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Modernizing Adequate Public Facilities Practices

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The concept of adequate public facilities (APF) or *concurrency* is relatively straightforward in principle: Approve growth only when public facilities, such as transportation, water and sewer systems, schools, parks, and emergency services, can accommodate the increased demand while maintaining an acceptable level of service (LOS). Designed to ensure that development proceeds only when the necessary infrastructure is available or is being planned, APF serve as both a safeguard and an occasional constraint.

Although APF is not a new concept, APF systems have, historically, relied on single-mode metrics, such as intersection delay or seat counts, and use binary pass-fail tests to gauge success. When based on outdated, incomplete, or inflexible data, APF can be a significant barrier to needed housing, particularly in regions already experiencing affordability challenges. As communities expand their goals to include complete streets, Vision Zero, increased transit ridership, attainable housing, climate resilience, and environmental justice, these older frameworks frequently conflict with modern ambitions.

This issue of *Zoning Practice* explores how planners can reframe APF as an adaptable, outcome-oriented tool that effectively aligns growth approvals with future-oriented priorities. It begins with a summary of challenges associated with outdated APF systems before highlighting a range of considerations for APF reforms.

A new roundabout built as part of a roadway extension project in Pasco County, Florida (Credit: WGI)

APF Foundations

Adequate public facilities (APF) requirements emerged in the 1970s as jurisdictions faced challenges related to rapid growth, inadequate investment, and inconsistent service quality. This section reviews enabling legislation, key elements of APF, tools used to assess compliance, and common examples of how these elements are put into practice.

Legal Basis

An effective APF regulatory system is grounded in statutory authorization, ensuring alignment with the comprehensive plan, capital improvements program (CIP), and transportation plans.

APF are adopted locally, but the power to enact them is often delegated through state land use enabling statutes (Table 1). Therefore, localities craft their own standards, including APF provisions in zoning, subdivision, or development regulations. Additionally, enabling statutes tend to set broad parameters with limited direction on or require standardized practices for data collection, infrastructure inventories, or model update cycles.

Core Elements of APF Systems

APF aim to protect communities from overextended services, degraded public safety, and unsustainable fiscal liabilities. Most APF systems include several interrelated components that together define how adequacy is evaluated, when it is tested, and how deficiencies are addressed.

Facilities and Other Service Areas

APF systems define where capacity must be evaluated and for which public services new development must demonstrate capacity. The goal is to ensure that growth aligns with the ability of public facilities, such as transportation networks, schools, water and sewer systems, stormwater infrastructure, parks, and emergency services, to maintain the adopted service-level standards.

Performance Measures and Thresholds

Performance measures translate facility adequacy into quantifiable criteria. These metrics define what "adequate" means for each service and establish the thresholds a development must meet. Planners and local officials often document performance measures in APF manuals or development regulations and apply them during development review processes.

Timing of Concurrency

Timing rules specify when in the development process a capacity test must be passed. Appropriate APF systems ensure that public facilities are available "concurrent with" the impacts of new development. Tiered concurrency ensures that facilities are evaluated with increasing precision as project details become firmer, reducing risk for both developers and the jurisdiction.

Pathways to Mitigation

When a facility fails the adequacy test,

Table 1. Examples of Enabling Statutes for Adequate Public Facility Regulations

State	Authority to Adopt APF Regulations
Florida	Establishes statewide concurrency requirement for sanitary sewer, solid waste, drainage, and potable water systems and authorizes counties and municipalities to establish concurrency requirements for other facilities (§163.3180)
Maryland	Explicitly authorizes counties and municipalities to require adequate public facilities (Land Use §7-101)
Washington	Requires counties and municipalities planning under the Growth Management Act to adopt and enforce adequate public facilities ordinances for transportation facilities (§36.70A.070(6)(b))

mitigation pathways provide mechanisms for development to proceed while addressing impacts. This maintains flexibility and ensures growth does not halt unnecessarily. These tools allow jurisdictions to maintain concurrency without stifling development.

