costs and potential funding sources for additional facilities in the multiyear financing plan.

For more information about developing a pedestrian and bicycle component see the Commerce [Transportation Element Guidebook](#) (pages 115-139), the PSRC [Active Transportation Plan](#), and other helpful resources on PSRC's [plan review resources webpage](#).

### DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with state requirements for transportation planning (see comments addressing consistency with regional guidelines and principles on transportation and Transportation 2040 on page 8).

## Part II: Consistency with Regional Plans and Policies

### OVERVIEW

This section discusses consistency with the 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. 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 contains a very comprehensive VISION 2040 context statement.

## 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 Pacific comprehensive plan addresses the environmental policy topics in VISION 2040. Highlights include:

- ☑ The plan promotes environmentally sensitive development practices. For example, LU-16.5 promotes low-impact development techniques to protect groundwater. NE-2.3 calls for the city to provide incentives for development that is designed, sited, and constructed with minimal environmental impact. Policy H 4.3 encourages energy efficient housing.
- ☑ The plan includes policies that address efforts to mitigate greenhouse gas emissions and climate change. Policy LU-16.7 supports broad local and regional efforts to help King County achieve its emissions goals. Multiple policies in the transportation element promote alternatives to travel by single-occupant automobile. Goal LU-17 furthers energy efficiency with policies that promote alternative sources of

energy in public and private development and development of a city energy conservation plan and consideration of an energy audit.

- ☑ The plan encourages interjurisdictional coordination on protecting the environment. For example, Policy NE-4.1 calls for working with neighboring jurisdictions to develop common definitions and standards for wetlands.
- ☑ Goal NE-10 providing direction on implementation of the Lower White River BMA Stewardship Plan including next steps coordinated with subregional partners within the watershed.

#### **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 the environment.

## **Development Patterns – Including the 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:

- ☑ The land use element calls for the city to establish minimum densities for development in key residential land use designations (HDR, HDRL, and MC).
- ☑ Pacific is planning to focus development, including compact mixed-uses and civic uses, along with public improvements, in its city center. See Policy LU-4.2.12 on the Neighborhood Center plan designation.
- ☑ Policy LU-6.2 encourages innovative residential design, compact development, and low-impact development.
- ☑ LU-5.4 promotes development patterns, including compact mixed-use development with pedestrian-friendly design that encourages physical activity and public health.
- ☑ Policies LU-7.2 and LU-7.5 direct multifamily housing development to transit served locations (Special Planning Areas).
- ☑ The plan identifies the proposed Sumner-Pacific Manufacturing and Industrial Center and includes many policies that support existing and expanded industrial activities in this subarea. For example, Policy LU-12.6 calls for protecting the MIC from encroachment by non-industrial uses, and Policy LU-12.7 prioritizes infrastructure funding to the center. The city is also pursuing innovative concepts, such as creation of a Special Manufacturing Artisan district.



## DISCUSSION: CONDITIONS FOR CERTIFICATION

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

- The Growth Management Act requires local comprehensive plans to provide sufficient capacity to accommodate growth that is anticipated during the 20-year planning period. The growth targets adopted by Pierce County show that Pacific is expected to plan for an additional 4,434 jobs by 2030. If extended to a plan horizon year of 2035, the targets increase to 5,156 additional jobs. The 2014 Pierce County Buildable Lands report found that the Pierce County portion of the city currently has capacity to accommodate only 1,631 additional jobs, leaving an employment capacity shortfall of 3,525.

The plan documents several steps that the city is undertaking to address the gap in employment capacity in Pierce County. These include a re-estimation of employment capacity based on assumptions and data from the Buildable Lands work in the King County portion of the city, as well as a proposed shifting of employment target from the Pacific to the Sumner portion of the MIC. In preliminary discussions, the City of Sumner and Pierce County have indicated willingness to reallocate the remaining employment target to the Sumner portion of the MIC. This would allow the proposed MIC to maintain sufficient capacity for regional designation.

