

# **Draft** VISION 2040



## **Supplemental Draft Environmental Impact Statement**

### *Appendices*

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## Appendices

*This document presents new and updated appendices related to the development and analysis of the preferred growth alternative. This information supplements the information found in the appendices supporting the Draft Environmental Impact Statement (released May 2006).*

The following appendices are included:

### **Appendix 1. Recommended Preferred Growth Alternative: Technical Tables .....Page A.1.1**

*This is a new appendix that was not available in the Draft Environmental Impact Statement. This appendix presents a series of data tables that serve as a complete definition of the Preferred Growth Alternative.*

### **Appendix 2. Evaluation Criteria for Selecting a Preferred Alternative.....A.2.19**

*This appendix replaces Appendix C that is found in the Draft Environmental Impact Statement. In the Draft Environmental Impact Statement, the evaluation criteria's overarching goals and measures were listed, but no analysis was conducted. During 2006, an initial version of this appendix was developed and presented to the Regional Council's Growth Management Policy Board. During this time period, a number of changes were made to the individual criteria measures to better reflect the data that is contained in the Draft Environmental Impact Statement. The enclosed version of the appendix includes the analysis of the Preferred Growth Alternative alongside the analysis of the four alternatives that were included in the Draft Environmental Impact Statement.*

### **Appendix 3. Overview of Key Models and Output Data (excerpts from full appendix) .....A.3A.65**

*This appendix updates three sections of Appendix D that is found in the Draft Environmental Impact Statement.*

#### **A. Methodology for Developing the Preferred Growth and Growth Targets Extended Alternatives .....A.3A.65**

*This appendix has been re-titled, and now includes information regarding the methodology by which the preferred growth alternative was developed. This information, which describes the preferred growth alternative's technical painting methodology, supplements Appendix 1, above, which describes the technical definition of the preferred growth alternative.*

#### **B. Impervious Surface Estimation Methodology Using INDEX Tool Grid-Cell Data ..... A.3B.71**

*This appendix is updated to include impervious surface calculations for the preferred growth alternative. Some of the data included in the Draft Environmental Impact Statement has been recalculated and is therefore provided as well.*

**C. Transportation Demand Model Output Data.....A.3C.75**

*This appendix has been updated, and now presents transportation demand model data results for the preferred growth alternative alongside the data for the four alternatives that were included in the Draft Environmental Impact Statement.*

*One appendix in the Draft Environmental Impact Statement, D-4: Technical Input Data for INDEX Tool: Population and Employment Figures has been deleted. This appendix had presented population and employment distributions at the city and area level for the four alternatives in the Draft Environmental Impact Statement. The method by which the preferred growth alternative was developed did not include suballocating regional and county growth numbers to the individual city level. Rather, as described in the Methodology for Developing the Preferred Growth and Growth Targets Extended Alternatives (discussed above), growth numbers were suballocated to the regional geography, by region and by county, levels. This change in methodology makes the figures found in Appendix D-4 obsolete.*

**Appendix 4. Summary of Public Review and  
Comment on the Draft Environmental Impact Statement..... A.4.85**

*This is a new appendix that was not available in the Draft Environmental Impact Statement. This appendix summarizes the results of the public review and comment period on the Draft Environmental Impact Statement.*

**Appendix 5. A Regional Design Strategy .....A.5.107**

*A new information paper, A Regional Design Strategy for the Central Puget Sound, has been added as the 16th paper in the Issue Paper Series, found in Appendix E in the Draft Environmental Impact Statement.*





## Appendix 1: Recommended Preferred Growth Alternative: Technical Tables

*The tables in this appendix present the full set of technical inputs used to develop the year 2040 population and employment distributions in the recommended Preferred Growth Alternative. The recommended growth alternative was adopted by the Executive Board on March 22, 2007.*

This appendix contains the following information and tables:

- **Introduction.** Guidance from the Growth Management Policy Board for the Preferred Growth Alternative.
- **Definitions.** Key terms used in developing the Preferred Growth Alternative.
- **Regional Employment:** Recommended Regional Employment Distribution for the VISION 2040 Preferred Growth Alternative
- **Regional Population:** Recommended Regional Population Distribution for the VISION 2040 Preferred Growth Alternative
- **Regional Population to Employment Ratio**
- **Regional Population to Employment Ratio (including enlisted military)**
- **County Employment:** Recommended County Employment Distribution for the VISION 2040 Preferred Growth Alternative
- **County Population:** Recommended County Population Distribution for the VISION 2040 Preferred Growth Alternative
- **County Population to Employment Ratio**
- **County Population to Employment Ratio (including enlisted military)**
- **King Employment:** Recommended King County Employment Distribution for the VISION 2040 Preferred Growth Alternative
- **King Population:** Recommended King County Population Distribution for the VISION 2040 Preferred Growth Alternative
- **King Population to Employment Ratio**
- **King Population to Employment Ratio (including enlisted military)**
- **Kitsap Employment:** Recommended Kitsap County Employment Distribution for the VISION 2040 Preferred Growth Alternative
- **Kitsap Population:** Recommended Kitsap County Population Distribution for the VISION 2040 Preferred Growth Alternative

- **Kitsap Population to Employment Ratio**
- **Kitsap Population to Employment Ratio (including enlisted military)**
- **Pierce Employment:** Recommended Pierce County Employment Distribution for the VISION 2040 Preferred Growth Alternative
- **Pierce Population:** Recommended Pierce County Population Distribution for the VISION 2040 Preferred Growth Alternative
- **Pierce Population to Employment Ratio**
- **Pierce Population to Employment Ratio (including enlisted military)**
- **Snohomish Employment:** Recommended Snohomish County Employment Distribution for the VISION 2040 Preferred Growth Alternative
- **Snohomish Population:** Recommended Snohomish County Population Distribution for the VISION 2040 Preferred Growth Alternative
- **Snohomish Population to Employment Ratio**
- **Snohomish Population to Employment Ratio (including enlisted military)**
- **Appendix 1 – Attachment 1: Cities by County by Regional Geography**

## INTRODUCTION

The regional growth strategy described in the recommended Preferred Growth Alternative responds to the following guidance from the Regional Council's policy and Executive Board:

### SUSTAIN THE EXISTING VISION 2020 POLICY

- Focus growth in the urban growth area
- Within the urban growth area, concentrate growth in centers
- Protect rural and resource lands
- Minimize environmental impacts of growth
- Make efficient use of existing infrastructure and investments

### VISION 2040 PROPOSED POLICY REFINEMENTS

#### *Regional – Population and Employment:*

- More effectively distribute growth to and within the urban growth area
- Minimize rural developments
- Achieve a closer balance between jobs and housing within the counties and regional geographies
- Distinguish between different roles of regional geographies
- Support growth in subregional centers

**Population:** *More effectively distribute growth to and within urban areas, minimize rural development, focus more growth in cities with Regional Growth Centers and in King County.*

- Emphasizes places with Regional Growth Centers as primary places for population growth
- Metropolitan Cities: increases future role relative to year 2000 share
- Core Cities: increases future role
- Larger Cities: increases future role, emphasizes growth in subregional centers

- Small Cities: increases future role, slightly less than planned share. emphasizes smaller subregional and town centers
- Unincorporated Urban Growth Area: increases future role, less than planned share. focuses on existing urbanized areas especially areas affiliated for annexation
- Rural Areas: decreases future role; minimizes population growth, commensurate with existing and desired rural character

**Employment:** *Continue current policy for employment, emphasizing a concentrated regional pattern with focus on centers, pursue increased regional share of employment to Snohomish, Pierce and Kitsap counties.*

- Emphasizes places with Regional Growth Centers as primary places for job growth
- Metropolitan Cities: continued strong job growth; less than planned share, but with larger roles for Everett, Tacoma and Bremerton
- Core Cities: increases future role
- Larger Cities: increases future role; emphasizes growth in subregional centers
- Small Cities: increases future role, slightly less than planned share; emphasizes smaller subregional and town centers and commercial & retail districts to serve surrounding rural and unincorporated areas
- Unincorporated Urban Growth Area: focuses on existing urbanized commercial areas and future commercial & retail to serve maturing residential communities; recognizes regional Manufacturing and Industrial Centers
- Rural Areas: maintains current role; emphasizes appropriate rural economic development, commensurate with existing and desired rural character

## DEFINITIONS:

The following key terms are used in the technical development of the Preferred Growth Alternative:

- ***Small Area Forecasts:*** These numbers represent the Regional Council's most current modeled forecast of year 2040 population and employment for counties. Note: Small Area Forecast numbers are available for counties, but not for regional geographies. Source: PSRC's 2006 Forecasts of Population, Households and Employment.
- ***Employment Sector Trend:*** These numbers represent a set of year 2040 employment projections based on an area's current industrial sector make-up. The numbers were developed by taking 2000-2040 regional average growth rates for major industrial employment sectors and applying them to the 2000 industrial sector base for each county regional geography. In each county, the preliminary projections (by regional geography) were then proportionally adjusted to match the county's Small Area Employment Forecast.
- ***Employment Targets Trend:*** These numbers represent a set of year 2040 employment projections based on adopted (or informal) local employment targets. The numbers were developed using a straightline projection method based on average annual levels of employment growth planned under the targets for each county regional geography. In each county, the preliminary projections (by regional geography) were then proportionally adjusted to match the county's Small Area Employment Forecast.
- ***Population Targets Trend (unadjusted):*** These numbers represent a set of year 2040 population projections based on adopted local population targets. The numbers were developed using a straightline projection method based on average annual levels of population growth planned for under the targets for each county regional geography. These projections have not been adjusted to match the Small Area Population Forecast for each county.
- ***Population Targets Trend (adjusted):*** These numbers started with the Population Targets Trend projections. In each county, the preliminary projections (by regional geography) were then proportionally adjusted to match the county's Small Area Population Forecast.

- **Working Pop Option 1:** These numbers represent an early set of 2040 population distributions that was brought before the Growth Management Policy Board for consideration as they began work to develop the recommended Preferred Growth Alternative. The numbers at the regional level were developed using the following policy assumptions: (a) increase the population share (relative to the year 2000) of cities with designated regional growth centers, (b) decrease the population share (relative to the year 2000) of rural areas. The regional numbers were then allocated to county regional geographies based on the distribution of 2025 population as planned for under adopted local targets. Note: These projections utilized an earlier set of population targets for Kitsap and Snohomish counties than those used in the Population Targets Trend (unadjusted) and Population Targets Trend (adjusted) projections.
- **Working Pop Option 2:** These numbers started with the regional 2040 population distribution in Working Population Option 1. The allocation to Metropolitan Cities and Core Cities was slightly revised, with more population shifted to Core Cities. The regional numbers were then allocated to county regional geographies using the same method as in Working Population Option 1. Note: These projections utilized an earlier set of population targets for Kitsap and Snohomish counties than those used in the Population Targets Trend (unadjusted) and Population Targets Trend (adjusted) projections.

## TABLES

### REGIONAL EMPLOYMENT: Recommended Regional Employment Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Employment	923,000	521,000	121,000	106,000	117,000	64,000	1,853,000
Pct Share by Reg Geog	49.8%	28.1%	6.5%	5.7%	6.3%	3.5%	100.0%
2000 Enlisted Military*	13,700	0	0	0	23,900	0	37,600

\*Enlisted military personnel are not included in the 2040 employment figures below, as Regional Council forecasts do not model military personnel levels.

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
<b>DEIS Alternatives</b>														
Growth Targets Extended	1,469,000	(+545,000)	868,000	(+347,000)	201,000	(+80,000)	215,000	(+109,000)	215,000	(+98,000)	105,000	(+41,000)	3,072,000	(+1,219,000)
Metropolitan Cities	1,472,000	(+549,000)	887,000	(+366,000)	243,000	(+122,000)	167,000	(+61,000)	178,000	(+61,000)	125,000	(+61,000)	3,072,000	(+1,219,000)
Larger Cities	1,167,000	(+244,000)	887,000	(+366,000)	487,000	(+366,000)	167,000	(+61,000)	239,000	(+122,000)	125,000	(+61,000)	3,072,000	(+1,219,000)
Smaller Cities	1,045,000	(+122,000)	643,000	(+122,000)	182,000	(+61,000)	472,000	(+366,000)	544,000	(+427,000)	186,000	(+122,000)	3,072,000	(+1,219,000)
<b>Reasonableness Tests</b>														
Emp Sector Trend	1,438,000	(+514,000)	835,000	(+314,000)	231,000	(+110,000)	203,000	(+97,000)	229,000	(+111,000)	137,000	(+72,000)	3,072,000	(+1,219,000)
Pct Share by Reg Geog		42.2%		25.8%		9.0%		8.0%		9.1%		5.9%		100.0%
Avg Annual Growth Rate	1.11%		1.19%		1.63%		1.64%		1.69%		1.92%		1.27%	
Emp Targets Trend	1,422,000	(+498,000)	846,000	(+325,000)	208,000	(+87,000)	223,000	(+117,000)	251,000	(+133,000)	123,000	(+58,000)	3,072,000	(+1,219,000)
Pct Share by Reg Geog		40.9%		26.7%		7.1%		9.6%		10.9%		4.8%		100.0%
Avg Annual Growth Rate	1.09%		1.22%		1.36%		1.88%		1.93%		1.65%		1.27%	
<b>Recommended Emp #s</b>	1,435,000	(+511,000)	873,000	(+352,000)	232,000	(+111,000)	206,000	(+100,000)	231,000	(+113,000)	96,000	(+31,000)	3,072,000	(+1,219,000)
Pct Share by Reg Geog		42.0%		28.9%		9.1%		8.2%		9.3%		2.5%		100.0%
Avg Annual Growth Rate	1.11%		1.30%		1.64%		1.67%		1.72%		1.02%		1.27%	

