

Overview VISION 2050 and Local Comprehensive Plans Outcomes for transportation projects Sample projects & achieving outcomes

Local Plans & VISION 2050



Upcoming Planning Work



PSRC Guidance and Resources



Available Now:

- Conservation Toolkit
- Growth Target Guidance
- <u>Economic Development Element Guide</u>
- Tribal Coordination
- Community Data Profiles
- Equitable Engagement
- Climate Change Guidance (draft)
- TOD + Centers Guidance (draft)

Upcoming this Fall:

- Growth Outreach Toolkit
- Housing Guidance
- Equity Planning Resources
- Land Use Vision Forecast
- Multimodal Concurrency [update]

VISION 2050 Planning Resources

PSRC develops guidance, research, and data products to support local planning and advance VISION 2050. Browse resources below by policy topic area.



Regional Plans

- VISION 2050
- > Regional Transportation Plan
- > Regional Economic Strategy

Guidance by Policy Topic Area (from PSRC and partner agencies)

Regional Collaboration and Equity	*
Regional Growth Strategy	+
Environment	·
Climate Change	
Development Patterns: Centers and Transit-Focused Growth	

VISION 2050 Planning Resources

Comprehensive Plans Certification Reports

PSRC TOD Guidance



Draft document currently available online

Includes 5 Focus Areas:

- Defining Station Area(s)
- Planning for Growth
- Mitigating Displacement
- Supporting Transportation Projects to **Enhance TOD**
- Subarea Planning



The central Puget Sound region is making unprecedented transit investments that provide an opportunity to enhance our communities and create compact, walkable and transit-served neighborhoods. The Regional Growth Strategy in VISION 2050 sets an ambitious goal of attracting 65% of population growth and 75% of employment growth to the region's high-capacity transit station areas and the region's growth centers. This represents a renewed focus on locating growth near current and future high-capacity transit facilities and will be an essential part of meeting regional climate, mobility and growth goals. Rail, ferry and bus rapid transit station areas are ideal for increased density, new residences and businesses—

This guidance summarizes key TOD elements to consider in local planning for transit station areas. A wide range of communities in the central Puget Sound region have transit today and more will have transit in the future. While TOD efforts are often focused around high-capacity transit, such as light rail and bus rapid transit, all communities can benefit from focused planning to support transit. TOD planning happens in stages and these considerations can be applied at multiple points throughout the planning

This guidance highlights five focus areas:

- Defining Station Area(s)
- Planning for Growth
- Mitigating Displacement
- Supporting Transportation Projects to Enhance TOD
- Subarea Planning

VISION 2050 includes new policies and actions on displacement risk, access to opportunity and transit-oriented development to improve and support equitable development. This guidance focuses on essential steps to plan for TOD in comprehensive plans, including examples from local communities and other resources

Transit-oriented development (TOD) is the lopment of housing. commercial space, service: and job opportunities near public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services.

VISION 2050 Planning Resources | Incorporating TOD Into Comprehensive Plans | Draft | August 2022

Document Outline



Guidance for Supporting Growth in Centers and Transit Station Areas

Introduction & Guidance Purpose

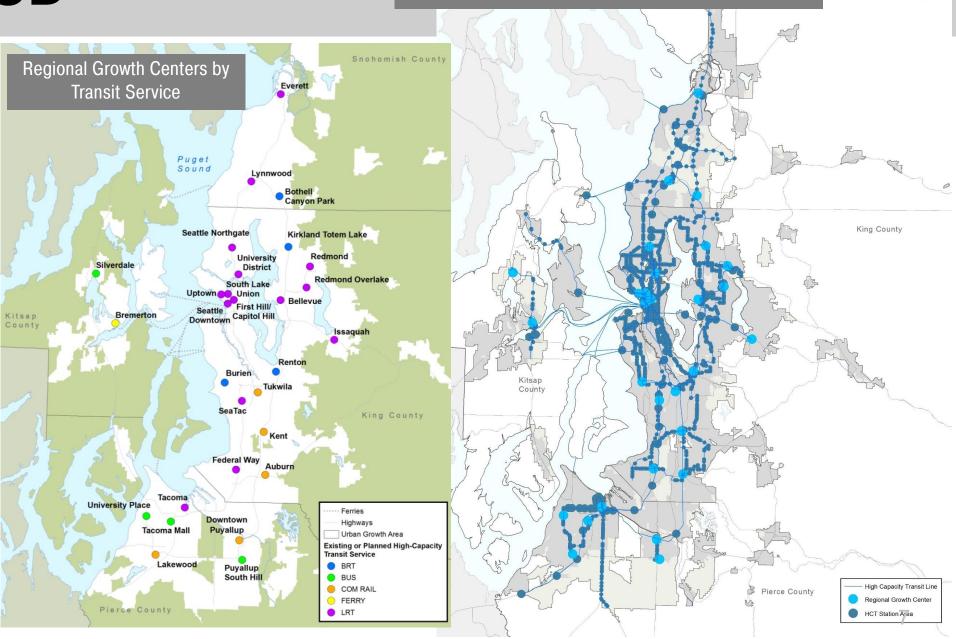
- Audience and use for local comprehensive plans
- Policy context Regional Plans & Growth Strategy

