VISION 2050 Scoping Listening Sessions

Five listening sessions were held during the VISION 2050 scoping period – February 2 thru March 19, 2018 – to provide in-person opportunities for stakeholders to provide feedback on the SEPA Scoping Notice. Listening sessions were advertised through PSRC's listserv, the PSRC website and blog, to PSRC boards and committees, countywide planning groups, and through member distribution.

Each session began with a presentation providing a brief overview of VISION 2040; regional trends on population and job growth, transportation, and housing; PSRC's draft 2050 population forecast; and an overview of the scoping process.

Breakout groups were facilitated in fifteen-minute increments to hear feedback on regional goals of the six major policy sections of VISION 2040: environment, development patterns, housing, economy, transportation, and public services. Participants were able to participate in discussions on each of the topics or stay at a single topic area for a longer period. Comments were recorded by PSRC staff and can be found below.

Each breakout was provided the existing goal(s) statement and issue sheets for relevant topics. For example, questions used to facilitate discussion on development patterns included:

- Do the VISION 2040 goals still hold true?
- In 2050, how would we know that we have successfully coordinated and collaborated on land-use planning to achieve these goals?
- If the update to the Regional Growth Strategy and land use policies are to be successful, what should be included in these documents?
- Given the growth expected for the region, how can we help to ensure that development benefits residents and our communities?

The group reconvened to recap the breakout sessions. Additional opportunities to comment on the draft scoping notice and ways to stay involved with VISION 2050 were presented.

Participants were encouraged to fill out a comment sheet to provide additional comments not represented in the breakout groups. These, along with additional comments provided at the sessions, are provided here.

Seattle, King County

Date:
Tuesday, February 13, 2018

Location:
Union Station Ruth Fisher Board Room
401 South Jackson Street
Seattle, Washington 98104

Time: 3:00-5:00 p.m.

Attendance: 38

Feet First
Forterra
Hopelink
Individuals
Issaquah
King County
King County Council
King County DOT
King County Office of Performance, Strategy and Budget
Manchester Citizens Advisory Committee
Michael Beker International
Pomegranate Center
Port of Seattle
Renton
Seattle
Seattle Department of Transportation
Seattle Freight Advisory Board
Seattle Public Schools
Tukwila
UW Transportation Services
WA State Department of Commerce
WSDOT

ATTENDANCE SHEET

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VISION 2050 Scoping Listening Sessions

DATE: February 13, 2018

TIME: 3:00 p.m. – 5:00 p.m.

LOCATION: Union Station, Ruth Fisher Board Room / 401 South Jackson Street, Seattle 98104

*As part of our Title VI responsibilities, PSRC is asking meeting participants for their residential zip codes for data collection purposes. Thank you for your assistance with this.

NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
Elizabeth Bashan	UW Transportation Services	▆▆▆▆
Mark McCaskill	WA STATE DEPARTMENT OF COMMERCE	
KAREN WOLF	KC OFC OF PERF STRATEGY + BUDGET	
Michael Levkowitz	Michael Baker International	
Jean Apton za	Seattle Freight Advisory Board	
Jak Paul	City of Tukwila	
Tom Hauger	City of Seattle	
Krista Camenzind	King County Council	

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NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
DR. PAUL NUCHIMS	KITSAP COUNTY MCAC MANCHESTER COMMUNITY	███
Vangie Garcia	City of Renton	███
Sagar Ramachandra	Hope link	███
Beau Morton	Fec t First	███
Jackie Hackett	FORTERRA	███
Zack Howard	UW Transportation	███
Rebecca Asencio	Seattle Public Schools	███
Curvie Hawkins		███
Joming Lau		███
MILENKO MATANOVIC	Pomegranate Center	███

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NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
April Sanders	KCC / Lambert	▮
Phil Miller	UW Trans Services	▮
Jacob Brett	UW Transportation Services	▮
Ivan Miller	King County	▮
Christoph Strouse	UW Sustainability	▮
hade willichere	Seattle Dept Transportation	▮
Keith Niven	City of Issaquah	▮
H Coupor	Seattle Freight Adv Board	▮
Peter Hefferman	King County DOT	▮
Thomas Noyes	WSDOT	▮
Chandler Felt	King County	▮
Geri Poor	POS	▮

Date/Location of Listening Session: Seattle, King County, February 13th, 2018

Comments + Themes:

Breakout Topic: Economy

- The regional economic strategy should remain a component of VISION. The section should only include policies that pertain to a specific economic impact of other related issues – ie land use.
- Policies should increase tools for local jurisdictions to grow middle-to-high wage jobs.
- Policies should help address the jobs housing imbalance.
- The economic importance of transportation should be described – freight mobility and commerce.
- Two major themes should be addressed: disparity in job growth around the region and disparity in access to opportunity and participation in the economic boom for certain demographics. Need to identify measures for these.
- The economy goal in 2008 was very positive, people feel more fear now due to affordability crisis.
- Economic impact of education should be considered in the economy goal. Workforce development and education are key drivers of growth and attracting new residents.

Breakout Topic: Environment/Open Space

- VISION should encourage individuals to practice conservation and help the environment. There could be a regional conservation corps.
- The current Environment goal includes a lot of topics, is hard to read, and does not have enough focus.
- Policies should be quantified where possible. (e.g. % access to open space, % farmland conserved, % reduction in greenhouse gas emissions)
  - X% of residents have easy access to open space
  - X% of farmland and working forests conserved
  - X% reduction in greenhouse gas emissions
- There should be a policy that supports public health by encouraging community gardens.
- Include the greenhouse gas emissions (of commuting) of people who must move outside of the region due to high housing costs.
- Prioritize climate action in VISION.
- Factor in the possibility of environmental refugees.
- Address wildfire hazards by increasing use of cross-laminated timber in buildings.
- Track conservation of open space and water quality.
- Improve food access for everyone by conserving farmland and supporting small family farms.
- The Environment goal should have more active language and a more aggressive stance on making the environment better.
- Emphasize the connection between a healthy environment and a healthy economy.
- Remove "potential" from before climate change impacts in the goal.

- Promote climate change resiliency, including stormwater, sea level rise, and salt water intrusion.
- Promote technologies, such as clean energy, that allow us to have less impact.
- SEPA: Look at the effects of the distribution of population growth on the environment.
- Approach the environment from a systems perspective. In particular, stormwater needs to be planned and managed regionally. Current efforts are disjointed.
- Ensure access to open space for all people as we densify. This includes transit to access to more wild, remote open space from cities.
- Increase green spaces in urban areas.
- We need a less technical, more poetic/imaginative vision.
- The Environment goal should have more emphasis on water.
- SEPA: We need to identify externalities (such as carbon) so that we can mitigate impacts.
- The environment chapter should identify carrots and sticks that can be used to change behavior.
- Ensure that regional trail implementation is happening effectively and is considered for both recreation and transportation.

Breakout Topic: Housing

- How is region going to address affordability? It depends on cities.
- Affordable, equal access to housing for all are key parts of housing goal
- It is important to line up with potential changes to GMA – possible state tools and funding; look at forthcoming Ruckelshaus report
- Has GMA impacted housing costs? Housing costs here are higher than in the midwest
- Need to define different levels of affordability and cost burden
- Rising housing costs will impact the region's economy
- Need to recognize relationship between housing, jobs and transportation
- Can't just leave housing solution to the market; need policy tools
- Consider housing needs and data for each income level
- Preserve existing housing character
- Find common ground between NIMBY and YIMBY (Yes In My Back Yard)
- Look at new technologies (e.g. cross laminated timber) that creates new forms of construction and local jobs
- Are we running out of land? Do we have enough for 5.8 M people? We need to make efficient use of land that we have.
- Need regional and collective actions between development community and government to produce affordable housing
- Housing needs access to jobs and amenities
- Housing choices should be where people want to live, with access to facilities and services
- What is making some places in region super attractive? If we create attraction, such as great schools, then the market will respond.
- Need to set goals for housing near transit areas
- Do we need tools other than zoning to encourage housing?

- How can we encourage construction of lower cost housing (e.g. Formica rather than granite)?
- Should there be a minimum housing density within walking distance of transit?
- Concerned that we're leaving people behind in some locations. Need to have diverse housing opportunities.
- Add "Aggressive" or "Dramatically expand housing stock" to housing goal. It feels like we are falling behind.
- All cities need to play a part in providing housing options. Want housing options in all cities – all play a part
- Address renters in housing goal
- Quantify housing goal; have performance measures
- Need "hermit crab" program to help people trade up
- How should we manage short term rentals and their impact on housing?
- How to create community? Need mix of uses, walkable place, reduced barriers. Address zoning restrictions to support greater vitality.
- Make housing 'NIMBY proof' – there are too many opportunities to oppose new developments
- Need to quantify local affordable housing needs, which needs strong local implementation
- Why don't all cities have an affordable housing plan?
- Need a regional NGO to advocate for housing (like Futurewise does on growth management)
- Need temporary locations for new arrivals – "long houses" that are efficient and better than tents
- Need support for mentally ill
- Consider aesthetics so that housing is attractive
- Need health care and social services integrated with housing in all communities that is near transit and centers to be accessible (not just in Seattle)
- Resources are needed to help small cities plan for housing

Breakout Topic: Infrastructure/Public Services

- The public services goal is currently missing concepts of resiliency, adaptation, and redundancy.
- The language in the Public Services Goal is generally weaker than that of other VISION 2040 goal statements (e.g., "support…")
- Refocus/reorder the public services goal to emphasize the role in supporting growth management objectives and preventing sprawl.
- Policies under public services should address the concept of information equity – equitable access to broadband, data services and storage, etc.
- Involve public service providers in the plan update, particularly school districts and utilities.

Breakout Topic: Land Use & Growth Strategy

- Displacement, gentrification, social equity and making growth work for all should be addressed in the update. Growth shouldn't build people out of communities, especially when new assets, such as like light rail, come into neighborhoods.

