



Puget Sound Regional Council

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City of Gig Harbor 2015 Comprehensive Plan Update

- 1) Certification memo dated April 20, 2017 (see page 2). As of this Executive Board action, the City of Gig Harbor 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 February 25, 2016 (see page 10). This report summarizes complete review of the 2015 comprehensive plan update and a certification condition for the city to address by December 2017.



Puget Sound Regional Council

CONSENT AGENDA

April 20, 2017

To: Executive Board

From: Councilmember Ryan Mello, Chair, Growth Management Policy Board
Councilmember Rob Johnson, Chair, Transportation Policy Board

Subject: **Approve Certification of Comprehensive Plans for the Cities of Covington, Gig Harbor, North Bend and Snoqualmie**

IN BRIEF

The Growth Management Policy Board and Transportation Policy Board have reviewed resolutions adopted by the cities of Covington, Gig Harbor, North Bend, and Snoqualmie and find that they are consistent with the Executive Board's direction on January 26 regarding an alternative path for full certification for certain cities.

In making the recommendations, the Growth Management Policy Board noted that while action may signify support of full certification, doing so does not indicate acceptance of all arguments included in each of the city's resolutions. Rather, full certification acknowledges that each city has substantively responded to each of the issues identified by the Executive Board and has made a commitment to continue efforts to act individually and in collaboration with other cities and counties, to manage growth and its impacts consistent with VISION 2040.

RECOMMENDED ACTION

The Executive Board should certify that the transportation-related provisions of the Covington, Gig Harbor, North Bend, and Snoqualmie comprehensive plan updates, as clarified by commitments made in adopted resolutions to support VISION 2040 and work with regional partners, conform to the Growth Management Act and are consistent with the multicounty planning policies and the regional transportation plan.

DISCUSSION

The 2015 comprehensive plan updates for the cities of Covington, Gig Harbor, North Bend, and Snoqualmie were conditionally certified last year as part of PSRC's plan review process. Conditional certification allowed the cities to qualify for PSRC managed federal funding (and two of the cities were awarded funds), while working to address questions about planning for growth significantly greater than adopted targets.

The issue of growth targets for Small Cities resulted in a number of challenging policy discussions. Board members reiterated that planning consistent with GMA and VISION 2040, and regional coordination are important and need to be clearly supported in all local plans. There was also recognition that amending plans now and addressing the underlying issues related to growth targets will require ongoing work and coordination at the local and regional levels. In January, the Executive Board approved the Growth Management Policy Board's recommendation to provide a new path for the affected Small Cities to become fully certified.

This path does not require cities to amend their plans now, provided they adopt a council commitment, such as a council-adopted resolution, to continue to work collaboratively on growth issues that clearly require a longer term to fully address.

Local Resolutions

Following the Executive Board's approval of the new path to certification, Covington, Gig Harbor, North Bend and Snoqualmie proceeded toward development and adoption of council resolutions. Bonney Lake and Carnation are continuing to move ahead with comprehensive plan amendments to address the conditional certification requirements. Each of the adopted resolutions are attached.

Covington

Covington adopted a resolution that notes how their comprehensive plan embodies policies consistent with the Growth Management Act and VISION 2040. While the city recognizes that growth anticipated by a 2014 market study exceeds the adopted targets, it states the importance of managing the growth and mitigating its impacts. The resolution commits the city to continue to work collaboratively with regional and countywide planning organizations on growth target allocations and planning for growth consistent with those target updates. Covington has implemented a number of best practices to manage growth, including growth monitoring, impact fees, transportation concurrency requirements, nonmotorized transportation and transit planning, adequacy of public facilities, environmental regulations, and design review. The resolution also notes the city's planned 20-year growth is fully within the city's current city limits and no expansion of the Urban Growth Area (UGA) is contemplated in the comprehensive plan.

Covington's resolution states that it has addressed the issues identified in the conditional certification and requests full certification of its comprehensive plan.

Exhibits referenced in the Covington resolution have previously been provided to the boards and are available from PSRC.