Validation and Vesting

Validation and vesting policies determine how long an APF approval remains valid and under what conditions a project retains its rights. This provides certainty for developers, while allowing the jurisdiction to adjust to changing facility conditions. This balance ensures predictability while preventing long-term locking of capacity that may no longer exist.

Tiered concurrency ensures that facilities are evaluated with increasing precision as project details become firmer, reducing risk for both developers and the jurisdiction.

Monitoring and Reporting

Ongoing monitoring ensures that the APF system remains accurate, transparent, and responsive. Reporting ties regulatory decisions to real-world facility performance and builds public trust. Robust monitoring closes the loop between development decisions, facility investment, and community outcomes.

Challenges with Outdated APF Systems

When poorly designed or applied rigidly, APF systems can constrain housing production, especially in infill locations and high-demand markets where developable land is limited. In those contexts, APF determinations can delay or stop projects even when on-the-ground conditions are stable or improving. In regions with acute housing shortages, delays in development approval directly translate into lost units, increased costs, and diminished public trust in planning processes.

Outdated, Incomplete, or Inflexible Capacity Assessments

APF do more than gatekeep development. At their best, they connect land use decisions to infrastructure investment so that growth occurs where services can support it. In many communities, however, capacity assessments rely on static datasets or projections that no longer reflect real conditions. When facility inventories and LOS calculations are updated infrequently, decisions can end up resting on assumptions that are no longer accurate.

For example, in some jurisdictions, schools are identified as over capacity using student-generation projections that were developed years ago, despite changing demographics or declining enrollment. In other cases, traffic impacts are estimated using generalized trip-generation rates that do not reflect proximity to transit, the presence of multimodal infrastructure, or trends in reduced vehicle ownership. In these situations, development may be halted not because capacity is truly unavailable, but because the measures used to define "adequacy" do not match current conditions.

Many APF programs also lack forward-looking scenario modeling. While APF are intended to protect the public from infrastructure deficiencies, they often operate as short-term, reactive checks. Capacity is measured at a single point in time, with limited consideration of planned improvements, shifting demographics, or changing travel behavior. Over time, that approach can unintentionally work against the very outcomes communities are trying to achieve, including sustainable growth patterns.

Misaligned LOS Standards

Traditional APF systems typically evaluate infrastructure against LOS standards. Under this approach, a facility is considered "adequate" when it performs within adopted thresholds under both existing and forecasted-demand conditions. These LOS standards are viewed as rigid and have the potential to misalign with the intricacies and variabilities of infill and transit-oriented development (TOD), often leading to project delays or requiring mitigation methods that in practice are not appropriate.

Applying the same LOS thresholds to very different contexts can compound the problem. For example, using identical traffic standards for urban infill and greenfield

A strategic potential development site near transit and major employment centers, with walkable access to a school with falling enrollment (Credit: WGI)

development overlooks the lower per-capita infrastructure burden of compact, location-efficient housing. The result can be a system that discourages appropriate infill while allowing sprawl to advance in places that are less efficient to serve.

Traditional transportation LOS frameworks, especially those built around vehicle delay or intersection capacity, often assume that streets, travel behavior, and transportation system expectations are uniform across geographies. In reality, the core components of mobility and public-realm function differ dramatically between urban, suburban, and rural environments. Reframing LOS criteria to reflect these differences allows planners to evaluate performance more accurately and align infrastructure decisions with the character and needs of each setting.

For instance, urban areas prioritize multimodal movement, safety, transit reliability, pedestrian access, and curbside flexibility. In contrast, suburban areas tend to focus on regional travel, school access, commercial corridors, and vehicle throughput balanced with growing multimodal needs, and rural areas typically emphasize long-distance travel, freight, agricultural vehicles, and emergency response over multimodal density. This demonstrates that transportation modes and priorities vary by geography, and a single LOS metric, even if it is a modern multimodal one, will likely measure the wrong things if it does not reflect what it looks like in that environment. There is also a risk of implementing mismatched mitigation measures, such as overbuilding roadways, underbuilding multimodal facilities, or adding signalization or widening that is not warranted.