- The land use goal should support public health and healthy communities, and the plan should emphasize quality of life.
- VISION should focus growth in urban areas that can adequately support growth with infrastructure and services. The plan should identify places that can support additional growth, both functionally and locationally, and the plan should continue to articulate different community roles in accommodating growth.
- The land use goal should reflect access to green space in urban areas. Nature should be an organizing principle, and we should preserve open space.
- Communities with few resources need more help and technical assistance.
- Reflect what growth is sufficient for communities to thrive.
- All 13 GMA goals should be cited in the plan.
- Growth models should support growth and change in established neighborhoods. Resistance to growth in core areas (like Seattle) is a problem – it is creating exclusive communities. The region needs additional housing supply, particularly in core urban areas
- To implement VISION, change zoning (including parking minimums near transit station areas) and strengthen the high-capacity transit system to connect centers.
- There needs to be clear regional acceptance of the growth strategy - true regional commitment is needed for this to be successful. The structure of the existing regional growth strategy is strong but there may need to be changes for more regional acceptance.
- There should be stronger annexation policies, and a focus on needed changes to state law.
- VISION 2050 should implement countywide centers and connect to the broader growth strategy.
- The plan requires an artistic exercise to embrace new regional concepts - inspiration/reimagination is needed to encourage public will. The public needs to see the benefits of change or will continue to heroically cling to the status quo. The plan and the planning process should encourage reimagination.
- The plan update should connect to the GMA Roadmap project.
- The land use goal is fine but needs context of affordability challenges. For example, does growth in centers affect affordability?
- Acknowledge trade-offs with allocating growth per the Land Use Growth Strategy goal.
- The plan needs a measurement framework to evaluate whether goals have been successful. Measure how effectively incentives are working.
- The plan should more actively discourage growth in low-density areas. We should consider financial incentives to live in walkable communities, and financial disincentives to live in low-density communities.
- Concurrency doesn't apply to state facilities, but the region needs to manage capacity for growth along state highways.
- Address whether development is paying for itself. Is growth financially sustainable? We need a true-cost analysis of low-density growth.
- Address questions of affordability, rent control, and renting rights

- It's important to recognize freight/MICs in the Land Use goal. The region needs to monitor the industrial lands strategy to ensure long-term preservation of industrial land. The region should preserve industrial resources, and needs land uses that support a variety of job types.
- The plan should address the role of rural areas as important parts of the region – economic opportunity in rural areas is important.
- There should be more coordination between planning regions. The plan should account for growth outside the region and commuting into the region.
- Transit-oriented development and walkable communities look different throughout the region – the plan should recognize local variability.
- The region needs more complete, compact and connected communities and walkable places outside of centers.
- The plan should recognize challenges with mitigating existing development and retrofitting the suburbs as they transition to more urbanized places.
- Recognize and reflect different local character
- VISION should address the role of essential/hard-to-site facilities
- Address how technology will affect land use
- The plan update should address aging communities/demographics.
- Recognize success of VISION 2040.
- Growth strategy should consider climate change, sea level rise, and natural hazards.

Breakout Topic: Transportation

- Transportation goal should address equity and ensuring equitable mobility for different user types and subareas throughout the region.
- Mobility should be the focus of the transportation system.
- Transportation goal should note the importance of maintaining and preserving existing assets.
- Transportation infrastructure should be adaptive to changing needs and technologies.
- Transportation policies should address safety and security.
- Maintain focus of existing goal to support and encourage the regional growth strategy.
- Maintain the emphasis on developing a multimodal transportation system that serves both people and commercial activity, including freight and goods.
- Multimodal transportation should serve all trips, not only commute trips.
- Transportation finance is undergoing a fundamental change. User fees and pricing should be used to manage the transportation system. Use of transportation revenues should be flexible for a variety of modes and implementing jurisdictions/agencies.
- Design and implementation of user fee systems must be equitable (e.g., Orca Lift).
- Acknowledge that the emerging consumer and transportation technology will radically transform transportation will.
- E-Commerce will place new demands on transportation infrastructure.
- Emerging technology may make some transportation infrastructure obsolete (parking garages, street parking).

- Changing transportation technology and services should be shaped so to be complementary to transit.
- Recognize growing private transit and services (Microsoft "Connector"; Limebike, ofo, Spin)
- Need policies to encourage local transit planning and service integration with regional HCT.
- Capture and understand the growing number of trips that originate or terminate outside the region.
- The language in the Transportation Goal is generally weaker than that of other VISION 2040 goal statements (e.g., "support…")

Future of the Sound and beyond:
GROUP EFFORT:
Let's do SART Sound Area Rapid Transit. BART wasn't effected by SF (1989 Loma
Prieta earthquake) though the Bay Bridge collapsed. Bainbridge and Vashon islands will
get on board this time as the cost and disruption of ferries goes up.
We have young and old people who will volunteer to help to
Work. Let's begin again.

INDIVIDUAL EFFORT:
I came here today by bus, ferry, and bus from Kitsap County.
When I ran for Commissioner 10 years ago. I advocated for
SART and a major university in South Kitsap.
   "Cool Homes: I cut off my gas heat this past fall. I only heat with a space heater in
the room I'm working in. You can do this also. Zero fossil fuels as soon as possible. 2050?
Do it now! *I will help in anyway I can, use mr. Dr. Paul Nuchims. 2/13/18.*

Fife, Pierce County

Date:
Tuesday, February 20, 2018

Location:
Fife Community Center
2111 54th Avenue East
Fife, Washington 98242

Time: 3:00-5:00 p.m.

Attendance: 34

Bonney Lake
Enumclaw
Fife
Gig Harbor
Individuals
Kent
Lakewood
Northwest Seaport Alliance
Pierce County
Pierce Transit
Puyallup
Puyallup Tribe of Indians
Spanaway Water Company
Sumner
Tacoma-Pierce County Health Department
WA State Department of Commerce

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VISION 2050 Scoping Listening Sessions

DATE: February 20, 2018

TIME: 3:00 p.m. – 5:00 p.m.

LOCATION: Fife Community Center

*As part of our Title VI responsibilities, PSRC is asking meeting participants for their residential zip codes for data collection purposes. Thank you for your assistance with this.

NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
Jeff Johnson	Spanaway Water Co	
Dan Johnson	PSRC – Port of town	
Tiffany Speir	City of Lakewood	
Hyun Kim	City of Fife	
Bill Pugh	City of Sumner	
Jennifer Kester	City of Gig Harbor	
Steve Fridjk	Fife	
Amy Pow	TPCHD	
Meredith Shores	P. County	
Marianne Sinkfort	Tacoma-Pierce Co. Health Dept	
Kim Roscoe	City of Fife	
Dan Cardwell	Pierce County	
Eileen McKenzie	City of Lakewood	
Shannon Kelley Fong	City of Lakewood	
Dave Bugher	" " "	
John Caufield	C " " "	
Chris Larson	City of Fife	
Russ Blount	City of Fife	
Deirdre Wilson	Port of Tacoma / NWSA	
Anne Fritzel	Commerce	
Eric Mendenhall	City of Sumner	

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VISION 2050 Scoping Listening Sessions

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NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
Chris Pasirelli	City of Enumclaw	
Katie Baker	City of Puyallup	
Ryan Windish	City of Sumner	
April Delchamps	City of Kent	
Kile Nwajku	WA State Commerce	
Robert Brander	Puyallup Tribe of Indians	
Andrew Strobel	"	
Dave Morell	MC	
Jesse Hamashima	Pierce Count	
Rob Allen	Pierce County	
DARIN STAVISH	PIERCE TRANSIT	
Terry Carter	Bonney Lake	
Dave Bugher	Lakewood	

L-15

Date/Location of Listening Session: Fife, Pierce County, February 20, 2018

Comments + Themes:

Breakout Topic: Economy

- Focus on family supportive incomes/living wage jobs
- The plan should encourage thriving economies in central places across the region, with employment choices
- Highlight importance of education and workforce systems (not just 4-year education)
- Recruit for the types of industries and jobs that will be around in the future
- Higher education locations, such as branch campuses, across the region are important drivers of local economies
- What local investments can be made to truly incentivize job growth? What is local governments role? Can't be the same type of investor as the private sector The plan should consider what local investments can be made to truly incentivize growth and the role of local governments.
- Focusing infrastructure investment too much in centers might be causing challenges in our transportation system – everyone is going to a few places for jobs
- Remove caps on job growth in local communities? The update should consider removing caps on job growth in local communities.
- The region should provide a variety of jobs, near housing, to have a better match
- For jobs/housing balance - the update should consider if people simply want to work and live in different places. do many people simply want to live and work in different places?
- Have a tax structure for local jurisdictions that is sustainable
- The VISION policies need to be evaluated to see if they are working
- There needs to be equity in the job distribution throughout the region. Our regional transportation system is bearing the burden of this not being the case.
- Envisioning 2050: Our communities have accommodated additional people and jobs but still retain the characteristics that they have now
- Better transportation connectivity within local communities
- Invest in local infrastructure that attracts jobs outside of retail
- Some regional jobs are mobile (construction jobs, for instance) and workers cannot be moved to other transportation modes (tool & equipment requirements, etc.)
- The update should consider how we can leverage prosperity in one part of the region to other parts. How do we leverage prosperity in one part of the region to other parts?
- Municipalities lack the capital to make the right infrastructure investments
- The update should consider piggybacking job facilities (like meeting spaces) on our transportation investments (like rail stations or transit hubs) Can we piggyback job facilities (like meeting spaces) on our transportation investments (like rail stations or transit hubs)?
- The economy goal seems to be broadly focused and includes elements of other chapters/goals, attempting to articulate a triple bottom line. The update should consider clarifying the goal to be focused on the economy with possibly some overarching values that underlie all the goals.

Can this goal, for clarity purposes, be focused on the economy with possibly some overarching values that underlie all the goals?

- There should be job creation for all people, both geographically and demographically Job creation/jobs for all people – both geographically and demographically

Breakout Topic: Environment /Open Space

- VISION should address access to open space.
- Need to balance preservation and access. Some open space is preserved, but there is no access to it.
- We are not making progress on our environmental goals. We need to do better, especially considering tribal treaty rights.
- Cities need more tools for habitat restoration. Some examples of where help is needed are inventorying greenhouse gas emissions and developing conservation zones.
- We are concerned about minimum zoning and the impact that could have on ecosystems. A GMA/legislative fix may be needed.
- We are having trouble maintaining our utilities, especially transportation, stormwater, and sewer. The problem will continue to grow.
- Land use and infrastructure seems to be prioritized over the environment. We need to start prioritizing the environment.
- There are problems with concurrency. It isn't working.
- We need to figure out how transportation and restoration can go hand-in-hand.
- Growth in the rural area should be more limited, especially if that's where environmental quality is expected to be good.
- The update should consider international examples of access to open space: right to roam laws.
- VISION needs to be more reader-friendly.
- We need to reduce risk and increase resiliency by planning for disasters and protecting public investments.
- Incorporate hazard information into land use and other planning (lahar, floodplains, etc.).
- Emphasize active transportation as an alternative to driving alone.
- Stormwater parks are a good way to address both stormwater and open space. New example in Fife: Brookville Gardens.
- The update should consider supporting the inclusion of trails on restoration sites. Need help getting support for including trails on restoration sites.
- We need to have diversification of economic development, where people can live, work and play.
- The second part of the overarching Environment goal should be turned into a higher-level goal for VISION 2050. It should also be in a more consistent format with the other goals.
- Performance measures should be moved up to tie to the goals and measure progress on the goals. There should be accountability for the goals, or the goals need to change.

- The environment goal is weak; it should be stronger. No net loss of open space. Not "potential" climate impacts, they are real.
- Integrate climate, health, and sustainability into VISION 2050 at every level.
- May need to call for state level action for the environment.
- Focus on pedestrian and bicycle networks.
- Schools can provide park and open space access.
- Include a logic model for each chapter.
- Access to open space: need more parks, can be addressed with complete streets, park level-of-service for compact development, small pocket parks are important, have a per capital park requirement.

