



city of
covington
growing toward greatness

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The City of Covington is a destination community where citizens, businesses and civic leaders collaborate to preserve and foster a strong sense of unity.

PLANNING COMMISSION AGENDA

April 7, 2016

6:30 PM

CALL TO ORDER

ROLL CALL

Chair Bill Judd, Vice Chair Paul Max, Jennifer Gilbert-Smith, Alex White, Jim Langehough, Krista Bates & Chele Dimmett.

PLEDGE OF ALLEGIANCE

APPROVAL OF CONSENT AGENDA

1. None.

Minutes from February 18, 2016 will be provided at a future meeting.

CITIZEN COMMENTS - *Note: The Citizen Comment period is to provide the opportunity for members of the audience to address the Commission on items either not on the agenda or not listed as a Public Hearing. The Chair will open this portion of the meeting and ask for a show of hands of those persons wishing to address the Commission. When recognized, please approach the podium, give your name and city of residence, and state the matter of your interest. If your interest is an Agenda Item, the Chair may suggest that your comments wait until that time. Citizen comments will be limited to four minutes for Citizen Comments and four minutes for Unfinished Business. If you require more than the allotted time, your item will be placed on the next agenda. If you anticipate, in advance, your comments taking longer than the allotted time, you are encouraged to contact the Planning Department ten days in advance of the meeting so that your item may be placed on the next available agenda.*

UNFINISHED BUSINESS – None

PUBLIC HEARING – None

NEW BUSINESS – No Action Required

2. Puget Sound Regional Council (PSRC) Plan Review & Certification Recommendation

ATTENDANCE VOTE

PUBLIC COMMENT: (Same rules apply as stated in the 1st CITIZEN COMMENTS)

COMMENTS AND COMMUNICATIONS OF COMMISSIONERS AND STAFF

ADJOURN

*Any person requiring a disability accommodation should contact the City at least 24 hours in advance.
For TDD relay service please use the state's toll-free relay service (800) 833-6384 and ask the operator to dial (253) 480-2400
Web Page: www.covingtonwa.gov*



Memo

To: Planning Commissioners

From: Ann Mueller, Senior Planner

CC: Salina Lyons, Principal Planner

Date: April 7, 2016

Re: PSRC's review of Covington's 2015-2035 Comprehensive Plan

Attachment: 1. PSRC Plan Review & Certification Recommendation

“The Growth Management Act emphasizes intergovernmental coordination and consistency. To advance coordination between regional and local planning, the Act requires regional transportation planning organizations, including the Puget Sound Regional Council, to formally certify countywide planning policies and local comprehensive plan transportation provisions. To be certified, the transportation provisions must demonstrate that they are consistent with the regional transportation plan, with regionally established guidelines and policies, and with Growth Management Act requirements for transportation planning.”
(PSRC's Plan Review Manual, September 2010, page iii)

After Covington City Council's adoption of Covington's periodic update of the Comprehensive Plan on January 12, 2016, staff forwarded a copy of the plan and supporting background documents to the Puget Sound Regional Council (PSRC) to formally certify that the transportation-related provisions of the plan are consistent with RCW 47.80.023.

On March 3, 2016, PSRC's staff recommended to their Growth Management Policy Board that they recommend to PSRC's Executive Board that they “conditionally certify” Covington's Comprehensive Plan.” (See Attachment 1) On March 10, 2016, PSRC's Transportation Policy Board also received PSRC's staff recommendation. Both Board's forwarded the recommendation to conditionally certify Covington's Comprehensive Plan.

The Executive Board is scheduled to consider the recommendation at its April 28, 2016 meeting.

Staff assumes the Executive Board will accept their Boards' recommendation and conditionally certify Covington's Comprehensive Plan.

Over the next year, city staff will review PSRC's comments and recommendations further with the Planning Commission and City Council and determine if city leadership feel any changes are warranted to the contents of the Covington Comprehensive Plan, its guidance on future planned growth, and how it is accommodated and mitigated.

PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

CITY OF COVINGTON 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 Covington, adopted by the city on January 12, 2016. PSRC last certified the Covington comprehensive plan in 2012. 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 Covington 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 Covington 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 anticipated growth included in the plan and the housing and employment growth targets adopted by King County. This will include the following:

- **Amend the plan to more fully 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 plan’s anticipated housing and employment growth to more closely align with adopted countywide targets. It is recognized 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.**

Coordination with the county, state, other cities, 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 according to the following the 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.**

It is recognized that the city’s comprehensive plan is highly supportive of the goals and policies of VISION and that the city has already taken a number of steps to work towards implementing VISION 2040. It is also recognized that much of the development that the city anticipates occurring during this planning period was initiated through city actions in response to market interest prior to the adoption of the plan. The city has taken a number of positive steps to focus growth within compact mixed-use central areas, to promote and protect environmental sustainability, and to invest in infrastructure that improves the quality of life of its residents.

The remainder of this report contains a summary of the PSRC review of the City of Covington 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 transportation element includes clear mapping of existing inventories and future transportation investments prioritized based on a layered network approach. Policies TR-17 to 22 promote non-motorized transportation options in key locations and corridors in the city as integral elements of the city's transportation system.
- ☑ The plan sets clear multimodal level-of-service standards for auto, transit, bicycle, and pedestrian modes of transportation. Future facilities needs are identified to meet demand and prioritized as medium to high based on clear criteria.
- ☑ The plan encourages land uses and densities that support increased transit use and explicitly supports transit oriented development in Policy T-28.
- ☑ Policies T-31 to 33 further, at a high level, the important role of interjurisdictional coordination in managing and planning the transportation system, including coordination with neighboring jurisdictions, regional agencies to secure grant funding, develop facilities of joint benefit, address joint-impact fees, and provide service to newly annexed areas.

DISCUSSION: CONDITIONS FOR CERTIFICATION

The certification conditions are discussed in detail under the Development Patterns section regarding consistency between the growth expectation of the comprehensive plan, growth targets, and the Regional Growth Strategy. The estimate of demand for new infrastructure and transportation projects should be reviewed and revised as

necessary to ensure the plan maintains internal consistency given any reassessment of planned growth. Where higher levels of growth are unavoidable, the city should emphasize and prioritize transportation actions that help to mitigate the impacts of that growth, including supporting walkable environments and improving transit.

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:

- Policy T-19 calls for the city to “develop a Non-Motorized Plan when funding becomes available that provides guidance on street design guidelines, trail standards, and bicycle and pedestrian priority routes.” Building on the sound planning for nonmotorized transportation in the comprehensive plan, this is an important step in implementation and could help to mitigate increases in traffic associated with growth. This would be appropriate work to prioritize for early completion.

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 a 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 described in detail in the Development Patterns section of 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:

- ☑ The plan includes an optional natural environment element, which includes strong policies that promote a wide range of policies and actions that enhance environmental sustainability in the areas of water quality, hydrologic function, wildlife habitat, and air quality.
- ☑ Policies NE-6 to 9 advance a comprehensive approach to promoting urban forests and tree cover, including through tree retention, native plantings, and requirements for public and private lands.
- ☑ Policies NE-15 to 22 notably promote low-impact development and best practices in stormwater management.
- ☑ Policies NE-11 and 12, along with CF-42 and 43, address public and private energy efficiency as a means to reduce greenhouse gas emissions. Land use policies that promote compact mixed-use development and transportation strategies to promote alternative to travel by single-occupancy vehicle also contribute to mitigating the impact of the plan on climate change.

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 evidences strong support for compact development within identified central places. Goals III, IV, and V set high level priorities for focusing growth within downtown Covington and the Lakepointe master planned development. Policies LU-27 to LU-35 support a gradual evolution of the existing auto-oriented downtown to include multistory mixed use, pedestrian orientation, civic uses and gathering spaces, and a variety of employment and housing opportunities. Policies LU-36 to LU-42 further a vision for the Lakepointe Urban Village that emphasizes a variety of housing choices, integrated with open spaces, trails, and other public amenities.
- ☑ Policy LU-6 encourages green and low impact development that avoids impacting critical areas and achieves environmental and public health benefits from low-impact stormwater strategies, renewable energy systems, urban forests, and support for nonmotorized travel and transit.
- ☑ Policy LU-7 encourages efficient use of infrastructure by directing growth to sites for infill and redevelopment that are already served by existing systems and facilities.