Unincorporated UGA Employment Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metropolitan Cities	Core Cities	Larger Cities	Small Cities
2040 Employment**	135,900	51,300	84,600	9,700	38,100	18,600	18,200
% Unaffiliated vs. Affiliated		38%	62%				

\*\*The regional estimates of affiliated vs. unaffiliated employment for the year 2040 are based only on data for King and Snohomish counties; data for Kitsap and Pierce counties are not available.



## REGIONAL POPULATION: Recommended Regional Population Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography		Metro Cities		Core Cities		Larger Cities		Small Cities		Unincorporated UGAs		Rural		TOTAL	
2000 Population		996,000		589,000		331,000		264,000		604,000		493,000		3,276,000	
Pct Share by Reg Geog		30.4%		18.0%		10.1%		8.0%		18.4%		15.0%		100.0%	
		2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
DEIS Alternatives	Growth Targets Extended	1,448,000	(+452,000)	875,000	(+286,000)	483,000	(+152,000)	443,000	(+179,000)	1,018,000	(+413,000)	722,000	(+229,000)	4,988,000	(+1,712,000)
	Metropolitan Cities	1,680,000	(+685,000)	1,017,000	(+428,000)	588,000	(+257,000)	435,000	(+171,000)	690,000	(+86,000)	578,000	(+86,000)	4,988,000	(+1,712,000)
	Larger Cities	1,338,000	(+343,000)	1,102,000	(+514,000)	845,000	(+514,000)	349,000	(+86,000)	776,000	(+171,000)	578,000	(+86,000)	4,988,000	(+1,712,000)
	Smaller Cities	1,167,000	(+171,000)	760,000	(+171,000)	417,000	(+86,000)	777,000	(+514,000)	1,204,000	(+599,000)	664,000	(+171,000)	4,988,000	(+1,712,000)
	Pop Targets Trend (unadj)	1,440,000	(+444,000)	900,000	(+312,000)	464,000	(+133,000)	444,000	(+180,000)	1,096,000	(+492,000)	683,000	(+191,000)	5,027,000	(+1,752,000)
Reas Test	Pct Share by Reg Geog		25.3%		17.8%		7.6%		10.3%		28.1%		10.9%		100.0%
	Avg Annual Growth Rate	0.93%		1.07%		0.85%		1.31%		1.50%		0.82%		1.08%	
	Working Pop Option 1	1,603,000	(+608,000)	941,000	(+353,000)	519,000	(+188,000)	395,000	(+131,000)	904,000	(+301,000)	623,000	(+130,000)	4,985,000	(+1,711,000)
	Pct Share by Reg Geog		35.5%		20.6%		11.0%		7.7%		17.6%		7.6%		100.0%
	Avg Annual Growth Rate	1.20%		1.18%		1.13%		1.01%		1.01%		0.59%		1.06%	
	Working Pop Option 2	1,527,000	(+532,000)	1,019,000	(+429,000)	520,000	(+188,000)	395,000	(+131,000)	905,000	(+301,000)	623,000	(+130,000)	4,989,000	(+1,711,000)
	Pct Share by Reg Geog		31.1%		25.1%		11.0%		7.7%		17.6%		7.6%		100.0%
	Avg Annual Growth Rate	1.07%		1.38%		1.14%		1.01%		1.02%		0.59%		1.06%	
	Recommended Pop #s	1,536,000	(+540,000)	951,000	(+363,000)	512,000	(+181,000)	412,000	(+148,000)	966,000	(+362,000)	610,000	(+118,000)	4,988,000	(+1,712,000)
	Pct Share by Reg Geog		31.5%		21.2%		10.6%		8.6%		21.1%		6.9%		100.0%
Avg Annual Growth Rate		1.09%		1.20%		1.10%		1.12%		1.18%		0.53%		1.06%	