Breakout Topic: Housing

- Government is dependent on the market and is limited in what it can do to provide affordable housing
- Affordable housing incentives will work differently in different communities
- Need to consider the full range of household types and incomes when considering affordability
- Need to look at where housing is located in relation to jobs, transit and access
- Consider linking transportation funding to locations with affordable housing
- The plan should consider the impact the concentration of density and affordability has on schools
- We tend to put multifamily housing in less healthy locations, like next to freeways
- The update should consider if the federal Fair Housing Act belongs in the regional goal. How does federal fair housing law fit into regional goal? Does it belong there?
- Housing goal should speak to future generation that will be living here
- Go tiny houses! Support forms of housing like ADUs and tiny homes
- Add reduction of homelessness to the housing goal
- The plan should recognize the challenges of both affordability and access The challenge is both affordability and access
- Seems like the desire for affordable housing is pushing outward, beyond Urban Growth Area
- Put more thought into small lots/houses – people like single family homes and smaller lots is one way to make them more affordable
- Need to address access to infrastructure as part of planning for housing
- Density needs to go with placemaking to create attractive places for people to live
- Consider Traditional Neighborhood Design and New Urbanism as ways to provide a better mix of housing types and affordability in communities with parks and amenities
- If not near jobs or transit, housing isn't affordable due to transportation costs
- Intent to "preserve" housing didn't preserve affordability, but preserved suburban style developments
- Cities should lose their Regional Growth Center designation if they don't meet affordable housing targets for their centers
- Need to focus transportation spending where housing is more affordable
- Need larger parks near housing to accommodate families

- In-fill is often in form of small subdivisions, that aren't large enough to provide all the amenities people want, like parks
- Sewers are needed to facilitate urban densities
- Need to explore more opportunities for allowing housing density
- The plan should consider managing displacement as density increases. How do we manage displacement when areas do become more dense?
- It is challenging providing infrastructure to the outer parts of a city, where there is capacity for additional development
- Local opposition to in-fill is a challenge to providing more housing options
- Responsibility for housing policy rests with cities and counties. The plan should address how PSRC can support them.
- Cities should look at zoning options, like ADUs, but must deal with NIMBYism
- There is a desire for community choice within the region. The plan should allow each city to figure out what housing options should look like and avoid bright lines.
- Need a variety of jobs and housing to allow for mix and balance
- PSRC is too involved in housing, which is a local issue. Housing tools are available for cities to use.
- Current housing policies are exacerbating the haves/havenots
- Path of least resistance to building more housing is outside of cities, where there is less opposition
- A failure of VISION 2040 is supporting more jobs in centers, resulting in longer commutes to where housing is affordable
- Need to redefine how to present density for it to be publicly accepted
- Cities are best at deciding where density fits in
- Homelessness/lack of housing is also a regional issue (not in current housing goal)
- Location is an important housing aspect – the plan should consider rating transportation projects on how the jurisdiction is working to provide housing for all economic segments (per GMA goal)
- Consider housing relationship to TOD – designate areas with a housing focus
- Consider Park Oriented Development (along with TOD) to support better public health
- It is a vicious circle – success attracts people, which reduces housing affordability
- Establish local housing affordability targets through the countywide process
- Give PSRC funding prioritization to jurisdictions that adopt housing targets
- Need better marketing to get the public involved in housing affordability
- How far away can housing be?

Breakout Topic: Infrastructure/Public Services

- Planning for public services should support diverse economic opportunities throughout the region, and not be concentrated in limited counties or areas.
- There should be clear actions to implement the public services policies.
- The public services actions should be prioritized and include timelines and measures for evaluating their success –i.e. is the region accomplishing what its planned?

- Existing technology and anticipated advancements should be addressed in the public services chapter, such as the use of solar panels.
- The plan should call for investments in public services that align with actual growth that has occurred, not just planned growth.
- The public services policies should stress the need for coordinated planning best practices.

Breakout Topic: Land Use & Growth Strategy

- Infrastructure is not keeping up with growth.
- Infrastructure funding is going to King County at the expense of Pierce County.
- Spanaway growth is at odds with planning numbers, buildable land, and the future growth expected. This creates an impact on water and sewer provision.
- We need more funding for infrastructure.
- Concurrency is a big challenge.
- Planned densities may not be good fit in some suburban settings.
- Pierce County is growing faster in the east than in the west. Cities are not keeping up with growth expectations and there may not be sufficient sticks to incentivize a change.
- The level of growth projected for Pierce County may not be acceptable.
- Work on the regional growth strategy needs to look at the forecast vs. plan for pattern of growth within the region. We need a gap analysis.
- We should focus growth within centers.
- Targets should match reality, such as around planned communities and major vested projects.
- Look at natural service areas to plan for growth, a place-based growth strategy.
- The regional growth strategy has to be realistic and achievable by 2050.
- We need more incentives for businesses to locate in Pierce County.
- Achieving the land use vision may not be enough to attract jobs.
- VISION 2050 should emphasize geographic dispersion of jobs.
- Pierce County in 2050 should be more like Orange County, CA, especially in terms of economic vitality and self-sufficiency.
- King County is doing well on economic development and we need to invest in other parts of the region.
- There is limited transit to support compact growth.
- We need more transportation corridors planned for in VISION 2050 to improve mobility options within Pierce County, especially east-west and north-south connections.
- Invest in trails, regional connections.
- Take advantage of existing infrastructure, multimodal transportation options. Invest in infrastructure in cities to close the gap.
- Housing costs drive residential land use and development.
- Plan for complete communities that include adequate and affordable housing.
- Evaluate what has and what has not worked from VISION 2040.
- Pierce County is focusing on urbanizing urban unincorporated areas to encourage incorporation or annexation.
- Don't force annexation. Make it attractive to cities.

- Annexation of urban pockets is not working and needs a legislative fix.
- Recognize that urban unincorporated areas will eventually be cities.
- We like unique local character.
- We are not as dense as we think we are. Theoretically, there is a lot of capacity to grow in existing communities and near HCT. Height limits can be barriers to TOD.
- The Small Cities category should be redefined. Cities are too diverse.

Breakout Topic: Transportation

- The goal should emphasize that the transportation needs in the region should be addressed in a regionally equitable way—not just focused on one county or the other.
- Planning, including transportation, should support diverse economic opportunities throughout the region, and not be concentrated in limited counties or areas.
- The goal for transportation is too bureaucratic and should be written in plain English so everyone can clearly understand the intent.
- The goal should have a clear connection to and refence the people it serves.   Currently, it references support for the Regional Growth Strategy, but it's the people it serves—weather that is for personal travel or by supporting people's jobs through economic opportunities like efficient freight travel.
- There should be clear actions that to implement the transportation policies.
- The actions should be prioritized and include timelines and measures for evaluating their success –i.e. is the region accomplishing what its planned?
- Social equity and ensuring the mobility needs of all should be addressed in VISION 2050.
- A policy emphasis should be placed on ensure multimodal facilities are not only invested in but that the existing facilities are first brought up to date and maintained.
- The policies should emphasize making sure the system is connected by all modes.
- Existing technology and anticipated advancements should be addressed in the transportation chapter.   This includes system aspects that can manage the system, such as ITS and TDM, as well recent and upcoming changes, such as autonomous vehicles and new options like care sharing.
- The plan should call for investments that align with actual growth that has occurred, not just planned growth.
- The policies should stress the need for coordinated planning –not just by mode, but between agencies and jurisdictions.

VISION 2050 Preparing for an additional 1.8 million residents and 1.2 million jobs by 2050

- By 2050, what do you envision for our region's cities and neighborhoods; businesses and infrastructure; and farms, forests and natural lands?

- What information should be considered in the region's plan for 2050?

PSRC is looking to hear from you. The plan for the central Puget Sound includes goals for a prosperous region, vibrant communities, and the protection of environmental resources, while working to prevent sprawl. As the plan is updated over the next two years, please tell us how the plan should best reflect the region's goals for 2050.

Comments:

Sumner's Open Space Map representation is incorrect.
Need more job growth focused in Pierce County to reduce
impacts of traffic pull to King County.
Pierce County is growing faster than other areas in population.
Need to keep P.C. job growth equal. - Housing & job growth should
be balanced county to county.
Promote development @ & near major transportation hubs. Provide
feeder lines (transit) to major transit hubs. - less auto dependant!
Complete SR-167.

Yes! Add me to the VISION 2050 email list

Name: Eric Mendenhall   Organization: Sumner

Address: ▇▇▇▇▇▇▇▇▇▇▇▇▇▇▇▇▇▇▇▇

Email: ericm@ sumnerwa.gov   Phone: 253.299.5526

(all information is optional)

For more information about planning for 2050, please visit
https://www.psrc.org/vision

Puget Sound Regional Council
2018 Scoping Listening Sessions

VISION 2050 Preparing for an additional 1.8 million residents and 1.2 million jobs by 2050

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Comments:

The presumption that V2050 should be drafted to further the goals/perspective/priorities of V2040 is flawed. This is a great opportunity to reexamine goals + priorities + assumptions and planning policies 25 yrs after the adoption of the GMA as well as to take stock of actual growth patterns as a starting point for mid and long-term planning efforts. V2050 should be opened up and considered for a rewrite - not just an "update."

Geographic dispersion of job growth to better marry with housing availability and relieve transportation congestion should be a top priority in the V2050 & associated processes.

Yes! Add me to the VISION 2050 email list

Name: _____ Organization: _____

Address: _____

Email: _____ Phone: _____

(all information is optional)

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Puget Sound Regional Council
2018 Scoping Listening Sessions

1   Representing Spanaway Water Company, non-profit mutual company, Group A Public Water System, serving a population over 29,800 with Qa of 4,067.5 acft.

2   SWC background: within UGA, Pierce Cty planning to increase zoning density
   a. Growth history doubled in size since 1994, 123% growth since 1994, ADD - 32%/conn., PDD – 52%/conn., Water loss – 78%/conn., 1994-2017 total annual production increased +5.47%.
   b. WSP Appendix T (DOH and SWC approved) reflects demand required to address growth will exceed existing Qa by 2023 or 2024.

3   Project concept:
   a. SWC seeking up to 2,000 acft of additional primary Qa through the conversion of existing non-additive Qa rights.
   b. Seeking to address any surface water impacts with In-kind, In-time, but out of place stream/lake augmentation. ESSB6091 Section 301(8)(b)
   c. Concept forwarded for comment to Puyallup and Nisqually tribes, WDF&W, and 3C Watershed Council.
   d. Phase 1 - Initial feasibility modeling (R&N) using existing USGS 3C basin model to determine scope of potential impacts. If project viable, will then proceed. Determination by mid-summer 2018.
   e. Submit formal Water right application.