Gig Harbor

The resolution adopted by Gig Harbor notes that a goal of the Gig Harbor comprehensive plan is to support the integration and implementation of VISION 2040 at the local level. The city notes that the plan and the city's development regulations demonstrate a commitment to managing growth consistent with the Regional Growth Strategy and addressing growth-related impacts, including the appropriate use of development regulations, impact fees and other tools. To partially offset the difference between targeted and anticipated growth, the city has worked collaboratively with other Pierce County jurisdictions to adjust small city growth targets, which

were recommended to be adjusted by the Pierce County Regional Council on March 16, 2017. The city has hired planning consultants to update the city's Transportation Element, impact fees, travel demand model, and Active Transportation Plan to help manage growth and its impact on transportation. The city notes the need to allow sufficient time to complete this work, rather than rush to meet the current conditional certification deadline.

In its adopted resolution, the city commits to advance the integrity and mission of VISION 2040 and the regional growth strategy through the policies and strategies of its comprehensive plan. The resolution directs city staff to continue to work collaboratively with other cities, Pierce County, the Pierce County Regional Council, and PSRC on growth targets and planning for growth, and seeks full certification.

North Bend

North Bend notes in its resolution its intent to remain a small town, and its plans and provisions to preserve open space and to protect farm land and the Mountains to Sound Greenway. It also notes how the targets differ from the city's capacity for housing and employment that could be achieved at build-out. In its resolution, the city commits to continue to work collaboratively with local and regional stakeholders to manage growth consistent with the Growth Management Act, VISION 2040, and the regional growth strategy; to continue to work collaboratively on the next round of growth target allocations; and to manage growth within its city and UGA boundaries. The city requests full certification of its 2015 comprehensive plan.

North Bend also reiterated their interest in seeing PSRC's plan review process provide comments to communities early in the process to provide greater clarity regarding requirements. This comment was included in the Taking Stock report and will be carefully considered as PSRC updates the plan review process prior to the next round of GMA updates.

Snoqualmie

The resolution adopted by Snoqualmie acknowledges anticipated growth and the importance of managing its impacts on surrounding communities, rural and resource lands, and the regional transportation system. The resolution identifies several strategies the city employs to manage growth, including land conservation, growth monitoring, development agreements, impact fees, and concurrency requirements. The city states that no expansion of the UGA is planned to accommodate growth and that the city will prioritize consistency with the regional growth strategy when considering future land use, zoning and infrastructure changes that significantly affect growth capacity. Snoqualmie's resolution is lengthy and states the city's position on PSRC's authority and the city's actions that it feels are consistent with GMA and VISION 2040, but the resolution appears to address each of the key points identified by the Executive Board.

Each of the resolutions is a statement of intent by each individual community to work collaboratively to manage future growth. Each resolution speaks to local perspectives and also addresses areas of shared interest, including managing growth and its impacts, working collaboratively on growth and target setting, planning for growth within the urban growth area, and considering the regional growth strategy in long-range planning decisions. These statements correspond to the points identified by the Executive Board, which were developed with a recommendation of the Growth Management Policy Board and with input from the affected cities and county. Certification of the cities' plans acknowledges the contribution and commitment of cities to work on managing growth. It does not mean full agreement on the individual perspectives expressed in each resolution.

Please let staff know if you have any questions about the attached resolutions that could be addressed prior to the board meeting.

For more information, please contact Paul Inghram at (206) 464-7549 or pinghram@psrc.org or Michael Hubner at (206) 971-3289 or MHubner@psrc.org.

Attachments:

PSRC Exec Board Approved action item 10 - January 26, 2017

Covington Resolution 2017-04

Gig Harbor Resolution 1074

North Bend Resolution 1749

Snoqualmie Resolution 1380

Executive Board – January 26, 2017

Agenda Item #10

Under this option, the cities would be asked to:

- Acknowledge that the planned housing and employment growth anticipated in the small city's adopted comprehensive plan is greater than adopted growth targets for the city, and acknowledge the importance of managing that growth and mitigating its impacts, including on surrounding communities, rural and resource lands, and the regional transportation system.
- Continue to work collaboratively with regional and countywide planning organizations on growth allocations during the next and future and target updates and commit to planning for growth in future plan updates consistent with those collaboratively-set and adopted-target updates.
- Identify and continue strategies cities are using to manage and mitigate the impacts of growth.
- Reinforce the city's commitment to managing its growth within current city and UGA boundaries, while minimizing impacts on surrounding rural and resource lands; commit to using the adopted countywide criteria for evaluating any requested UGA modifications.
- Commit to prioritize consistency with the Regional Growth Strategy when considering future land use and zoning changes and capital facilities investments.