Unincorporated UGA Population Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Population	966,000	291,000	675,000	141,200	263,500	86,000	184,400
% Affiliated vs. Unaffiliated		30%	70%				

## REGIONAL POPULATION TO EMPLOYMENT RATIO

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
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2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2000 Population	996,000	589,000	331,000	264,000	604,000	493,000	3,276,000
Pct Share by Reg Geog	30.4%	18.0%	10.1%	8.0%	18.4%	15.0%	100.0%
2040 Population	1,516,000	896,000	504,000	401,000	920,000	750,000	4,988,000
2000 Employment	923,000	521,000	121,000	106,000	117,000	64,000	1,853,000
Pct Share by Reg Geog	49.8%	28.1%	6.5%	5.7%	6.3%	3.5%	100.0%
2040 Employment	1,531,000	864,000	200,000	175,000	194,000	107,000	3,072,000
Ratio: Pop to Emp	0.99	1.04	2.52	2.29	4.74	7.01	1.62

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	1,536,000	951,000	512,000	412,000	966,000	610,000	4,988,000
2040 Employment	1,435,000	873,000	232,000	206,000	231,000	96,000	3,072,000
Ratio: Pop to Emp	1.07	1.09	2.21	2.00	4.18	6.35	1.62



## REGIONAL POPULATION TO EMPLOYMENT RATIO (INCLUDING ENLISTED MILITARY)

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Enlisted Military	13,700	0	0	0	23,900	0	37,600

2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2040 Population	1,516,000	896,000	504,000	401,000	920,000	750,000	4,988,000
2040 Employment (w/o military)	1,531,000	864,000	200,000	175,000	194,000	107,000	3,072,000
2040 Employment (w/ military)*	1,544,700	864,000	200,000	175,000	217,900	107,000	3,109,600
Ratio: Pop to Emp	0.98	1.04	2.52	2.29	4.22	7.01	1.60

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	1,536,000	951,000	512,000	412,000	966,000	610,000	4,988,000
2040 Employment (w/o military)	1,435,000	873,000	232,000	206,000	231,000	96,000	3,072,000
2040 Employment (w/ military)*	1,448,700	873,000	232,000	206,000	254,900	96,000	3,109,600
Ratio: Pop to Emp	1.06	1.09	2.21	2.00	3.79	6.35	1.60

\*The 2040 employment distributions including enlisted military personnel assume the same military personnel levels as in 2000.

## COUNTY EMPLOYMENT: Recommended County Employment Distribution for the VISION 2040 Preferred Growth Alternative

County	King County	Kitsap County	Pierce County	Snohomish County	Region TOTAL
2000 Employment	1,280,000	79,000	263,000	232,000	1,853,000
Pct Share by County	69.1%	4.3%	14.2%	12.5%	100.0%
2000 Enlisted Military*	0	11,400	20,600	5,600	37,600

\*Enlisted military personnel are not included in the 2040 employment figures below, as Regional Council forecasts do not model military personnel levels.