Fragmented Data Management

A related challenge is the fragmented nature of infrastructure data. Transportation agencies, school districts, utilities, and emergency services often track capacity in separate systems, using different assumptions, update schedules, and reporting formats. Without a shared, transparent platform, planners and decision-makers are left with an incomplete picture that can distort approvals or denials. In practice, these gaps can also lead to mitigation requirements that are poorly targeted or mismatched to actual needs.

For example, a transportation agency may update its corridor capacity model annually, while the local school district only revises enrollment projections every three years. A mixed-use development could be approved because traffic capacity appears sufficient, yet the school system may be on the verge of overcrowding within that same geographic area, a conflict that no single

reviewer can see without integrated data.

In another example, a utility provider might still show adequate water or sewer capacity in its decade-old GIS layers, even though recent repairs or emergency restrictions have reduced real-world performance. If planners rely on outdated utility data, they may require a developer to fund off-site road improvements when the actual bottleneck is a sewer pump station that will not be addressed through the assigned mitigation. This mismatch not only misallocates resources but also delays the improvements that are truly needed to maintain service adequacy.

Reform Options for APF Systems

As communities reconsider how their APF systems support growth and resilience, planners and decision-makers increasingly face questions about when and how to adjust core APF system components. Modernizing APF systems requires a comprehensive reassessment of the underlying regulatory components to ensure continued alignment with contemporary planning objectives.

Update Core APF Elements

Updating the core elements of an APF system can significantly affect development feasibility, infrastructure investment, and long-term community outcomes.

Service Areas

Service areas should reflect how each facility actually functions. Right-sized subareas, such as transportation corridors or districts, school feeder patterns, utility pressure zones and sewer sheds, stormwater catchments, parks service radii, and emergency response districts, support more accurate and defensible adequacy determinations.

Local regulations should designate service areas based on how each facility functions:

- **Transportation:** Service areas can be rooted in multimodal network units like corridors, nodes, or traffic analysis zones or established using an overlay to define specialized pedestrian/bicycle districts or transit priority zones.

Compact, location-efficient housing in San Marcos, Texas (Credit: WGI)

- **Schools:** Service areas are typically organized by attendance boundaries or feeder patterns so that residential development is evaluated against capacity in the relevant cluster.
- **Water/Sewer:** Service areas can use pressure zones, drainage basins, and sewer sheds that reflect engineering realities and treatment plant service limits.
- **Stormwater:** Service areas can be mapped as catchments or sub-watersheds to align concurrency with hydrologic impacts.
- **Parks and EMS:** Service areas can use radii, response time districts, or neighborhood service zones.

Performance Measures

Performance measures translate adequacy into measurable criteria. Many jurisdictions are moving beyond vehicle congestion to multimodal and service-specific indicators such as transit frequency and reliability, pedestrian safety and connectivity, low-stress bicycle network coverage, stormwater storage and infiltration targets, utility flow constraints, and emergency response time standards.

Local regulations increasingly apply multimodal and service-specific criteria

beyond traditional road congestion metrics:

- **Transit:** Performance measures can establish reliability standards, maximum headways in transit corridors, or minimum service frequencies.
- **Pedestrian and Bicycle:** Performance measures can use sidewalk coverage, intersection crossing safety scores, network connectivity indices, or protected bike lane access.
- **Emergency Services:** Performance measures can be required response times, staffing ratios, or coverage distances.
- **Water/Sewer:** Performance measures can set benchmarks tied to treatment capacity, flow limits, pressure minimums, or fire-flow requirements.
- **Green Infrastructure:** Performance measures can use stormwater storage or retention thresholds, infiltration requirements, and volume control targets.

Concurrency should be tested when it is most meaningful for each facility type.

Timing Updates

Concurrency should be tested when it is most meaningful for each facility type. For example, stormwater adequacy is often best assessed during site engineering review, while water and sewer capacity may be most accurate at the point of connection or certificate of occupancy. Phased concurrency checkpoints can reduce uncertainty for large projects and allow the jurisdiction to reassess adequacy as conditions evolve.