RESOLUTION NO. 1074

A RESOLUTION RELATED TO COMPREHENSIVE PLAN CERTIFICATION BY THE PUGET SOUND REGIONAL COUNCIL (PSRC); DOCUMENTING THE CITY'S ACTIONS THAT SUPPORT THE PUGET SOUND REGIONAL COUNCIL'S VISION 2040 AND REGIONAL GROWTH STRATEGY; AND REQUESTING FULL CERTIFICATION OF THE GIG HARBOR COMPREHENSIVE PLAN BY THE PUGET SOUND REGIONAL COUNCIL.

WHEREAS, the City of Gig Harbor plans under the Washington State Growth Management Act, codified at chapter 36.70A RCW (GMA); and

WHEREAS, on August 10, 2015 the City adopted its 2015 Comprehensive Plan Update pursuant to the GMA; and

WHEREAS, the update met all requirements for compliance with the Washington State Growth Management Act and State Environmental Policy Act; and

WHEREAS, a goal of the comprehensive plan is to continue to support integration, and implementation of the Puget Sound Regional Council's VISION 2040 at the local level; and

WHEREAS, the comprehensive plan was reviewed by state agencies and the Puget Sound Regional Council (PSRC); and

WHEREAS, on April 28, 2016, Puget Sound Regional Council Executive Board adopted a "Plan Review Report and Certification Recommendation" and conditionally certified the city's comprehensive plan with a requirement to further address consistency between housing and employment growth assumptions and adopted housing and employment targets; and

WHEREAS, on May 23, 2016, the City Council adopted Resolution No. 1037, committing to address the conditions of certification; and

WHEREAS, city staff coordinated with other cities, Pierce County, Puget Sound Regional Council to address growth targets and growth assumptions related to the conditional certification; and

WHEREAS, on January 26, 2017, the Puget Sound Regional Council Executive Board adopted a new approach to address conditional certifications related to consistency with growth targets for small cities; and

WHEREAS, the city's comprehensive plan and development regulations demonstrate a commitment to managing growth consistent with the Regional Growth Strategy and addressing growth-related impacts, including the appropriate use of development

regulations, impact fees and other tools to ensure that growth pays for growth; and

WHEREAS, the city seeks to avoid and minimize unnecessary vehicle trips through coordinated land use and transportation planning strategies; and

WHEREAS, on February 13, 2017 City Council docketed the 2017 Comprehensive Plan Amendment work program to pursue text amendments relating to major amendments in the Transportation Element, amendments to the Capital Facilities Element, and data updates to the Land Use and Economic Development Elements to reflect the Pierce County Small Cities reallocation process; and

WHEREAS, on March 13, 2017 the City Council approved two professional services contracts with planning consultants to begin the work relating to the city's Transportation Element, Impact Fee Update, Travel Demand Model Update and Active Transportation Plan, and

WHEREAS, the city coordinated with other small cities in Pierce County to refine and adjust individual growth targets; and

WHEREAS, on March 16, 2017, the Pierce County Regional Council made a motion to request Pierce County Council amend Ordinance 2011-36s to change the adopted growth targets for small cities based upon the coordinated efforts and update Ordinance 2011-36s in the Countywide Planning Policies exhibits; and

WHEREAS, Gig Harbor plans to continue the work to address transportation and capital facilities improvement programs necessary to be implemented when associated with future growth; and

WHEREAS, the City's transportation and capital facilities related work items and other strategies to address growth is anticipated to extend into 2018 for the comprehensive plan update, and the alternative path offered by PSRC provides the city an opportunity to commit to the continued work and ensure quality planning products; and

WHEREAS, the city's comprehensive plan does not support and the city has no intent to expand the Urban Growth Area boundary to increase development capacity; Now, Therefore,

THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The city is committed to advancing the integrity and mission of VISION 2040 and the Regional Growth Strategy through the policies and implementation strategies adopted in its comprehensive plan and regulatory standards.