- ☑ The Action Plan in Exhibit LU-15 addresses next steps by multiple departments to advance public realm improvements that improve livability and support development objectives with a focus on urban design, open space, and opportunities for active transportation.
- ☑ The plan has a specific Framework Goal to promote safety and well-being by creating opportunities for access to a variety of food venues, community services, and active recreation that make healthy choices easy choices. There are policies in several elements (e.g., land use, housing, transportation) that promote walkability, increased safety, and active living as well as improved access to healthy food choices.

DISCUSSION: CONDITIONS FOR CERTIFICATION

Covington 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 promote 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.

To implement the Regional Growth Strategy, King County and its cities developed housing and employment targets for the 2006-2031 period. The targets allocate a modest amount of housing and jobs to Small Cities, which includes the City of Covington, as a reflection of the stated regional role for these cities to accommodate limited growth. The targets for Covington are to grow by 1,470 housing units and 1,320 jobs over the period of 2006-2031. Extended to the plan horizon year of 2035, targeted growth is 1,705 housing units and 1,531 jobs.

Background

The Covington comprehensive plan, *Toward Planning Greatness: Comprehensive Plan 2015-2035*, establishes a long range vision for how the city will accommodate growth and is largely consistent with the Growth Management Act and VISION 2040. However, the plan as adopted supports an amount of residential and employment growth that is more than double the city's remaining housing target and nearly ten times the city's remaining jobs target. Because this level of growth is a departure from implementation of the Regional Growth Strategy, it raises concerns about impacts to the regional transportation plan.

The table below summarizes the city's adopted growth targets, actual growth that occurred since the target base year, and remaining growth targets for the planning period. In comparison, the table also shows planned growth in the Covington comprehensive plan and information on growth anticipated from projects in the development pipeline.

Growth Statistics for Covington

	Housing	Jobs
Growth Targets 2006-2035	1,705	1,531
Actual Growth 2006-2012	163	1,148
Remaining Target to 2035	1,542	383
Development in Pipeline	622	514
Lakepointe Capacity	1,500	1,889
Additional Capacity in City	2,164	2,093
Total Capacity (2012)	4,286	4,496
Planned Growth 2012-2035	3,920	3,706

The plan describes several local factors which provide important context to explain why the city has chosen to plan for this level of growth. First, the city has progressed substantially toward achieving its growth targets through actual growth since 2006. With growth anticipated through completion of projects in the development pipeline, the city will exceed its employment target. Assuming full buildout of the Lakepointe Urban Village master planned development within the planning period, the city would exceed its housing target as well. Above and beyond the project-based data, the city is assuming market demand, based on analysis completed by Berk Associates in 2012, for even more growth accommodated on existing zoned capacity elsewhere in the city, including in its downtown.

PSRC staff has had extensive discussions with staff from the City of Covington regarding these factors along with many of the policies and actions the city has adopted to manage its growth. The city has provided a letter to PSRC, dated February 22, 2016, summarizing its perspective on these factors and actions.

Conditions

In order to further address the significant inconsistency between the city’s planned growth and the adopted targets, the following conditions need to be addressed:

Clarify policy support for the Regional Growth Strategy. The plan currently includes a Statement of Consistency that acknowledges the Regional Growth Strategy, including the role of designated Small Cities and the objective to limit growth in those cities. The plan should be amended to state more clearly that the city intends to explore and implement, where feasible, strategies to shape the amount or timing of growth to better align with the growth targets and with VISION 2040.

Update and adjust growth assumptions. The city should consider a reassessment of growth potential within the 20-year planning period based on current data, regional and countywide policies, and local actions taken to influence the amount or timing of future development. As called for in Policy LU-3, the city may work with King County to adjust the growth targets, while maintaining consistency with the Regional Growth Strategy.

Manage long-term growth to address impacts and to better align with VISION 2040. The city should identify and pursue available strategies to help bend the trend of growth rates to more closely align with the adopted growth targets. The city’s ability to reduce the rate of growth may be limited by unavoidable factors, such as entitlement of additional residential and commercial growth in the development pipeline. Other plan elements, including transportation, should be updated to reflect revisions to planned amounts of growth.