Concurrency checks occur at multiple milestones depending on the facility:

- **Transportation & Schools:** Concurrency is tested during site plan review and again at building permit review or at phased milestones to reflect cumulative impacts over time.
- **Water/Sewer:** Concurrency is tested during certificate of occupancy review, aligning with the physical connection of the building to the utility system.
- **Stormwater:** Concurrency is assessed during site plan review when engineering designs are submitted.

Mitigations

A modern mitigation menu helps development proceed while addressing impacts. Beyond traditional roadway widenings, mitigation can include mobility or impact fees, targeted multimodal improvements, green stormwater infrastructure, transit operations contributions, transportation demand management (TDM) commitments, school capacity partnerships, development agreements, and performance bonding.

Local regulations can authorize an array of situation-specific mitigation methods:

- **Impact or Mobility Fees:** These are standardized monetary contributions to systemwide improvements.
- **Off-Site Improvements:** These are developer-constructed projects such as turn lanes, sidewalks, utility upsizing, or pump station enhancements.
- **Transportation Demand Management (TDM):** These are commitments to reduce vehicle trips through transit subsidies, bike parking, shared mobility, or employer programs.
- **Transit Operations Funding:** These are payments that help increase headways or extend routes in transit-supportive districts.
- **School Capacity Contributions:** These can be modular classrooms, additions, or participation in educational facility funding formulas.
- **Development Agreements:** These are custom negotiations for large or phased projects.
- **Performance Bonds:** These are financial sureties to guarantee promised improvements are built even if project timelines slip.

It is important to note, though, that the availability and use of funding mechanisms for transportation and infrastructure improvements vary by state

and local authority. Not all tools or policy approaches will be applicable in every jurisdiction. Planners and local officials should consult appropriate legal and policy staff to confirm that proposed methods align with their regulatory authority.

Validation and Vesting

Validation and vesting rules should balance predictability with responsiveness. Time-limited approvals, milestone-based vesting, and phased revalidation for multi-stage developments can prevent "banked capacity" while still providing the certainty needed for financing and delivery.

Here are three alternative approaches to consider:

- **Approval Windows:** Validation and vesting can be based on APF validity periods tied to project milestones (e.g., two to three years) that require revalidation if deadlines expire.
- **Phased Vesting:** Validation and vesting can be phased, requiring each successive phase to be revalidated, which supports adaptive management.
- **APF-Critical Project Prioritization:** Some jurisdictions give priority processing or expedited vesting for developments that build key infrastructure improvements.

Monitoring and Reporting

Monitoring closes the loop between approvals, capital investments, and real-world performance. Regular audits, dashboard reporting, and explicit ties between mitigation revenues and CIP delivery help maintain credibility and keep the APF program aligned with community outcomes.

Here are three promising practices to consider:

- **Public Dashboards:** These are interactive tools showing facility status, such as school utilization, intersection safety metrics, transit performance, park service levels, or utility capacity.
- **Annual Audits:** These are system-wide reviews that check whether performance measures and service thresholds are being met and recommend policy adjustments.
- **CIP-Linked Accounting:** This means tracking APF-related revenues and expenditures, ensuring that mitigation fees and improvements integrate with the capital improvement program (CIP).

A tactile planning exercise to identify growth priorities, opportunities, and constraints (Credit: WGI)

Operationalize and Institutionalize APF System Changes

To effectively modernize APF systems, they need to become part of a jurisdiction's everyday planning, review, and capital programming processes, going beyond policy shifts. This means integrating updated APF concepts and components into comprehensive plans, land use and development regulations, and procedures to ensure all follow consistent expectations. These three legs to the stool—plans, regulations, and practices—allow communities to translate high-level APF reforms into actionable, long-term decision-making, akin to codifying density standards established in a comprehensive plan.