4.   Iterative Consultation process
   a. Phase 2 - Assemble interested parties including DOE, Tribes, WDF&W, R2 fisheries consultant, Tom Mortimer attorney, and SWC to discuss process and use of more detailed USGS modeling using up-dated model. Final model publication anticipated Dec. 2019
   b. Review and comment on model process and results on an on-going basis with all interested parties including respective fisheries biologists. Project will be a scenario in USGS model update process. Late 2018 to mid 2019
   c. On-going modeling and determinations of potential areas and scope of impacts and mitigation options: retiring water right/s, stream augmentation areas first priorities ESSB6091 Section 301(8)(b), before out of stream ESSB6091 Section 301(8)(c) but flexible in approach. Late 2019 / early 2020
   d. Phase 3 If project continues to be viable - Peer review (PGG) as may be required.
   e. Need for DOE contract / cost reimbursement?
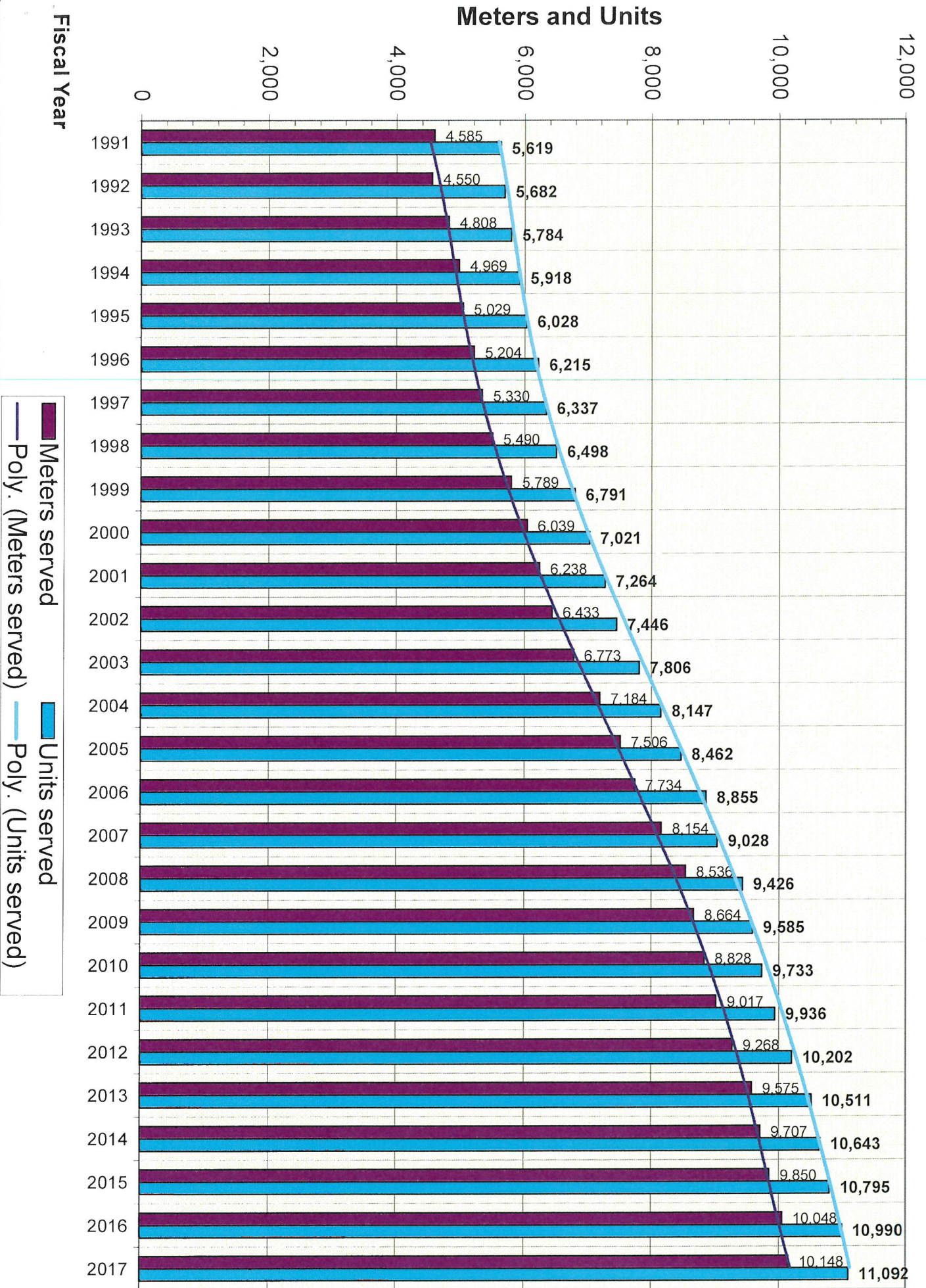   e. If approved, ROE or similar documentation and permit issued.

1 Representing Spanaway Water Company, non-profit mutual company, Group A Public Water System , serving a population over 29,800

2 Under GMA – obligation to provide concurrent water service as growth occurs

3 Completed 10 yr WSP with DOH approval July 2017

4 Plan must be consistent with Pierce Cty GMA plan, which must be consistent with OFM / PSRC growth projections

5 WSP uses PSRC data as Forecast Analysis Zones (FAZ) based on census tracts

6 On that Basis, PSRC forecasts slow growth to 2025 peaking at a population of 36,500 then **decreasing** to 35,100 by 2035

7 Under this **PSRC forecast we do not need additional water rights, supply, new infrastructure**

8 DOH draft WSP comments focused on **how do we believe we will decrease in population**

9 We do not believe we will decrease, rather we will continue to **PLAN** for growth at an average rate of about 2.5%/yr.

10 Why? Because even through the "Great Depression" 2010-2014 growth average 1.91%, for period 2005-2017 average of 2.35%

11 Currently have 764 parcels under active platting process, and an additional 778 with W/A letters = 1,542 sites or nearly 14% growth "in the pipeline" **NOW**

12 Pierce County Centers and Corridors plan will increase density residential and commercial.

13 PSRC's numbers required to be included say we do not need additional water rights, fine, but if in error, water will not be available concurrently with growth!

14 WSP Included with agreement by SWC, DOH, and Pierce County an appendix T with realistic growth projections necessary for responsible planning.

Meters and Units Served History

Meters and Units

Fiscal Year	Meters served	Units served
1991	4,585	5,619
1992	4,550	5,682
1993	4,808	5,784
1994	4,969	5,918
1995	5,029	6,028
1996	5,204	6,215
1997	5,330	6,337
1998	5,490	6,498
1999	5,789	6,791
2000	6,039	7,021
2001	6,238	7,264
2002	6,433	7,446
2003	6,773	7,806
2004	7,184	8,147
2005	7,506	8,462
2006	7,734	8,855
2007	8,154	9,028
2008	8,536	9,426
2009	8,664	9,585
2010	8,828	9,733
2011	9,017	9,936
2012	9,268	10,202
2013	9,575	10,511
2014	9,707	10,643
2015	9,850	10,795
2016	10,048	10,990
2017	10,148	11,092

Legend:
- Meters served
- Poly. (Meters served)
- Units served
- Poly. (Units served)

Spanaway Water Company January 2018
Project/Development List w/ Availability

Project Name	# of ERUs / Connections	Comments
Amber Rose	19	
Anderson	19	
Anderson Short Plat (#625)	3	
Archer property	4	
Barwell	6	
Bloomer (prev Hokold's Last Add)	19	
Brighton Woods (Zetterberg 16)	15	
Cathryn East	10	
Chon SP	3	
Cottage Lane	57	
Cloverbrook	184	
Currin	8	
D & B 180th & Pacific Ave (com)	com	
D & B 8th Ave & Mtn Hwy (com)	com	
Dhami multi-family (#142)	42	
Dylan Addition (#309)	14	
Eagle Hoops Dev - #1048	1	
Fox Chase	9	
Fox SP	2	
Franks property - #1056	18	
Fromm	60	
Hagen	12	
Hart property	96	
Holland Highlands	16	
Huggler 5 sfr, 1 duplex	7	
Ironwood Estates	15	
Jensen SP	16	
Johnson duplexes (#444)	14	
Kim property	30	
Laken Heights	5	
Cooper Ridge LLC	26	
Lincoln Court	15	
"B" St E Development	19	
Loete duplex	6	
Mayor	9	
Meadow Hills	13	
Military Road Plat	11	
Miranda Rose	16	
Mulberry Circle (Forest Glen)	26	
Nelson (#520)	11	
Nichols Commercial	1	
Nyman	7	
Oak Gardens	22	
Pacific Court	13	
Pacific Creek Storage (com)	1	
Prairie Landing	5	
Prairie Oaks	25	
Presidential Homes	15	
Rainier View Court Phs 3	28	
Ridge at Crescent Pond	8	
Ridge at Crescent Pond II	47	
Sheldon Grove	25	
Simon Johnson (com)	1	
Sorrento's Landing	12	
Sound Life Church (com)	1	
Spanaway Assisted Living	34	
Verge Plat	14	
Vintage (formerly Mtn Hwy Mixed Use)	216	
Wa Federal (formerly Einert)	40	
Watkins Glen	25	
Yi property (#1057)	7	
Zunno (Military Road Plat)	11	
Total ERU	1414	
Sub-Total ERU in Corridor Area	**348**	**To Date-Pierce County's Prposed High Density Corridor**

Lynnwood, Snohomish County

Date:
Thursday, February 22, 2018

Location:
Lynnwood City Hall
19100 44th Avenue West
Fife, Washington 98242

Time: 3:00-5:00 p.m.

Attendance: 27

Arlington
Community Transit
Duvall
Individuals
Kenmore
Landsverk Quality Homes
Lynnwood
Master Builders Association
Mountlake Terrace
Mukilteo
Office of U.S. Rep DelBene
Pacific Ridge Homes
Ruckelhaus Center
Seattle
Shockey Planning Group
Snohomish County
Snohomish County Planning and Development Services
Snohomish County Tomorrow
Snohomish County Transportation Coalition
UW MUP

ATTENDANCE SHEET

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VISION 2050 Scoping Listening Sessions

DATE: February 22, 2018

TIME: 3:00 p.m. – 5:00 p.m.

LOCATION: Lynnwood City Hall

*As part of our Title VI responsibilities, PSRC is asking meeting participants for their residential zip codes for data collection purposes. Thank you for your assistance with this.

NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
Joe Tovar	Ruckelshaus Center	
Michelle Supbep	UW	
Sreya Srienivasan	UW	
Lucien Ong	UW	
Eric Guida	UW	
Ari Cemea	Lynnwood	
Jan Schuette	Arlington	
Rick Krochalis	Seattle	
Patricia Love	Mukilteo	
DEBBIE BENT	KENMORE	
Paul Goffelt	City of Lynnwood	
Lynn Eshleman	Pacific Ridge Homes	
DAVID MACH	LYNNWOOD	
KYOKO Wright	Mountlake Terrace mayor protem	
STEPHEN Toy	Snohomish Co. PDS	
Eric Goodman	Community Transit	
Lindsey Legasi	Snohomish County Tomorrow	
Ken Klein	Snohomish County	
Barb Mock	Sno. Co.	
Kelly Morquvardt	Rep DelBene office	

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VISION 2050 Scoping Listening Sessions

DATE: **February 22, 2018**

TIME: **3:00 p.m. – 5:00 p.m.**

LOCATION: **Lynnwood City Hall**

*As part of our Title VI responsibilities, PSRC is asking meeting participants for their residential zip codes for data collection purposes. Thank you for your assistance with this.

NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
Mooriann Hansfeld	Snohomish Co Transportation Coalition	████
Mike Pattison	MBA	
Reid Shockey	Shockey Planning Group	
Lora Thomas	City of Duvall	
Kristen Holdsworth	Snohomish County PDS	
Duane Landsverk	LQH INC	
SARAH OLSON	City of Lynnwood	████

Date/Location of Listening Session: Lynnwood, Snohomish County, February 22, 2018

Comments + Themes:

Breakout Topic: Economy

- A sustainable economy is a competitive economy
- The region should plan for the future's economy by investing in skill development
- Sustain the growing economy by focusing on competitiveness and planning for future job markets by providing skill development
- Define performance measurements in the economy chapter to have a way of monitoring success
- Create "diverse communities" by including a range of jobs in the region to be able to compete in the global economy
- Recognize the importance of the transportation system on jobs (home based businesses, teleworking)
- Continue regional transportation investments to support the region's economy
- Create jobs where people live to encourage a jobs/housing balance
- Encourage zoning and planning for industrial and commercial land
- In the economy goal, change "region will have" to "region will maintain" to recognize past efforts.
- Encourage development of trades to supply the current labor shortage
- Plan for broadband infrastructure in rural areas to allow for teleworking
- In the economy goal, define "great central places"
- Encourage participation by private companies to fulfill goals of VISION and make the biggest impact

Breakout Topic: Environment/Open Space

- Regional policies should help to shield us from the uncertainty of impacts from changes to federal regulations and funding
- Need more data on the tradeoffs between density and conserving urban natural environment
- TDR needs refinement
- Areas that upzone should require open space
- Need to connect urban and rural open spaces
- Build off work of ROSS, ROSC to prioritize regional open space
- Difficult for cities and counties to acquire new open space because of increasing land costs and maintenance and operation costs
- Need more regional, subregional parks – pool resources, shared responsibility
- Environment goal should be broken into three goals – 1) air/water/land; 2) climate change; 3) health and access
- Shift from use of surface water to ground water
- Acknowledge Hirst and water rights and access issues in rural areas
- Include policies on wildfires, including mitigation and adaptation – they are no longer just an eastside problem

- The update should consider the importance of access to, preservation, and development of open space. Importance of open space – access to, preservation and development of open space
- Strengthen climate change language in the environment goal
- Climate change – Need policies for both behavioral/cultural change and structural change to address climate change
- Look at parks and trails at regional level to make connections
- Keep buildable lands for development
- New funding sources are needed for maintenance, operations and acquisition of new open spaces and parks
- The plan should consider a stronger connection between people and environment
- Trails are a transportation issue, they help with air quality and congestion
- Reframe climate change as resiliency to allow for greater regional cooperation
- Connect environment with infrastructure
- The update should consider the LOS of regional parks Regional parks LOS
- The environment should enhance well being and health

Breakout Topic: Housing

- Affordability is a major issue, but what to do?
- The update should consider whether to require inclusion of affordable units or a pay in-lieu fee for new housing developments
- Change zoning to support density in all cities.
- Change condo laws to facilitate construction of more condos.
- Region needs a strategic approach to density to fit in around transit and in local context.
- Decouple parking costs from housing to reduce housing costs.
- Denser housing needs high quality design, residential amenities and open space to be attractive places to live.
- Look at economics of land and housing to understand how some regulations are contributing to housing costs (e.g. stormwater).
- Housing costs are an environmental justice issue – people can't afford to live in Seattle, forcing long commutes.
- Address missing middle with smaller condo developments that fit local context.
- Consider accessory development units.
- Need more housing supply; but with care to avoid displacing existing affordable units.
- Need more non-single-family housing options.
- The update should consider what steps are needed to get a broader range of housing and what changes need to take place on the public and private side. What steps will it take to get a broader range of housing, what changes on public and private side?
- Need more communication between developers and policy makers to solve housing issues.
- Need housing that is connected to transportation.

- Need housing designed to support community building and walkability.
- High density can be a great place to live.
- Take note of walkscores, AARP age-friendly city designation, and schools in urban areas, as measures of livable communities.
- Continue to support families as areas become denser, including through neighborhoods with walkable schools.
- Is the future more mobile? Need to allow for possibility that people may be more mobile and not live in once place for extended periods.
- Assess changes that have occurred and evaluate successes.
- Can we manage the rate of change? Fast growth is difficult for neighborhoods to accept.
- Work with employers to address growth and the related housing need.
- How can we make density livable?
- Traditional zoning creates barriers to building more and different forms of housing, limiting housing choices for people that want to live in a community.
- Need to provide housing choices where walking is natural activity, such as including walking paths in developments.
- Urban centers need to overcome the challenge of being able to walk and the current lack of pedestrian facilities.
- Local plans should address housing needs.
- Housing should be connected to grocery stores.
- One can't even talk about 'gentle densities' because neighborhoods are too protective of single family areas.
- Housing goal could be shorter.
- Need to address the displacement that could result from new development.
- Every city is struggling with housing affordability for all income levels.
- "Affordable" doesn't exist anymore – homes available on the market no longer are affordable.
- Cities struggle with meeting targets to accommodate affordable housing.
- I want to live in a place I can afford near where I work in a vibrant community.
- Give us the tools to be successful, such as a housing finance agency and ways to fund affordable housing, like the MFTE (multifamily tax exemption)
- Use a VMT standard (like in California) rather than the current GMA standard of LOS.
- Annexations are challenging to complete.
- Allow people to work from home.
- NIMBYism results in greater density just outside of cities in a ring of unincorporated area. Cities don't like the quality of the development and then don't want to annex, preventing denser urban areas from ever becoming part of cities.
- Most people aren't tracking the project or involved. Need a conversation at the resident level to help people understand.
- People think government can stop growth. Help people understand how to shape growth, and that they are part of it.

- Can't expand the UGA where needed to grow, because other UGA areas are empty. Need to establish a provision that allows UGA swaps to put urban areas where growth wants to go.

Breakout Topic: Infrastructure/Public Services

- Policies should call for coordination and communication between the various public service providers.
- The plan should include a call for equal access to broadband.
- VISION 2050 should address long-term water availability for the region.
- The public services goal is not achievable and needs to be more realistic.
- The region is experiencing increasing costs at a rapid rate for infrastructure. The plan should include an action that looks at the factors (labor shortage, regulatory, etc.) contributing to the increases and identify solutions.
- Renewed focus should be placed on technical and vocational skills to ensure we have the labor to provide for all sectors.

Breakout Topic: Land Use & Growth Strategy

- VISION 2050 needs a reality check regarding the difference between plans and market realities.
- Planned densities should match market conditions.
- The region needs more than just high-density zoning, which can be a barrier to growth. We need a more varied housing stock.
- We need to plan for a better balance of jobs and housing in the Arlington Marysville area to address congestion on I-5 congestion, and take advantage of available land.
- The Everett growth share in the regional growth strategy is too high.
- Balance residential and job growth all along the I-5 corridor.
- Bedroom communities need jobs.
- ST3 will not adequately solve traffic problems.
- VISION 2050 should include working with employers to encourage telecommuting.
- VISION 2050 should support local elected officials in making tough decisions about growth.
- Low-density zoning (1 acre lots) persists in some cities. This is bad. Effectively, even higher density zoning restricts development to 1-2 dus/ac because of restrictive development regulations, such as tree retention ordinances.
- The plan should include a definition of urban densities with teeth.
- Consider a UGA boundary expansion.
- VISION should be more directive with more teeth sanctioning cities that aren't taking growth.
- Make efficient use of land for both residential and commercial development within the UGA.
- The regional growth strategy needs to address the time factor, perhaps by including decade points for future growth numbers. Especially with later light rail buildout, growth may be delayed. VISION should get beyond end-state planning to inform how growth is likely to evolve in different places and inform the delivery of infrastructure.
- There are important differences among Small Cities. Some are in contiguous UGA, some not. Some are located along regional transportation corridors, some not.
- Some centers may not have enough development land to attract growth. (E.g. Mill Creek)

- There are huge unmet infrastructure needs.
- There should be a greater alignment between the UGA and transit service areas.
- We need more consistency among local requirements for development.
- Services should be better coordinated.
- VISION 2050 should incorporate a futurist perspective, understand future demographic trends, and understand the impact of technology.
- Consider the various potential impacts of tech on transportation and land use.
- Consider more growth centers in Snohomish County.
- Consider some residential uses be allowed in MICs.
- Preserve rural lands.
- In order to achieve more annexation
- Needs legislative fix to address barriers in petition requirements and also BRBs
- Allow cities to enact unilateral annexation of Municipal Urban Growth Areas.
- To achieve more annexation there needs to be a legislative fix to address barriers in petition requirements and BRBs. Cities should be allowed to enact unilateral annexation of Municipal Urban Growth Areas.
- Add "connected" to development patterns goal.
- In 2050, Everett should look like Bellevue does today.

Breakout Topic: Transportation

- The transportation goal should emphasize affordability, ensuring everyone in the region has access to transportation they can afford.
- Policies should address transportation options being available around the region proportionately.
- The goal should include a focus on accessibility.
- The goal should call for transportation and land use to be integrated, not transportation just supporting the regional growth strategy.
- The region needs to acknowledge it is already behind on the goal or the goal needs to change.
- VISION 2050 should address changing technology and account for anticipated changes.
- VISON 2050 should emphasize moving people, not just reducing congestion.
- The plan should call for the region to develop new financing options for transportation, and should also consider what VISION 2050 looks like if revenues can't achieve goals. For instance, if federal funding is reduced.
- Continue to include an emphasis on preservation and maintenance of existing transportation investments.
- Policies should call for more coordination and integration across all levels of government –i.e. state, regional transit, local transit, local governments, etc.
- The plan should stress the importance of last mile connections for all modes to ensure integration and more travel options.
- VISION 2050 should include a call for better planning, coordination, and funding at the regional scale for transportation.

- The impacts of transportation decisions should be understood and addressed throughout the planning and implementation process.
- Clear transportation implementation actions should be included to ensure its success.
- The plan should include a monitoring program for transportation.
- A priority should be placed on funding for state highways where they provide access to transit.
- Focus on small improvements to the existing system that can provide tremendous benefits – transit shelters, more transit stops, TDM, ITS, etc.

VISION 2050 Preparing for an additional 1.8 million residents and 1.2 million jobs by 2050

- By 2050, what do you envision for our region's cities and neighborhoods; businesses and infrastructure; and farms, forests and natural lands?

- What information should be considered in the region's plan for 2050?