Section 2. The city is working to actively manage growth and mitigate related impacts, including those on surrounding communities, rural and resource lands, and the regional

transportation system.

Section 3. The city council directs staff to continue to work collaboratively with other cities, Pierce County, the Pierce County Regional Council, and the Puget Sound Regional Council on future growth allocations during the next housing and employment target setting process, and commits to planning for growth in future updates to the comprehensive plan consistent with those collaboratively set and adopted targets.

Section 4. The city commits to continue and, as needed, adopt measures to manage anticipated growth in a manner that mitigates potential impacts, including impacts on surrounding communities, rural and resource lands, and the regional transportation system.

Section 5. The city commits to managing its growth within the current city and UGA boundaries, while minimizing impacts on surrounding rural and resource lands, and to using the adopted countywide criteria for evaluating any potential UGA modifications.

Section 6. The city commits to prioritizing consistency with the Regional Growth Strategy when considering future land use and zoning changes and capital facilities investments.

Section 7. The city council finds that it has reasonably addressed the conditions of certification pursuant to the Puget Sound Regional Council Executive Board's decision on January 26, 2017, and, accordingly, directs staff to submit this resolution and associated documentation to the Puget Sound Regional Council and to seek full certification of the City of Gig Harbor's Comprehensive Plan.


PASSED by the City Council this 27th day of March, 2017.

APPROVED:



Rahna Lovrovich, Mayor Pro Tem

ATTEST:



Molly Towselee, City Clerk

Filed with City Clerk: 03/21/17
Passed by City Council: 03/27/17
Resolution No. 1074

Attachment: Gig Harbor Resolution 1074 (1960 : Small Cities Certification)

PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

CITY OF GIG HARBOR COMPREHENSIVE PLAN

February 25, 2016



BACKGROUND

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional, and state planning efforts. To advance this coordination, the Puget Sound Regional Council (PSRC) is required to formally 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 (MPPs) have been established as the regional guidelines and principles under Revised Code of Washington (RCW) 47.80.026. Certification of local plans and policies 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.¹ 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 Gig Harbor, adopted by the city on August 10, 2015. PSRC last certified the Gig Harbor comprehensive plan in July 2011. PSRC staff reviewed the 2015 comprehensive plan and coordinated with city staff in the development of this report.

CERTIFICATION RECOMMENDATION

Based on the review of the City of Gig Harbor 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 Gig Harbor 2015 comprehensive plan conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan.

¹ 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.

Conditional status is in place until the city addresses the inconsistency between the growth anticipated in the transportation element and the housing and employment growth targets adopted by Pierce County. This will include amending the comprehensive plan to:

- **Recognize the objective of aligning with the Regional Growth Strategy, including the role of designated Small Cities and the objective to limit growth in those cities.**
- **Adjust the transportation element's anticipated housing and employment growth to more closely align with adopted countywide targets in the land use and economic development elements, recognizing that the city's ability to reduce planned growth levels may be limited by unavoidable factors, such as actual growth since the target base year and development in the pipeline.**
- **Identify and prioritize strategies the city will take to manage growth and work toward better alignment with the Regional Growth Strategy and address more fully the impacts of planned growth on regional and local infrastructure and services and on the environment.**

The city could also work with other cities and Pierce County to review adopted growth targets, including potential revisions to those targets to better align with the city's plan while maintaining consistency with the Regional Growth Strategy. Coordination with the county, state, and other agencies should also occur to more fully address the potential regional impacts of planned growth that exceeds agreed-upon targets.

The city acknowledges this certification and commits to addressing the conditions as outlined on pages 5 and 6 of this report, and according to the following schedule:

1. **Council adoption of a plan of work that addresses the condition identified in the certification report by May 31, 2016.**
2. **Submission of a draft amended comprehensive plan and supporting documents that address the condition to PSRC for review and comment in advance of adoption.**
3. **Once the condition is 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 Gig Harbor 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 is needed to more fully address VISION 2040, Transportation 2040, or GMA planning requirements.