Options to resolve the capacity shortfall include the following:

- The city could work with Pierce County and, potentially, the City of Sumner, to adjust the growth targets, consistent with the Regional Growth Strategy, to reflect future growth in Pacific that can be accommodated by the land use plan over the planning period. Once the shift in target has been resolved, the plan should be amended to reflect the new planning numbers, demonstrating sufficient capacity in the city to accommodate its targets.
- Alternatively, the city could amend the plan, including land use, transportation, and other relevant elements, to reflect and affirmatively plan for the targeted growth, including through provision of sufficient land uses and densities.

## 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 development patterns.

## 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 effectively addresses the housing provisions contained in VISION 2040. Highlights include:

- ☑ Policy LU-5.3 promotes an increased variety of housing types, densities, and affordability levels in the city through new development. The plan encourages innovative housing types, such as cottage housing (see Policy H-1.2).
- ☑ Policy H-8.6 encourages rehabilitation of existing affordable housing stock for long-term affordability. Policy H-10.4 supports actively working with affordable housing developers to obtain funding for new affordable housing in the city.

**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:

- ☐ MPP-H-9 calls for interjurisdictional cooperation to advance affordable housing. The WAC (365-196-410(2)(c)(ii)) recommends that jurisdictions define and address housing need in a regional context. The plan should reference King County CPP-H-1 to address countywide need for affordable housing to households with moderate, low and very low incomes, as well as Pierce County CPP-AH-3.3, to plan for the goal for a minimum of 25% of new housing to be affordable.

**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: 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:

- ☐ Consistent with VISION Ec-Action-6, the city should develop an economic development element that addresses the city’s local circumstances, as well as multicounty planning policies on family-wage jobs, industry clusters, distressed areas, and disadvantaged populations (MPP-Ec-1, 3, 11, 12). PSRC’s [Planning for Whole Communities Toolkit](#) offers resources on enhancing economic opportunity.

**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 Pacific comprehensive plan addresses the major transportation emphases in VISION 2040 and Transportation 2040, including maintenance, management, and safety. It supports the regional growth strategy and provides greater options and mobility. Highlights include:

- ☑ Goal T-2 calls for adequate facilities to meet the needs of pedestrian travel in the city with policies that further extend sidewalks and other infrastructure throughout the city, especially in high-priority areas, such as around parks, schools, and transit stops.
- ☑ Goal T-3 promotes freight mobility in the city with policies that address regional coordination, the Sumner-Pacific MIC, and mitigation of potential impacts on existing neighborhoods. The city is urged to continue to develop more specific policies and actions on meeting freight mobility needs in a forthcoming subarea plan for the MIC.
- ☑ Goal T-7 calls for expanded transit service and transit use in the city. Policy T-7.3 encourages better coordination among the multiple transit agencies serving the area. Other policies promote more attractive transit options, such as expanded commuter or frequent all-day service, targeted to higher densities areas, and provided with pedestrian improvements at transit stops.

#### **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 Growth Management Act requires level-of-service standards for all locally owned arterials and transit routes, and the multicounty planning policies (MPPs) call for other modes, such as biking and walking, to be addressed as well (MPP-DP-54-56). While there are many challenges involved in implementing multimodal level-of-service standards and concurrency, adoption of levels of service and a concurrency approach that includes multiple modes would strengthen and reinforce the many plan policies that support walking, biking and transit. One strategy is tailoring a concurrency program to encourage development in centers where it can be supported by transit, nonmotorized infrastructure, and mixed land uses. The plan could also support transit, pedestrian, and bicycle projects as mitigation for development impacts. 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). PSRC also has [resources on multimodal concurrency](#).

## **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 Pacific comprehensive plan update contains policies that address many of the public services provisions of VISION 2040. Highlights include:

- ☑ Goal U-2 encourages energy conservation and conversion to alternative energy sources. Implementing policies call for efficiency steps in management of city facilities and incentives for efficiency in private development. Policy C-2.1 furthers the concept of energy efficiency in the management of a full range of the city's facilities.
- ☑ Policy C-2.2 requires that all new development be served with sanitary sewer or fitted with dry sewer lines in anticipation of future sewer service extension.

### **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 public services.

## **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 Michael Hubner at 206-971-3289 or [mhubner@psrc.org](mailto:mhubner@psrc.org).