		2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
DEIS Alternatives	Growth Targets Extended	2,045,000	(+766,000)	147,000	(+68,000)	464,000	(+201,000)	416,000	(+185,000)	3,072,000	(+1,219,000)
	Metropolitan Cities	2,104,000	(+824,000)	141,000	(+62,000)	431,000	(+168,000)	396,000	(+165,000)	3,072,000	(+1,219,000)
	Larger Cities	2,046,000	(+767,000)	151,000	(+72,000)	429,000	(+166,000)	446,000	(+215,000)	3,072,000	(+1,219,000)
	Smaller Cities	1,718,000	(+439,000)	194,000	(+115,000)	628,000	(+365,000)	533,000	(+301,000)	3,072,000	(+1,219,000)
Reas Test	Small Area Forecasts**	2,035,000	(+755,000)	133,000	(+54,000)	452,000	(+188,000)	453,000	(+222,000)	3,072,000	(+1,219,000)
	Pct Share by County		61.9%		4.4%		15.4%		18.2%		100.0%
	Avg Annual Growth Rate	1.17%		1.31%		1.36%		1.69%		1.27%	
	Recommended Emp #s	1,975,000	(+695,000)	144,000	(+65,000)	475,000	(+212,000)	478,000	(+246,000)	3,072,000	(+1,219,000)
	Pct Share by County		57.1%		5.3%		17.4%		20.2%		100.0%
	Avg Annual Growth Rate	1.09%		1.51%		1.49%		1.82%		1.27%	

\*\*At the county level, the 2040 employment distributions for the "Emp Sector Trend" and "Emp Targets Trend" reasonableness test projections are the same as for the Small Area Forecasts.

## COUNTY POPULATION: Recommended County Population Distribution for the VISION 2040 Preferred Growth Alternative

County		King County		Kitsap County		Pierce County		Snohomish County		Region TOTAL	
2000 Population		1,737,000		232,000		701,000		606,000		3,276,000	
Pct Share by County		53.0%		7.1%		21.4%		18.5%		100.0%	
		2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
DEIS Alternatives	Growth Targets Extended	2,440,000	(+704,000)	386,000	(+154,000)	1,097,000	(+396,000)	1,065,000	(+459,000)	4,988,000	(+1,712,000)
	Metropolitan Cities	2,733,000	(+996,000)	326,000	(+94,000)	1,036,000	(+335,000)	893,000	(+287,000)	4,988,000	(+1,712,000)
	Larger Cities	2,705,000	(+968,000)	336,000	(+104,000)	995,000	(+295,000)	952,000	(+346,000)	4,988,000	(+1,712,000)
	Smaller Cities	2,406,000	(+669,000)	370,000	(+138,000)	1,139,000	(+438,000)	1,074,000	(+468,000)	4,988,000	(+1,712,000)
Reasonableness Tests	Small Area Forecasts *	2,402,000	(+664,000)	377,000	(+145,000)	1,126,000	(+425,000)	1,084,000	(+478,000)	4,988,000	(+1,712,000)
	Pct Share by County		38.8%		8.5%		24.8%		27.9%		100.0%
	Avg Annual Growth Rate	0.81%		1.22%		1.19%		1.46%		1.06%	
	Pop Targets Trend (unadj)	2,417,000	(+680,000)	389,000	(+158,000)	1,086,000	(+385,000)	1,135,000	(+529,000)	5,027,000	(+1,752,000)
	Pct Share by County		38.8%		9.0%		22.0%		30.2%		100.0%
	Avg Annual Growth Rate	0.83%		1.30%		1.10%		1.58%		1.08%	
	Working Pop Option 1	2,529,000	(+793,000)	361,000	(+129,000)	1,093,000	(+393,000)	1,002,000	(+396,000)	4,985,000	(+1,711,000)
	Pct Share by County		46.3%		7.5%		23.0%		23.1%		100.0%
	Avg Annual Growth Rate	0.94%		1.11%		1.12%		1.27%		1.06%	
	Working Pop Option 2	2,533,000	(+796,000)	359,000	(+125,000)	1,094,000	(+393,000)	1,003,000	(+397,000)	4,989,000	(+1,711,000)
	Pct Share by County		46.5%		7.3%		23.0%		23.2%		100.0%
	Avg Annual Growth Rate	0.95%		1.10%		1.12%		1.27%		1.06%	
	Recommended Pop #s	2,461,000	(+724,000)	381,000	(+149,000)	1,094,000	(+393,000)	1,052,000	(+446,000)	4,988,000	(+1,712,000)
Pct Share by County		42.3%		8.7%		23.0%		26.1%		100.0%	
Avg Annual Growth Rate	0.87%		1.25%		1.12%		1.39%		1.06%		

\*At the county level, the 2040 population distribution for the "Pop Targets Trend" reasonableness test projection is the same as for the Small Area Forecasts.