PSRC is looking to hear from you. The plan for the central Puget Sound includes goals for a prosperous region, vibrant communities, and the protection of environmental resources, while working to prevent sprawl. As the plan is updated over the next two years, please tell us how the plan should best reflect the region's goals for 2050.

Comments:

There needs to be an enforced minimum density standard. 1 unit per acre zoning in cities undermines this planning effort.

Local development regulations the reduce density significantly must be taken into consideration when adopting this plan. For example, tree regulations that limit net density to one or two units per acre must be calculated.

We need more accurate buildable land reports. For example, one Snohomish County city has allocated 4,000 persons to a built out business park. which has CC&WR's prohibiting residential development. This undermines & honest planning efforts.

Yes! Add me to the VISION 2050 email list

Name: Mike Pattison   Organization: Master Builders Assn

Address: ▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮▮

Email: ▮▮▮▮▮▮▮▮▮▮▮   Phone: ▮▮▮▮▮▮▮▮

(all information is optional)

For more information about planning for 2050, please visit
https://www.psrc.org/vision

Puget Sound Regional Council
2018 Scoping Listening Sessions

Bremerton, Kitsap County

Date:
Tuesday, February 27, 2018

Location:
Norm Dicks Government Center
345 6th Street
Bremerton, WA 98337

Time: 3:00-5:00 p.m.

Attendance: 33

Bainbridge Island
Bremerton
Chico Creek Task Force
City of Port Orchard
Gig Harbor City Council
Habitat for Humanity
Individuals
Kingston Citizens Advisory Council
Kingston Parks, Trails and Open Space committee
Kitsap Community Agricultural Alliance
Kitsap County
Kitsap Public Health District
Kitsap Transit
Naval Base Kitsap
Port of Bremerton
Poulsbo
Suquamish Tribe
West Sound Cycling Club

ATTENDANCE SHEET

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VISION 2050 Scoping Listening Sessions

DATE: February 27, 2018

TIME: 3:00 p.m. – 5:00 p.m.

LOCATION: Norm Dicks Government Center, Bremerton

*As part of our Title VI responsibilities, PSRC is asking meeting participants for their residential zip codes for data collection purposes. Thank you for your assistance with this.

NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
Susan Golden	Kingston Comm. Adv. Concil	
Kevin Tisdel		
Andrea Spencer	City of Bremerton	
Lynn Wall	Naval Base Kitsap	
Paul Nuchims	MCAC	
Cindi Nevins	—	
Tom Nevins	—	
Allison Satter	City of Bremerton	
Gary Nystel	Poulsbo	
Angie Silve	Kitsap County	
Gary Idleburg	Commerce	
Roni Smith	KCAA - Kitsap Farmers	
John M. Taylor	REALTOR"	

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ATTENDANCE SHEET

All records are subject to the Washington State Public Records Act, which may result in monitoring and archiving, as well as disclosure to third parties upon request.

VISION 2050 Scoping Listening Sessions

DATE: February 27, 2018

TIME: 3:00 p.m. – 5:00 p.m.

LOCATION: Norm Dicks Government Center, Bremerton

*As part of our Title VI responsibilities, PSRC is asking meeting participants for their residential zip codes for data collection purposes. Thank you for your assistance with this.

NAME:	REPRESENTING:	*RESIDENTIAL ZIP CODE:
Roger Gay	SK Taxpayers	
Louisa Garbo	Kitsap County	
Jeni Woock	Gig Harbor City Council	
Bek Ashby	Port Orchard	
Daryl Daugs	Habitat for Humanity	
Jack Stanfill	Chico Creek Task Force	
Robert Dashiell	Private Citizen	
Rick Feeney	West Sound Cycling Club	
Mark Libby	KPTCS	
Jim Rothlin	Port of Bremerton	
Fred Salisbury	Kitsap County	
David Fuite		
Ed Coviello	Kitsap Transit	
Luther "Jay" Mills	Suquamish Tribe	
Ed Wolfe	Kitsap County	
Marietta Szubski	Realtors/Home Owners	
Yolanda Fong	Kitsap Public Health	
Carol Michel	WSCC	
Peter Best	Kitsap County	
Jennifer Sutton	City of Bainbridge Isl.	

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Date/Location of Listening Session: Bremerton, Kitsap County, February 27, 2018

Comments + Themes:

Breakout Topic: Economy and Environment/Open Space

- The update should consider the preservation of farmland (e.g. TDR)
- TDR and other funding sources for preservation/expansion of open space
- Protect rights of individuals to farm, grow food for themselves
- Add agricultural zoning
- Better connect people to farmers/local food
- Access to commercial kitchens to help farming become more economically viable
- Desperate need for USDA processing facility in Kitsap County
- Regional growth pressures will spill over into Kitsap, so need to invest in open space
- What lessons about managing growth can Kitsap learn from 20+ years growth in the other counties
- Don't develop like Sammamish/Bellevue
- To preserve open space, need more infill development
- Infrastructure/sewer systems, etc. are needed to accommodate growth
- The plan should consider shared economic equity across region
- Build on economic strengths of county – open space, etc.
- $15/hr is not a livable wage in Kitsap
- Accumulating larger sections of open space is important, versus smaller parcels
- The ecosystem services in Kitsap are a value that is provided to the region as a whole
- Cross jurisdictional conversations are needed, on regional assets such as watersheds
- State decision making on areas in the county need to be better coordinated (e.g. with the Department of Natural Resources)
- Regional policy goals around transportation are too King County centered
- The region has a number of economies, not one single economy. The plan should consider that the region has a number of economies, not one single economy. What do we need to do for all the region's economies?
- Infrastructure drivers in Kitsap County are different and at a different scale than the other three counties, but need to be recognized
- Smaller scale activity units (jobs/population) have higher impact in Kitsap
- Job growth throughout all parts of the region reduces impacts on our transportation systems
- Baby Boomer retirements – what does that mean for planning? The update should consider what retiring Baby Boomers mean for planning.
- Health of Puget Sound needs to be clearly called out in the future vision of the region
- Reduce combined sewer/stormwater systems
- There should be no untreated discharge into the sound by 2050
- The environment goal should more clearly call out the relationship between people and the environment

- Focus on rural economic development
- What can government do to stimulate growth of rural jobs? The plan should consider what government can do to stimulate the growth of rural jobs.
- Highlight county and subregional sector strengths
- Need not just job growth, but job stability, flexibility and options
- Increase open space through funding (e.g. land trusts)

Breakout Topic: Housing

- Connect housing to other policies such as jobs and transportation
- Need governmental intervention beyond regulations for housing policy
- Housing is integral, should not be an afterthought
- New/improved public transit leads to displacement in communities
- Given the current growth, we need intervention beyond market driven solutions to housing
- Housing that is considered affordable is not actually affordable to low income residents
- Military populations are hard to plan for – need flexibility to adjust for big booms and departures
- There is a housing supply issue across all incomes
- State law needs to be corrected too, can't just be regional and local solutions
- Investment in housing now will lead to long term savings
- Prioritize and fund land acquisition
- Unclear who is responsible for attaining housing goal
- Long houses can provide shelter and safety for people experiencing homelessness
- Need housing options for multigenerational living
- Market driven solutions ignore low income residents and exacerbate homelessness
- Need policies to help residents stay in their communities – fight displacement
- Need housing options for all stages of life
- Mixed use development can help to decrease commute time and increase access
- Address unsafe and unhealthy housing
- Better define where housing should be built
- Increased density in centers will lead to long term savings
- Reduce taxes, fees, and permitting to allow for more development
- Price increases in Seattle are affecting entire region
- Proactively plan for how future HCT will affect housing supply and cost – the region is currently reacting to these changes
- The plan should identify specific roles and actions for housing
- Analyze how the housing goal syncs with GMA – BL, UGA
- Better coordination with regional players in housing – take similar approach to regional transportation coordination
- PSRC policy boards overlook housing
- Coordinate regional conversation and framework for future housing work

- Increased density leads to social friction – need open space for people to relax
- Plan should address homelessness
- Difficult to build attractive affordable housing that fits in with larger community
- Acknowledge equity and racial injustices associated with housing

Breakout Topic: Infrastructure/Public Services

- Access to data on public services must be improved.
- Areas without current access to sewer service should be encouraged to proactively prepare for eventual connections with inclusion of basic infrastructure when development occurs ("purple pipe").
- More funding is needed for all types of infrastructure, it isn't only transportation.
- Combined sewer stormwater overflows should be eliminated; discharges to Puget Sound should be minimized.
- Waste management can have multiple impacts.

Breakout Topic: Land Use & Growth Strategy

- The region needs more infrastructure to serve growth. The plan should address funding tools, especially for sewer.
- There are limited resources for high-value public improvements.
- Development is contributing to more traffic, new projects can contribute more to improvements.
- VISION 2050 should look at concurrency to be more consistent across jurisdictions without being a barrier to development, and provide information on best practice models. Concurrency should also address the aggregate impacts of growth.
- Sewerage capacity limits growth and density.
- Small cities are growing and face a choice: get denser or expand their UGA.
- Growth in unincorporated UGAs should be consistent with annexing cities.
- VISION 2050 should revisit the definition of Small and Larger cities.
- Growth should go along Sound Transit and other transit routes.
- Kitsap County is poised to grow more rapidly with new connections to rest of region (bridge, fast ferry) and more should be done to protect its rural area.
- Encourage flexible parking requirements to support transit.
- Currently there are few and poor cross-county transit connections. Transit is currently oriented only to the Seattle commute.
- Density helps to support transit.
- The regional plan should heighten emphasis on the region's water highway: ferry system.
- Recognize the Sound to Olympics trail in the plan.
- Planning should avoid isolated pockets of density.
- Street networks should connect and be more walkable.
- Recognize military bases as a focus of activity and connections to surrounding area, they are major economic drivers in counties. Growth and land use are influenced strongly by activities on

Bangor and Naval Shipyard. Military jobs and personnel drive need for density and infrastructure, but don't commensurately add to the tax base. VISION 2050 should address challenges of communities near bases.

- Urban densities threaten rural feel.
- Plan development needs to have better local knowledge about plans, zoning, and where farming is active. We need better protections for existing farms and farmland. The county doesn't currently have any zoning.
- VISION 2050 should address development impacts on groundwater and streams, including from loss of tree canopy and unmanaged stormwater runoff.
- The plan should strengthen connections between urban areas and rural parks and amenities.
- Recycling is important and could be more effective.
- Plan ahead. Be more proactive.

Breakout Topic: Transportation

- Transportation goal should address equity and ensuring equitable mobility for different user types and subareas throughout the region.
- Mobility for both people and goods should be the focus of the transportation system.
- Resilience and adaptation should be reflected in transportation policy.
- Water corridors are and will be important parts of the transportation system.
- Land corridors between central places must have renewed focus and attention. Freight corridors must be supported.
- Maintenance and preservation must have continued emphasis.
- New technology will both dramatically alter the transportation landscape, and ensure that existing infrastructure is used more efficiently.
- While the regional system is important, local connections and infrastructure are very important in Kitsap County. There must be a balance between regional and local investments.
- Waste and pollution associated with transportation must be addressed.
- There seems to be an emerging confluence of both public and private transportation operators. Work must focus on coordination, and private investments can spur greater efficiencies.
- Transportation concurrency needs renewed attention.