Strategies to Consider for Plan Updates

- Revise growth frameworks and place-types to reflect updated service area boundaries, multimodal performance goals, or climate-driven infrastructure standards.
- Update transportation, utility, school, and parks master plans so that they include new performance measures (e.g., multimodal LOS, transit reliability targets, or stormwater resilience metrics).
- Integrate scenario-planning outputs that identify future infrastructure gaps, priority investment zones, or vulnerable populations that should guide APF thresholds and mitigation priorities.
- Align APF updates with CIPs to ensure that required projects and mitigation pathways are financially and programmatically feasible.

Strategies to Consider for Land Use and Development Regulations Updates

- Revise concurrency or adequacy standards to reflect new performance measures, such as transit frequency, pedestrian safety, or green infrastructure performance (Table 2).
- Update development impact and mobility fee ordinances to align with new mitigation options, such as operational transit funding or TDM commitments (Table 3).
- Codify flexible concurrency timing (e.g., phased concurrency tied to building permits instead of preliminary plan approval).
- Adjust service area definitions in zoning or subdivision codes to match new modeling outputs, school boundary changes, or utility network realities.
- Revise submission requirements to include multimodal analyses, equity impact assessments, or GIS-based infrastructure reporting.

Strategies to Consider for Procedures Updates

- Create standardized review procedures and checklists that reflect updated APF metrics and concurrency timing.
- Establish cross-agency data-sharing practices so transportation, schools, utilities, and emergency services are working from the same baseline assumptions.
- Implement dashboards or shared data platforms to maintain real-time

Table 2. Sample Menu of Modern LOS Components and Metrics

Component	Method
Transit	Peak or off-peak headways; daily hours of service; on-time performance; percentage of housing units within one-quarter mile of frequent service
Pedestrian	Sidewalk completeness; crossing density; pedestrian delay at signals; shade canopy coverage
Bicycle/ micromobility	Low-stress network connectivity; protected facility coverage; secure parking availability
Auto/freight	Travel-time reliability; intersection safety performance
Access	Jobs or services reachable within 15, 30, or 45 minutes by mode
Safety	Crash risk index; severe injury rate per person-trip
Resilience	Stormwater storage; flood-risk reduction; EMS response times

Table 3. Sample Menu of Modern Mitigation Methods

Component	Method
Infrastructure	Protected bike lanes; transit shelters; safe crossings; green infrastructure basins
Demand Management	Universal transit pass programs; parking pricing; shared mobility; flexible work schedules
Operations	Facility upgrades; maintenance funding; staffing resources
Agreements and Funds	Milestone triggers in development agreements; corridor packages or pooled contributions; performance bonds; credit policies

capacity snapshots accessible to planners, engineers, and decision-makers.
- Train staff and applicants on new APF requirements, mitigation options, and evaluation methodologies.
- Institute annual or biennial monitoring processes to ensure performance measures remain relevant and that mitigation funds are spent efficiently.

Align LOS With Broader Objectives

Aligning LOS with health and climate goals shifts transportation planning from measuring vehicle speed to assessing how effectively the system moves people and supports long-term resilience.

Consider Opportunities to Balance LOS and VMT

California's adoption of SB 743 illustrates this transition by replacing delay-based LOS with vehicle miles traveled (VMT) as the primary California Environmental Quality Act (CEQA) metric. This change encourages mitigation strategies focused on reducing driving and improving multimodal access rather than widening roads to address congestion. San Jose, California, expanded on this approach by using VMT for CEQA while de-emphasizing LOS in local development review, placing greater emphasis on multimodal operations, safety, and context-sensitive performance (Council Policy 5-1; SCVTA 2026). This demonstrates that jurisdictions can still address operational needs without letting congestion drive decisions that conflict with health, equity, or climate objectives.

Consider Opportunities to Reframe LOS

Similarly, a reframed LOS can incorporate climate-resilience considerations. Research from Tacoma, Washington, shows that tree canopy significantly reduces sidewalk temperatures, underscoring the value of shade, cooling features, and reduced impervious surfaces along walking routes (Ettinger et al. 2024). Treating thermal comfort as a meaningful service outcome helps ensure that transportation design supports heat-vulnerable communities. Flood-resilience strategies, such as green streets and permeable pavements, further demonstrate how roadways can function as stormwater assets. Integrating stormwater performance into LOS encourages designs that reduce runoff, improve water quality, and strengthen resilience during extreme rainfall.