To the extent unavoidable growth in the city significantly exceeds agreed upon growth targets, coordinated action to provide urban infrastructure and services is even more important. The plan, as

adopted, addresses many relevant areas of ongoing work, including impact fees and expanded transit service. The city should explore whether further work is necessary to ensure adequate infrastructure and services to support and mitigate the impacts of anticipated growth.

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 (see MPP-DP-1) promotes a framework to ensure the “long term stability and sustainability of the urban growth area” (UGA). MPP-G-1 calls for coordinated planning among agencies around issues of regional significance. The draft comprehensive plan (see Policy LU-20) supports expansion of the urban growth area adjacent to the City of Covington in order to “correct illogical boundary lines” through coordination with King County and the countywide planning policies. Absent a demonstrated need for countywide capacity, as described in those policies, the proposed UGA expansion may not be appropriate and the city should consider amending the plan to revise or remove Policy LU-20.

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 addresses broadly many facets of future housing need. Existing conditions data, presented in a supplementary chapter, provide a rich basis for policies and actions to address those needs. The analysis shows gaps between the existing housing stock and current and future demand for affordable housing, including senior housing and housing that meets the needs of the local workforce. While the housing element could be more explicit in addressing the city’s role in meeting the countywide need for affordable housing set forth in the countywide planning policies, the element as a whole is responsive to that goal.
- ☑ The plan provides for a much greater variety of housing types to meet needs of current and future residents than currently is represented in the predominantly single-family ownership housing stock in the city. Policy HO-2 promotes strategies to add to the housing choices in Covington units in multifamily and mixed use projects, small lot single family, accessory dwelling units, and innovative housing types, such as cottage housing.
- ☑ One key focus of the housing element is meeting the needs of seniors and people with disabilities. Policy HO-4 supports new development that would allow more local residents to age in place and with appropriate supported housing.
- ☑ Policy HO-12 calls for implementation of a range of actions under the human services master plan in order to provide support low-income, disabled, and senior residents.
- ☑ HO-1 encourages housing that accrues many of the benefits of transit-oriented development, including reduced transportation costs, a lively public realm, and opportunities for active transportation.

- ☑ The housing action plan includes consideration of changes to code to encourage green building, universal design, and active living.

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:

- ☑ An economic development element sets clear goals, policies, and actionable strategies intended to diversify the local economy, support a sufficient tax base to expand local services, and provide expanded choices for local employment.
- ☑ Part of the city's economic strategy focuses on bolstering local capture of the health care sector employment growth, leveraging recent development of medical office and clinic facilities in the city.
- ☑ The plan employs place-based strategies to focus employment within new and developing mixed-use centers, including within downtown Covington and the Lakepointe Urban Village area.

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:

- ☑ The capital facilities appendix to the plan includes a comprehensive financing plan for public improvements needed through the year 2035. The plan shows planned projects with costs and estimated revenues that may be expected to fund those improvements. With a significant gap between revenues and costs, the plan identifies several potential revenue-boosting strategies along with a contingency plan that includes possibly revising level-of-service standards and/or the land use plan.
- ☑ The plan broadly promotes land uses and urban design that align with the existing and planned transportation system, such as through Policy LU-11 requiring that new development include features that support multiple modes of travel.
- ☑ The concept of ultimate capacity as applied to SR 516 makes clear a baseline for managing demand once improvements are complete on widening of the corridor to 5 lanes, thus encouraging demand management strategies, including transit, land use and design strategies, and interjurisdictional coordination to effectively manage the corridor in the future.
- ☑ The pedestrian and bicycle components of the plan work toward full integration with the regional trail network, with dual emphases on mobility benefits and health, recreation, and active living benefits.

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 transportation.

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:

- ☑ The plan promotes energy conservation related to public and private uses. Policies CF-41 and 44 address energy-efficient fixtures and street lighting. Policy CF-43 provides broad support for using sustainable energy sources as a means to mitigate climate change.
- ☑ The plan addresses water supply efficiencies through policies that promote sustainable water use (CF-37) and reuse (CF-41).

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.