Desired Outcomes of Transportation Projects

Project Profiles

Centers & TOD

65% of population growth and 75% of employment growth goal for regional growth centers and high capacity transit station areas



Regional Growth Centers and HCT Station Areas

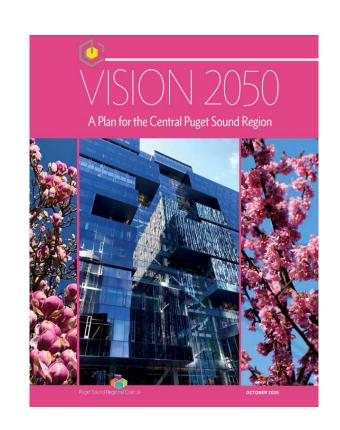
Snohomish County

PSRC Direction on Centers and Station Areas



VISION 2050

- Prioritizes regional and local transportation investments to centers (MPP-RC-7, MPP-RC-8)
- Prioritizes regional funding to transportation investments that advance the development of housing in centers (MPP-RC-9)
- Emphasizes transportation investments that provide and encourage SOV alternatives in and near centers (MPP-T-12)
- Calls for the design of transportation investments to support centers and station areas (MPP-T-19)



Draft Project Outcomes





Supports existing and planned housing growth, including advancing and supporting new and existing affordable housing that includes low- and very low-income residents



Supports long-range plans, such as center plans, comprehensive plans, and transportation master plans



Provides a range of travel modes to achieve mode-split goals and decreases single-occupant vehicle (SOV) trips



Improves connectivity and access to the center



Promotes economic development within the center to support employment growth



Advances racial equity

Draft Desired Project Outcomes





Supports existing and planned housing growth, including advancing and supporting new and existing affordable housing that includes low- and very low-income residents



Supports long-range plans, such as center plans, comprehensive plans, and transportation master plans

Draft Desired Project Outcomes





Provides a range of travel modes to achieve local mode-split goals and decreases single-occupant vehicle (SOV) trips



Improves connectivity and access to the center or station area

Draft Desired Project Outcomes





Promotes economic development within the center to support employment growth



Advances racial equity

Is this the right set of outcomes?





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Provides a range of travel modes to achieve mode-split goals and decreases single-occupant vehicle (SOV) trips



Improves connectivity and access to the center



Promotes economic development within the center to support employment growth



Advances racial equity

Sample Projects



Existing Conditions & Project Location

Questions for the Committee:

- How best could this project support growth in the center?
- What features would help with this?

Asking you to think from the point of view of...

- Planner, housing developer, etc.
- A resident of the center
- Friend or neighbor with different mobility

Sample Project: Breaking Up a Superblock





Existing Conditions:

- Large block size from previous retail and parking lots
- Surrounding streets are wide & busy

Location: In regional growth center and station area

How best could this project support growth in the center?

- Pleasant environment for pedestrians
- Allows new businesses to open along the street
- Provides opportunities for new development that may not have existed

What features could be included in the new street?

- Sidewalks! Landscaping, pedestrian lighting
- Minimal traffic lanes and a slow street
- On street parking

Sample Project: Bike and Ped Trail





Existing Conditions:

- Few existing bicycle paths
- Multiple trails end at center
- Few parks in center

Location: In regional growth center, connects to other trail systems

How best could this project support growth in the center?

What features could this trail include?

Sample Project: New Park and Ride





Existing Conditions:

- Surrounding highways are congested
- Center is growing
- Existing park & ride is over capacity

Location: In regional growth center, adjacent to transit center

How best could this project support growth in the center?

What features could be included in and around this structure?

Sample Project: Roadway Improvements





Existing Conditions:

- Major corridor serving the center
- Heavily congested
- Lacks continuous sidewalks, bike lanes, transit amenities

Location: Leading to a center

How best could this project support growth in the center?

What features could be included to support the center?

Sample Project: Connecting Roadway





Existing Conditions:

- Current freight traffic and commuters use existing routes through congested areas
- No direct route between centers

Location: Connecting two centers

How best could this project support growth in the centers?

What features could be included to support the centers?

Next Steps for Guidance Document



Happening Now

RTODC input and PSRC document development

Late 2022

Draft review by RTODC members

Draft released for use and review

Early 2023

Guidance document finalized