VISION 2050 Preparing for an additional 1.8 million residents and 1.2 million jobs by 2050

- By 2050, what do you envision for our region's cities and neighborhoods; businesses and infrastructure; and farms, forests and natural lands?

- What information should be considered in the region's plan for 2050?

PSRC is looking to hear from you. The plan for the central Puget Sound includes goals for a prosperous region, vibrant communities, and the protection of environmental resources, while working to prevent sprawl. As the plan is updated over the next two years, please tell us how the plan should best reflect the region's goals for 2050.

Comments:

Local Farmers are very concerned w/ exspansion into rural areas. Since there is no Agricultural Zoning, our farms do not show up on your maps and virtually have no protections for existing farm lands. We would like to see protections for existing farms + lands. Incentives for farmland preservation + food production (ie backyard Chickens, personal + neighborhood gardens). If anything, farmers + farm land should be zoned + protected or a way to preserve + encourage local food sources.

___

Yes! Add me to the VISION 2050 email list

Name: Roni Smith   Organization: KCAA / Kitsap Fresh

Address:

Email: Phone:

(all information is optional)

For more information about planning for 2050, please visit
https://www.psrc.org/vision

Puget Sound Regional Council
2018 Scoping Listening Sessions

Redmond, King County

Date:
Thursday, March 8, 2018

Location:
Redmond Regional Library
15990 NE 85th Street
Redmond, WA 98052

Time: 4:00-6:00 p.m.

Attendance: 36

Bellevue
Bellevue Network on Aging
Carnation
Emerald Alliance
Individuals
Issaquah
King County Council
Monroe
North Bend
Redmond
Sammamish
Seattle 2030 District
Woodinville

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VISION 2050 Scoping Listening Sessions

DATE: March 8, 2018

TIME: 4:00 p.m. – 6:00 p.m.

LOCATION: Redmond Regional Library, Redmond

*As part of our Title VI responsibilities, PSRC is asking meeting participants for their residential zip codes for data collection purposes. Thank you for your assistance with this.

NAME:	REPRESENTING:	EMAIL TO RECEIVE VISION 2050 UPDATES:	*RESIDENTIAL ZIP CODE:
Hannah Kimball	BNOA		███
Karen Anderson	City of Redmon	███	
JAE Hill	City of Redmond	███	
Terry Cullen	City of Bellvue	███	
Judy Dowling	Bellevue Network on Aging	███	
Jamie Burrell	City of North Bend	███	
Deborah Munkberg	City of Bellevue	███	
Geoff Bidwell	Self	███	
Andrew Bauer	City of Redmond	███	
Janet Keller			
Fay	Esh Redmond		
Paul Winterstein	City of Issaquah		
Kathy Lambert	King Co. Council		
Kith Dietz	City of Redmond	███	
Ike Nwankwo	Commerce	Service	███

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NAME:	REPRESENTING:	EMAIL TO RECEIVE VISION 2050 UPDATES:	*RESIDENTIAL ZIP CODE:
Eva K Peoples	Trilogy		
Janet Lewine	City of Bellevue PCD		
Nicholas Matz	City of Bellevue PCD		
Bon Summson	City of Mauren		
Judy Fan	City of Redmond		
Sanaz Havaei			
Linda Seltzer	self		
Colleen Kelly	City of Redm		
Hank Margeson	City of Redmond		
Susan Wickware	Seattle 2030 District		
Heather Young			
Jackie Thompson	self		
Alex Herzog	City of Woodinville		
David Goodman	City of Sammamu		
Sarah Stiteler	City of Redmond		
Pam Stuart	City of Sammamish		

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NAME:	REPRESENTING:	EMAIL TO RECEIVE VISION 2050 UPDATES:	*RESIDENTIAL ZIP CODE:
Tracy Stanton	Emerald alliance	████	████
Sandra Elsea		████	████
Rosemarie Ives	Clifton	████	████
Amy Arrington	Carnation	████	████

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NAME:	REPRESENTING:	EMAIL TO RECEIVE VISION 2050 UPDATES:	*RESIDENTIAL ZIP CODE:
Paige Norman	Redmond/ Education Hill	███████	██
Rosemarie Ives	— Rep from other sheet	███████	

Date/Location of Listening Session: Redmond, King County, March 8th, 2018

Comments + Themes:

Breakout Topic: Economy

- Our economy should have more diversity of jobs, including job classifications.
- The update should engage businesses in the conservation because they benefit from our natural resource base.
- Income inequality decreases the diversity of our region (pushes people out).
- We should strive for a balance of jobs throughout the region.
- A strong rural economy supports the environment.
- Reorder the overarching goal to start with place, which leads to a strong economy.
- Employers need to give workers job security.
- Need to address inequities and discrimination in employment. Should be bringing jobs to people (with training) rather than looking for outside people to fill jobs (Purple Squirrel Phenomenon).
- High and increasing property taxes are a concern, especially for people with limited incomes such as retirees. The tax system is very regressive, and there are too many types of taxes. Restructuring is needed. The update should consider examining an income tax. *What does an income tax look like?*
- Consequences are not taxed, such as the impacts of growth.
- Make investments to attract jobs. Works towards an economic development and infrastructure balance.
- Improve the jobs-housing balance.
- Look at the economic indicators in the King County Benchmarks Study.
- Need to co-plan economy and housing to ensure there is housing to go along with jobs.
- The plan should consider the population base needed for a self-sustaining economy and plan for cities to reach that size. *What population base is needed for a self-sustaining economy? Plan for cities to reach that size.*
- Small businesses are very important for our economy. We should provide more support for them.
- There is a lack of affordable office space. Need more incubator space and short-terms rentals.
- The one percent levy limit on increases in property taxes is problematic.
- Need funding to do planning.
- Need to recognize global competition. Microsoft and Amazon could relocate to another city or country.
- Tax abatements don't attract businesses, so don't waste taxpayer money on them.
- Need to better fund schools to have a thriving economy.

Breakout Topic: Environment/Open Space

- Make a stronger connection between urban development and open space preservation.

- Recognize that open space helps with stormwater management. Look at the return on investment of open space protection and restoration.
- Improve access to open space. Should be within a 5-minute walk of all. Courtyards and small scale is ok for nearby access. Nature deficit disorder is a concern.
- Open space should be maintained. Need to adequately budget for it.
- Recognize the economic and human health benefits of maintaining a healthy environment. Including mental health. Trees are infrastructure for health.
- Expand green space near single family homes for trails and horses.
- Implement already adopted environment and open space plans.
- Protect water quality by limiting pesticides.
- Lower GHG emissions by continuing to focus growth in centers and the UGA. It will help reduce commutes. Density can protect the environment.
- Public facilities (such as soccer fields) should be more dispersed and closer to homes to reduce driving.
- Need to maintain family farms.
- Farmland is too expensive. Need to be able to have businesses on farmland that support the agricultural and rural economies.
- Job security and a just economy protects the environment.
- Recognize ecosystem services.
- Protect and plant more native and large trees to help preserve the Northwest's character. Need to fairly implement tree protections (developers and city treated the same as individuals).
- Develop a forest fire prevention plan (Colorado has one).
- Avoid air pollution. Too much concentrated in places like Tacoma.
- We need low-carbon energy sources to reduce GHG emissions.
- Align regional climate goals with cities' climate goals.
- We need more electric car charging stations to help reach our climate goals.
- The plan should consider if there is enough capacity at wastewater treatment plants for future growth. *Do we have enough capacity at wastewater treatment plants for future growth?*
- Look at environmental indicators in King County Benchmarks Study (1994).
- We need to implement the overarching environment goal.
- We need to uphold the rural zoning laws. People choose to pay fines rather than uphold the laws because the penalty is too low. Need to scale the penalty to the impact. But also need to provide economic incentives.

Breakout Topic: Housing

- Prioritize creating more housing – different types at different prices
- Clarify "preservation" of housing – means different things to different communities
- Housing has potential to make biggest impact of any issue
- Emphasize proximity to jobs, services, and social networks

- Model of one family in a single-family home worked in the past but doesn't work now, need to explore and promote new models – multigenerational homes, empty nesters renting homes in larger homes, backyard cottages
- Homelessness not discussed in goal
- Housing is a right
- Employers need to play a larger role in providing housing for employees
- Housing supply and rising salaries for 1% creating a problem for all
- Prioritize most vulnerable populations – low income renters
- Service and agricultural sectors overlooked – employees can't find housing
- Condo laws limit construction of condos, limit entry level ownership options
- The current regulatory framework is good, but it can't overcome market barriers
- Becoming more difficult to build housing affordable to households making less than AMI, puts more pressure on subsidized housing
- Lack of housing and increasing homelessness affects public realm and built environment – parks, transit, etc.
- Need support housing – housing + social services
- Approach must be regional or will lead/exacerbate mismatch in cities
- Plan for aging populations
- Rural areas are transitioning to expensive bedroom communities—Vashon Island
- Density must be coupled with access to open space
- Need new metrics for IZ – greater focus on households earning 30% AMI or less
- Local governments have limited control over the housing market, need new tools and partnerships
- Any real change will require a change in public attitude towards affordable (subsidized) housing
- Units labeled affordable are not actually affordable to lower income households
- Use the King County Benchmarks Report (1994)
- Good planning leads to increasing housing prices and displacement
- Need a statewide advocate for housing, similar to Futurewise
- Regressive state taxes and reliance on property taxes to fund local measures disproportionately affect low income and fixed income seniors
- There should be no new property taxes
- Regional moratorium to correct course and build infrastructure

Breakout Topic: Land Use & Growth Strategy

- The update should consider if the goals are feasible and if 1.8M more people will fit in the urban area. Are goals feasible? Will 1.8M more people fit in the urban area?
- Dramatic changes are occurring to the rural area, which needs to be protected.
- The update should consider the need for a new north/south freeway (I-605) Do we have a need for a new north/south freeway (I-605)?
- We should promote sustainable development patterns.