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 promotes tools to encourage developers to implement non-traditional "transportation improvement strategies," such as increased public transportation service, ride sharing programs, and site access control, to improve level of service in the Harbor area (page 12-46).
- ☑ The plan addresses nonmotorized level of service through the city's commitment to complete a comprehensive nonmotorized plan by the end of 2015, which would provide nonmotorized connections between all Centers of Local Importance to collaboratively support the movement of people and goods (page 12-45).
- ☑ A number of policies support safe pedestrian and bicycle trails, paths, and connections between residential neighborhoods, schools, and commercial areas (2.9.1-3, 12.1.13).
- ☑ The plan promotes pedestrian and bicyclist safety through various methods, such as separating sidewalks from the street and adjacent hazards and improving existing sidewalk, street, and intersection conditions in the city (12.1.6, 12.1.12, 12.3.4).

DISCUSSION: CONDITIONS FOR CERTIFICATION

- ☐ Conditions for full certification are discussed under Development Patterns where they pertain to consistency between the growth assumptions in the comprehensive plan and adopted growth targets that implement the Regional Growth Strategy. The city should ensure that any amendments to the plan that

may result from this work maintain consistency between the transportation plan and other plan elements, such as land use, particularly with regard to estimates of future transportation needs.

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify additional areas for improvement of the plan to better align with GMA transportation-related provisions.

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. 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 Regional Planning Statement that describes how the plan addresses regional policies and provisions adopted in VISION 2040. The city should review and revise the Regional Planning Statement, as needed, to address conditions for full certification described in this report.

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 effectively addresses the environmental policy topics in VISION 2040 with strong goals and actionable policies. Highlights include:

- ☑ Policies 2.6.1b, 1c, and 2.6.2 employ innovative strategies to incentivize the protection of open spaces, including clustering, density bonuses, flexible site design standards, and leveraging of land trust resources.
- ☑ The plan supports green building techniques, particularly Low Impact Development (see policies 2.5.2 and 12.3.3).
- ☑ Numerous policies address stormwater runoff contamination and protection of aquifer recharge areas (see 2.4.1, 2.5.1, 5.1.1, 5.1.5, 5.1.7, 5.4.3, and 5.4.4).

- ☑ Policies to enforce performance standards governing the emissions of—and support programs and projects that help reduce—air pollutants, including greenhouse gases (5.4.6, 12.6.2).

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 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 the development patterns policies in VISION 2040. Highlights include:

- ☑ The plan is built around a system of central places (see description of Centers of Local Importance on pages 2-6, 7) that focuses growth, supports transit- and pedestrian-oriented development, and provides an organizing framework for transportation investments.
- ☑ Policy 12.7.1 prioritizes investments in transportation facilities and services in Centers of Local Importance (CoLL). The project prioritization on page 12-37 supports this policy by clarifying that the high and medium priority projects listed are either included in a CoLI or provide through access to a nearby CoLI.
- ☑ Policy 2.7.2 directs Gig Harbor to coordinate with Pierce County on updating the existing joint planning agreement within Gig Harbor's affiliated Urban Growth Area.
- ☑ Policy 2.9.7 directs the city to consider a Health Impact Assessment when developing and evaluating planning projects to identify possible impacts on community health.

DISCUSSION: CONDITIONS FOR CERTIFICATION

Gig Harbor must address the following provision of the Growth Management Act and VISION 2040 in order to maintain certified status:

- RCW 36.70A.130 requires that local comprehensive plan updates accommodate the growth projected to occur over the subsequent 20-year period. VISION 2040 (MPP-DP-3) calls for countywide adoption of housing and employment growth targets that implement the Regional Growth Strategy. MPP-T-9 calls for coordination of state, regional, and local transportation planning in support of that strategy. RCW 36.70A.070 requires the transportation element of local comprehensive plans to implement and be consistent with the land use element.

Pierce County and its cities developed housing and employment targets for the 2008-2030 period. The targets allocate a modest amount of housing and jobs to Small Cities, a category which includes the City of Gig Harbor, as a reflection of the stated regional role for these cities to accommodate limited growth. Land use assumptions used in the transportation element of the updated plan exceed the adopted targets by a significant amount. The table below summarizes the relevant statistics.