Concerns about emergency response accessibility often arise when streets are redesigned to add bike lanes, curb extensions, street trees, or other complete street elements. However, the U.S. Environmental Protection Agency's guidance emphasizes that smart growth street design can support emergency response while also improving safety and health outcomes (2026). Strategies such as narrowing overly wide streets, tightening turning radii appropriately, adding

A rendering of a potential complete streets project (Credit: WGI)

sidewalks and bike facilities, and improving street connectivity can slow operating speeds and reduce crash severity. Highly connected street systems can also shorten travel distances compared to cul-de-sac–dominated networks and improve access for medical calls, which represent the majority of emergency responses in many communities. In this framing, emergency access is not achieved solely through wider streets; it can also be supported through network connectivity, context-sensitive geometry, and predictable design.

Modernize Data Practices and Technology Integration

Stronger data practices and modern technology can make APF systems more accurate, coordinated, and responsive by helping planners and local officials make better real-time decisions about growth and infrastructure.

Revamp Data Management

Reliable, current data supports better capital prioritization, clearer public decision-making, and more consistent growth management. Those benefits depend on APF programs being tied to strong comprehensive planning, shared and accessible data, and policies that anticipate change rather than reacting to it. Revamping data management means moving beyond static, siloed information and creating systems that allow planners, engineers, and elected officials to work from shared, real-time, decision-ready data.

In practice, improved data management could include establishing unified data standards across departments so that land use, transportation, utility, environmental, and permitting systems speak the same language.

Integrate Technology and Innovation

Digital tools can improve both accuracy and efficiency in estimating future facility and infrastructure needs. Virtual models, including digital twins and scenario planning platforms, can support real-time analysis, strengthen asset management, and help align service standards with mitigation expectations.

One approach is to build an integrated infrastructure and housing database that connects GIS, utility capacity, and demographic information. With that foundation, a locality can monitor conditions in near real time, test the impacts of different growth scenarios, and tailor LOS measures to context.

Scenario-based modeling also supports better alignment between development review and the CIP. Public dashboards can improve transparency and engagement, while updated trip-generation methods for transit-served areas can produce impact estimates that better reflect observed travel behavior.

With these tools in place, outdated inputs are less likely to block projects that meet community priorities. Jurisdictions can advance infill and affordability goals while still ensuring that infrastructure adequacy is evaluated consistently and credibly.

Some cities already model this well, such as Los Angeles City Planning's Performance Metrics dashboard, which provides weekly, automatically updated landuse case processing data, allowing planners and the public to track filings, processing times, and geographic distribution of development activity in near real time.

Planners could also maintain real-time inventories of approvals, infrastructure capacity, and capital project status rather than relying on outdated spreadsheets. Cities like Minnetonka, Minnesota, and Irving, Texas, use public-facing strategic dashboards to track capital projects, operational performance, and progress toward goals, demonstrating how local governments can shift from annual reports to continuously updated tracking systems that better support planning and public accountability.