- Support for land use goal, but there are challenges with implementation of VISION 2040, including the fast growth occurring in small cities.
- Need stronger regulation of the urban growth boundary and avoid creating pockets of urban development, like Redmond Ridge.
- Counties are not providing urban levels of service to the unincorporated part of the UGA.
- Keep UGA boundaries in place.
- Can't support growth without infrastructure – need to support and encourage city infrastructure to accommodate growth
- When will we start using the Lake Tapps water supply? Does the growth expectation for the Eastside require the Eastside to start using Lake Tapps water (which Cascade Water has access to, but doesn't currently use)?
- Transit planning is disconnected from city planning.
- Hard to do TOD/walkable planning in the U.S. because the culture is car-based.
- The housing goal is fine, but implementation sucks.
- Need serious metrics to track performance, like the King County benchmarks program.
- Take a timeout to make course correction.
- Spend energy on how to be sustainable.
- Need to plan for schools.
- Housing needs to be convenient to employment.
- Disconnect between having growth, but infrastructure isn't ready and jobs don't exist.
- Encourage more jobs outside of Seattle to improve jobs/housing balance.
- Encourage jobs in Tacoma where there is capacity and infrastructure.
- Land use goal need to talk about livability and sustainability.
- Economic piece is missing from land use goal.
- Foster quality of life – increasing commute times are a threat to the region's quality of life.
- People with entry-level jobs can't find housing in the Snoqualmie Valley, resulting in long commutes due to the lack of affordable housing.
- Make it easier to have accessory dwelling units and other housing choices that support multigenerational living. Having adult children nearby increases the time elderly can stay in their homes, increasing their quality of life.
- Need other housing choices (missing middle), not just dense urban or suburban – missing middle.
- When we lose affordable housing, it puts more pressure on roads.
- Concentrate growth, while preserving access to open space.
- "Jumbotron houses" result in a loss of trees.
- It's not possible to always maintain the local character (as expressed in the land use goal), when growing by 1.8 M people. Change is a given.
- Need to give a lot of thought to the design and character of urban growth.
- Jobs/housing balance is really important.

- Rural areas just outside the UGA are impacted with city-like traffic and conditions. Need to relook at the urban boundary. May not be realistic to maintain it. Need to plan for how future mass transit could serve areas.
- Avoid new Redmond Ridge-like developments outside of the contiguous urban growth area.
- Make centers and transportation systems work first, before growing out.
- Re-emphasize concurrency – it's not being effective.
- Need to invest in getting from center to center.
- Need state to invest in highways that connect from city to city.
- Use the bus system.
- Land use goal should be more inclusive of all types of cities. Need to support growth in all cities (including Carnation).
- Keep the urban growth boundary in place and address impacts to the rural area.
- Need great schools to provide the quality of life that will attract employers and employees.
- Don't force people to live in dense housing without trees – it will turn into slums.
- Nature needs to be right outside the door to provide access to the poor and seniors.
- Need more medical schools for the size of region we are, compared to other U.S. metropolitan regions.
- Senior communities need to have access to nature, transportation, doctors and services.
- Growth will require a lot of change and redevelopment. What does that mean and how do we address the changes to character?
- Push employers to stop layoffs, focus on retention of current employees to avoid constantly bringing in more people.
- Princeton, NJ, is a good example of continuity of community.

Breakout Topic: Transportation and Infrastructure/Public Services

- VISION should address immediate needs with a strategy to deal with existing deficits where there is failing level of service and to maintain existing infrastructure – not only to address incremental growth
- VISION should address how to balance the pace of development – and sequencing of that with infrastructure, matching land use and transportation planning, need a nexus with land use decisions and rate of development (3)
- Transportation goal should address adequate LOS for existing conditions and into the future
- Local 6-year improvement plans are not always fully funded, funding rules and enforcement would help for wish lists
- Transportation goal/actions should address how mobility is not keeping up with growth and development
- Transportation goal/actions should address local walk access to transit - augment first/ last mile
    - safe pedestrian amenities near bus stops are needed – safe crossings, sidewalks or safe shoulders and lighting make transit accessible for pedestrians (example Avondale Rd where there are few safe crossings but a bus route)
- Transportation goal/actions should address safety issues on rural roads and all areas where people are – not just cities/ centers - that have lack of sidewalks, walking paths and legal

crossings are a big issue and are needed for walking for both social needs and exercise (health benefits) as much as access to transit

- sidewalks and safe access are critical infrastructure
- several recent pedestrian fatalities on the east side were seniors, important for aging population to have safe infrastructure
- Transportation goal/actions should address more high capacity transit outside of UGA, as well as walk and bike access (example SR 522 to Monroe)
- instead of large park and rides near light-rail station which are more expensive than smaller lots and require people to drive to them; better to have smaller, satellite park and rides with more frequent busses to high capacity transit – how to get people to the busses get to rail
- VISION needs to ensure a level field for all users, walk bike wheelchair, cars, etc.
- Transportation goal/actions should address safety and adequate infrastructure that enables people and their mobility choices (sidewalks an example)
- Transportation goal should address network of choices that make it possible for people not to drive (e.g. guaranteed ride home)
- Transportation goal/ actions should address alternate plans when accidents occur (busses keep running into accident areas)
- Transportation goal/ actions should address connections between urban centers – roads between centers need some attention
- Transportation goal/ actions should address long transit travel times for people in rural areas which make transit undesirable in some areas (fewer routes, more transfers, slow busses mixed with congestion, safety concerns), want more direct services, greater frequency and safety (including personal safety – lighting), more direct connections to dis-incentivize driving and encourage transit use
    - example: Sammamish busses now route through Issaquah making it slower
    - example: Woodinville bus down from two to one
    - example: Duval to Monroe for dialysis – three hours bus ride
    - example: slow rapid rides mixed with congestion
- Transportation goal/ actions should highlight the importance of local transportation services that provide a great impact, more attention should be paid to these services
    - example: Snoqualmie Valley Transportation
- concern about ST 3 tax plan – no corporate taxes for benefits to businesses (example Microsoft)
- concern about increased property taxes for people with fixed income
- transportation dollars often go to centers – concern with how transportation dollars are chosen and decided
- if growth numbers are assigned, transportation dollars should be linked to it
- VISION should address adequate funding needed to support the infrastructure pace to keep pace with development
- maintain funding structures (e.g. public works trust fund)
- Transportation goal statement should highlight the benefits
- Transportation goal statement should add reference as to the importance of moving people
- Transportation goal should be more outcome based. What is meant by a system? Suggested text: "results in… (some stated mobility outcome)" or other outcomes
- Transportation goal statement needs better framing related to sustainable funding, source from common investments
- Transportation goal should include language related to having a system that is 'well maintained'

- Transportation goal statement should add innovation – technology was not as much of a topic when the goal statement was created
- Need to define what 'highly efficient' means - and multimodal
  - efficiency is about connecting places – level of service, efficient transfers, multimodal
  - multimodal is also about choices – gap with choices/ people/ time
- Transportation goal should consider how to achieve coordinated efficiency and cost effectiveness. *How to achieve coordinated efficiency and cost effectiveness in one goal?*
- Transportation goal/ actions should not just focus on centers and address transportation needs in outer areas. This is important due to more people moving farther away from centers due to housing costs but there are fewer transportation options
- VISION should address concern about people not being able to age in place
- Implementation of the transportation goal has been a challenge
- Transportation goal/actions should re-evaluate and assess metrics; need a shared way to measure, commitment needed to measure the 'tough stuff'
  - King Co benchmarking report, Redmond Growth management indicators report – good sources of measures and targets
- Update should consider how automated vehicles will create efficiencies
- Transportation goal/actions should address how lower cost shared services could be a solution – ride share, etc.
- Transportation goal/actions should address how technology can help provide solutions:
  - technological solutions to make the existing infrastructure work better (ITS example)
  - also be sure to have a way to address other innovations that are undiscovered
  - technology also not a holy grail
- Transportation goal/actions should consider the concept of privation and/ or public-private partnerships.
  - example: small bus service companies
  - example: light rail
  - example: bike share is an example
  - also some concerns expressed with privatization
- Transportation goal/actions should address how the region can have efficient, European style trains in the long-range plan, emphasize how these reduce congestion
- Transportation goal/actions should emphasize how old rail corridors are an asset – if not high capacity rail than bike/ pedestrian corridors
- Transportation goal/actions should address more connectivity to elsewhere in the state for people accessing medical care within the central Puget Sound region
  - examples: people accessing health-care in downtown Seattle, the VA hospital in S King, accessing the dialysis center in Monroe
- Transportation goal/actions should address better coordination that is needed between public utilities and construction
- VISION should broaden definition of 'public facilities' – sewers, water, fiber-optics (whereas the latter has a specific transportation element - access to information enables people to work from home).

VISION 2050 Preparing for an additional 1.8 million residents and 1.2 million jobs by 2050

- By 2050, what do you envision for our region's cities and neighborhoods; businesses and infrastructure; and farms, forests and natural lands?

- What information should be considered in the region's plan for 2050?

PSRC is looking to hear from you. The plan for the central Puget Sound includes goals for a prosperous region, vibrant communities, and the protection of environmental resources, while working to prevent sprawl. As the plan is updated over the next two years, please tell us how the plan should best reflect the region's goals for 2050.

Comments:

- 39% of women ~~dead~~ with a US engineering degree do not have a job in their field
- Half of all Hispanic + African American engineering graduates do not get a job upon graduation.
- AAUW: There is a steep dropoff in women's employment in engineering after the 15th experience year.

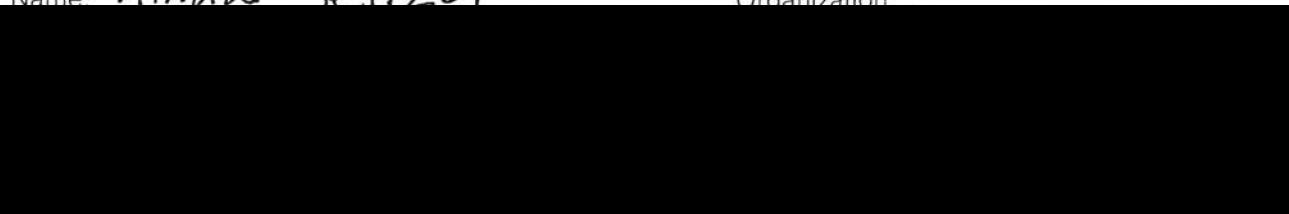We don't have a skills gap.
We have a discrimination gap.
Employers need to get serious about diversity + inclusion for women, minorities and older workers.

Yes! Add me to the VISION 2050 email list

Name: Linda Seltzer   Organization:

For more information about planning for 2050, please visit
https://www.psrc.org/vision

Puget Sound Regional Council
2018 Scoping Listening Sessions

VISION 2050 Preparing for an additional 1.8 million residents and 1.2 million jobs by 2050

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Comments:

- The average tenure at a job at Amazon is less than one year
- The average tenure at a job at Microsoft is 7 years
- The average age in high tech companies is about 32.

It's time for government to push back on employers + tell them to stop bringing people here + dumping them unemployed into the housing market.
It's time to push back on employers + tell them to focus on employee retention + job security.

Yes! Add me to the VISION 2050 email list

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Comments:

- The Washington Budget + Policy Center reported in 2016 That 100% of the economic growth in WA State is going to The top 1%.
- 1/7 of The state 4's on food Stamps

Our top-down economic development dictated by employers is not working.

Bring The jobs to The people. Employers are turing away good workers & claiming They can't find qualified people.

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Comments:

Urban areas with no trees + nature will become slums. People from the East Coast know this.

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Comments:

Philadelphia, PA has at least 5 medical schools. The state needs 4-5 new medical schools + teaching hospitals spread throughout the state. People shouldn't have to live in Seattle to get medical care. This would create jobs.

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