Growth Statistics for City of Gig Harbor

	Housing Units	Jobs
Adopted Targets (2008-2030)*	2,130	1,603
Estimated Actual Growth (2008-2010) **	259	804
Remaining Targets (2010-2030)	1,871	702
Development Capacity (2014) **	3,488	5,611
Gig Harbor Travel Demand Model (2014-2030)***	2,202	5,228
Development in the Pipeline (to 2020) ****	1,908	4,677

* Pierce County Ordinance 2011-36s

**Pierce County 2014 Buildable Lands Report

***Land use assumption cited in travel demand analysis in Gig Harbor comprehensive plan 2015 update

****Gig Harbor 2014 Concurrency Model

As shown in the table, the city has achieved a large share of its growth targets in the first two years, and PSRC estimates indicate continuation of this trend through 2014. Further, the city's future land use and zoning reflect a surplus of development capacity that was largely created more than a decade ago. Looking forward, development in the pipeline greatly exceeds the remaining targets, and it is completion of these anticipated projects that puts the land use assumptions in the travel demand model well above the targeted growth levels. After the pipeline projects are expected to be completed in 2020, the model assumes a very modest rate of growth out to 2030.

The city provided PSRC with a letter dated January 13 (see attachment to staff memo) outlining the background and context for its comprehensive plan along with actions the city has taken to manage growth consistent with VISION 2040. Subsequent to the receipt of this letter, PSRC staff worked with the city to reach agreement on acknowledgment of the issues and conditions for regional certification that are described below.

In order to further address the inconsistencies between growth assumed in the travel demand analysis in the transportation element and adopted targets that are referenced in other elements of the plan, the City of Gig Harbor should address the following through amendments to its comprehensive plan.

Clarify policy support for the Regional Growth Strategy. The plan should clearly acknowledge the objective of aligning with the Regional Growth Strategy, including the role of designated Small Cities and the objective to limit growth in those cities. Appropriate places for such language would be in the Regional Planning Statement on page 1-4 and in the land use element.

Update and adjust growth assumptions. PSRC recognizes that the city's ability to reduce assumed growth levels may be limited by unavoidable factors, such as actual growth since the target base year and entitlement of additional residential and commercial growth in the development pipeline. The plan should document the most up-to-date data on these factors that support the land use assumptions as a reasonable reflection of anticipated growth.

The city intends to update its Transportation Element assumptions as part of the 2017 annual amendments to the comprehensive plan, accounting for updated information on housing units and jobs in the Travel Demand Model pipeline and refined assumptions for Buildable Lands capacity. In adjusting the growth assumptions, the city should factor in any decline in the pipeline development as well as policy guidance provided through Pierce County growth targets and the Regional Growth Strategy in VISION 2040, in

order to bring the plan into closer alignment with countywide and regional policy. Any change to the future growth assumptions in the Transportation Element should be reflected in parallel amendments to other plan elements to ensure internal consistency.

Manage long-term growth to address impacts and to better align with VISION 2040. The plan documents that the city has sufficient capacity to accommodate many more housing units and jobs than called for in the adopted targets. Nearly all of this capacity was created through actions that predate the adoption of VISION 2040.

The city has cited recent past actions that curtailed proposed capacity for growth beyond what is allowed under current plans and zoning. The city should bolster support for the Regional Growth Strategy by adding policy language to the comprehensive plan directing the city to evaluate future plan and zoning amendments to ensure consistency with the adopted growth targets that implement the Regional Growth Strategy. Policy 2.1.5 is a potential appropriate place for such an amendment.

As an approach to managing growth that may be unavoidable under current zoning, the city has stated that it does “not practice extension of capital infrastructure to vacant and underdeveloped areas. Extension of services to those areas is at developer’s cost after land use permit approvals.” The plan should be amended to clearly call for the continuation of this strategy and others that may be applicable to ensure provision of urban services, make growth pay for growth, and avoid incentives for additional growth above and beyond the adopted targets.