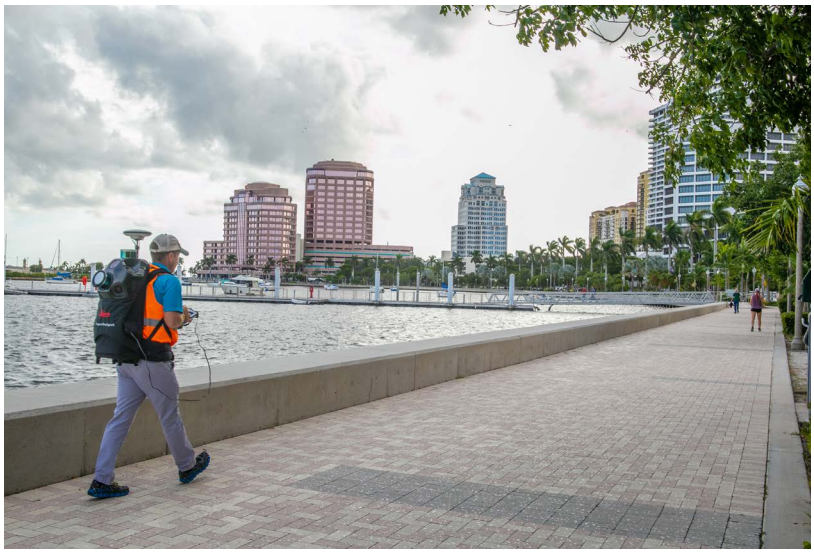
To make these changes possible, several enablers must be in place. First,

Virtual models, including digital twins and scenario planning platforms, can support real-time analysis, strengthen asset management, and help align service standards with mitigation expectations.

interdepartmental governance structures are essential, such as clear agreements on who maintains which datasets, update cycles, and quality standards. Second, technology infrastructure, such as cloud-based platforms, shared GIS systems, open-data portals, and APIs that connect permitting, transportation, utilities, emergency response, and environmental data, can make a big difference. For example, Rockville, Maryland, shows how advanced, climate-focused dashboards can rely on centralized, open data architecture to track progress on emissions, resilience, and sustainability goals.

Also, staffing and training must keep pace. Modern dashboards and real-time systems only work when planners and engineers are trained not only in collection and analysis, but also in communicating data to elected officials and the public. Finally, policy frameworks, such as APF ordinances, comprehensive plan implementation procedures, and capital-programming requirements, must explicitly require the use of shared datasets and define how these datasets influence prioritization, concurrency triggers, and growth-area decisions.

Taken together, these changes create a system where data is not simply archived but actively used to guide investments, monitor performance, and adapt to evolving community needs.



Data-driven planning in West Palm Beach, Florida (Credit: WGI)

Measure Success

Updating APF procedures and revamping LOS standards is highly important to today's planning practices, but evaluating their performance against intended outcomes is vital in maintaining a well-aligned APF program that meets the intended goals and performance is optimized across multiple dimensions within an evolving landscape.

There are several important questions to consider when developing the method to assess the effectiveness of an APF program.

- **Mobility and access:** How well does the program improve multimodal connectivity and reduce travel barriers?
- **Safety:** What reductions in severe injuries and fatalities across the network have been made?
- **Housing:** How many new housing units have been constructed, and how many affordable units were constructed that are in a preferred location with transit and other services?
- **Quality of life:** What improvements have been made in underserved neighborhoods, and what investments have closed disparity gaps?
- **Fiscal impact:** How many APF dollars allocated to actual projects were delivered, and what has been the cost-effectiveness or return on investment?

Conclusion

APF remains relevant and effective when it shifts from rigid, outdated benchmarks to more flexible, multimodal, equitable, and access-focused performance measures. By integrating APF with comprehensive plans, CIPs, and funding strategies, we can accelerate the delivery of necessary infrastructure while also advancing housing, safety, and climate objectives. It is important to treat concurrency as a transparent part of planning. As communities accommodate growth, public agencies must deliver the facilities and services needed to keep that growth sustainable and reasonable. APF remains highly relevant when it shifts from strict, automobile-focused criteria to adaptable, multimodal standards that prioritize equity and access. This evolution is crucial in fostering environments where various

transportation options, such as public transit, cycling, and walking, are given equal importance alongside vehicular traffic.

By integrating APF with comprehensive planning documents, capital improvement programs, and funding strategies, communities can better coordinate approvals with infrastructure delivery. This approach can support timely investment in roads, parks, and schools while also advancing goals related to affordable housing, public safety, and climate resilience.

Concurrency works best as a shared commitment between communities and public agencies. When neighborhoods welcome growth, agencies must ensure that facilities and services keep pace. That partnership helps keep development feasible and balanced, and it supports outcomes that residents can see and trust.

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