Coordinate with other jurisdictions and agencies. The city could also work with other cities and Pierce County to review adopted growth targets, including potential revisions to those targets to better align with the city’s plan while maintaining consistency with the Regional Growth Strategy. The city should review the plan for opportunities to enhance policy direction that supports coordination with the county, WSDOT, Pierce Transit, and utility providers to address the potential impacts of planned growth that exceeds agreed-upon targets.

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:

- VISION 2040 calls for all unincorporated lands within the urban growth area to transition into cities and assumes this transition to be largely complete by 2040 (MPP-DP-18). The city has made progress in annexing its affiliated urban growth area and, as noted above, is encouraged to continue working with Pierce County to ensure an orderly transition to city governance. The city should incorporate policies and provisions to support efforts such as coordinating development standards, transferring permitting authority, and addressing service and infrastructure financing. If there are portions of Gig Harbor’s affiliated urban growth area for which the city will not support annexation, the city should consider working with Pierce County to remove them from the urban growth area.

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 in VISION 2040. Highlights include:

- ☑ The housing element includes a comprehensive housing needs assessment that provides a thorough demographic profile, and details existing housing stock, median income, and affordability in Gig Harbor.
- ☑ Policies 2.3.3, 2.3.4, and 6.2.3 expand opportunities for a broad range of housing types and densities to accommodate a range of incomes and household types.
- ☑ The housing element advances innovative strategies to preserve and increase affordable housing units in Gig Harbor. For example, policy 6.6.1 calls for "fair share" requirements for affordable units in new housing development. Policy 6.6.6 advances tools for an "inclusionary housing program," including fee waivers and tax breaks for affordable housing development.

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 through the provision of infrastructure.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses many of the economic provisions of VISION 2040.

Highlights include:

- ☑ Policy 7.1.1 encourages the redevelopment of declining commercial areas through a variety of public and/or financial incentives.
- ☑ Policies 7.2.1 and 5 encourage the retention and attraction of a range of business types in Gig Harbor, including home-based occupations and small start-up businesses.

DISCUSSION: AREAS FOR FURTHER WORK

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

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 effectively 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:

- ☒ Policy 12.5.3 supports the use of electric vehicles and calls for the provision of many vehicle recharge opportunities.
- ☒ Goal 12.6 and policies 12.6.1 and 12.6.3 aim to increase sustainability and reduce negative effects of transportation infrastructure and operations in Gig Harbor on the climate and natural environment.
- ☒ Policy 12.3.5 gives high priority to maintenance and preservation of existing transportation infrastructure over construction of new transportation infrastructure.
- ☒ Goal 12.1 and policies 12.1.1 and 12.1.6 promote an effective multimodal street network in Gig Harbor. Also notable is policy 12.3.1, which adopts and implements street construction standards that consider the objectives of Complete Streets.

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 city should consider additional policies and provisions, in coordination with transit agencies, that support efficient and effective transit service in Gig Harbor, in accordance with MPP-T-9. For example, the city could develop a transit streets category in the street classification system and adopt supportive design standards, prioritize facilities that connect people to transit (e.g., sidewalks, crosswalks, wayfinding signs, bicycle parking), or require a transportation demand management plan as part of site plan review for larger developments. See the PSRC [Transit Supportive Planning Toolkit](#) for more information.
- ☐ The transportation and other plan elements include policies supportive of walking, biking and transit. The transportation element further promotes alternative modes of transportation through tailored level-of-service standards for the Harbor Area. The city should build on this work with development of levels of service and a concurrency approach that addresses 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 concurrency. The city should consider steps to develop such multimodal tools through future plan amendments and updates. 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) and PSRC 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 city's comprehensive plan effectively addresses the public services provisions of VISION 2040. Highlights include:

- ☑ Goal 2.4 and policy 5.1.6 minimize the impact of on-site septic systems. The city is commended for including discussion under goal 2.4 in the land use element, which is supportive of MPP-PS-9 and states that the city should, "Minimize the impact of on-site septic systems by requiring new development within the urban area to be served by city sewer."
- ☑ Policy 5.4.7 promotes the design, construction, and operation of buildings to reduce air pollution and to increase the use of renewable energy resources.

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 thank the jurisdiction for working through the plan review process. PSRC is available to provide assistance for future plan updates and 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.