## COUNTY POPULATION TO EMPLOYMENT RATIO

County	King County	Kitsap County	Pierce County	Snohomish County	Region TOTAL
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2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2000 Population	1,737,000	232,000	701,000	606,000	3,276,000
Pct Share by County	53.0%	7.1%	21.4%	18.5%	100.0%
<b>2040 Population</b>	<b>2,645,000</b>	<b>353,000</b>	<b>1,067,000</b>	<b>923,000</b>	<b>4,988,000</b>
2000 Employment	1,280,000	79,000	263,000	232,000	1,853,000
Pct Share by County	69.1%	4.3%	14.2%	12.5%	100.0%
<b>2040 Employment</b>	<b>2,121,000</b>	<b>131,000</b>	<b>436,000</b>	<b>384,000</b>	<b>3,072,000</b>
<b>Ratio: Pop to Emp</b>	<b>1.25</b>	<b>2.69</b>	<b>2.45</b>	<b>2.40</b>	<b>1.62</b>

2040 Population and Employment: Small Area Forecasts

2040 Population	2,402,000	377,000	1,126,000	1,084,000	4,988,000
2040 Employment	2,035,000	133,000	452,000	453,000	3,072,000
<b>Ratio: Pop to Emp</b>	<b>1.18</b>	<b>2.83</b>	<b>2.49</b>	<b>2.39</b>	<b>1.62</b>

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	2,461,000	381,000	1,094,000	1,052,000	4,988,000
2040 Employment	1,975,000	144,000	475,000	478,000	3,072,000
<b>Ratio: Pop to Emp</b>	<b>1.25</b>	<b>2.65</b>	<b>2.30</b>	<b>2.20</b>	<b>1.62</b>

## COUNTY POPULATION TO EMPLOYMENT RATIO (INCLUDING ENLISTED MILITARY)

County	King County	Kitsap County	Pierce County	Snohomish County	Region TOTAL
2000 Enlisted Military	0	11,400	20,600	5,600	37,600

2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2040 Population	2,645,000	353,000	1,067,000	923,000	4,988,000
2040 Employment (w/o military)	2,121,000	131,000	436,000	384,000	3,072,000
<b>2040 Employment (w/ military) *</b>	<b>2,121,000</b>	<b>142,400</b>	<b>456,600</b>	<b>389,600</b>	<b>3,109,600</b>
<b>Ratio: Pop to Emp</b>	<b>1.25</b>	<b>2.48</b>	<b>2.34</b>	<b>2.37</b>	<b>1.60</b>

2040 Population and Employment: Small Area Forecasts

2040 Population	2,402,000	377,000	1,126,000	1,084,000	4,988,000
2040 Employment (w/o military)	2,035,000	133,000	452,000	453,000	3,072,000
<b>2040 Employment (w/ military) *</b>	<b>2,035,000</b>	<b>144,400</b>	<b>472,600</b>	<b>458,600</b>	<b>3,109,600</b>
<b>Ratio: Pop to Emp</b>	<b>1.18</b>	<b>2.61</b>	<b>2.38</b>	<b>2.36</b>	<b>1.60</b>

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	2,461,000	381,000	1,094,000	1,052,000	4,988,000
2040 Employment (w/o military)	1,975,000	144,000	475,000	478,000	3,072,000
<b>2040 Employment (w/ military) *</b>	<b>1,975,000</b>	<b>155,400</b>	<b>495,600</b>	<b>483,600</b>	<b>3,109,600</b>
<b>Ratio: Pop to Emp</b>	<b>1.25</b>	<b>2.45</b>	<b>2.21</b>	<b>2.18</b>	<b>1.60</b>

\*The 2040 employment distributions including enlisted military personnel assume the same military personnel levels as in 2000.



## KING EMPLOYMENT: Recommended King County Employment Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Employment	701,000	432,000	73,000	23,000	32,000	19,000	1,280,000
Pct Share by Reg Geog	54.8%	33.8%	5.7%	1.8%	2.5%	1.5%	100.0%
2000 Enlisted Military*	0	0	0	0	0	0	0

\*Enlisted military personnel are not included in the 2040 employment figures below, as Regional Council forecasts do not model military personnel levels.

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													2,035,000	(+755,000)
Recommended Emp #s (cnty)													1,975,000	(+695,000)
DEIS Alternatives														
Growth Targets Extended	1,086,000	(+385,000)	713,000	(+281,000)	126,000	(+53,000)	47,000	(+24,000)	50,000	(+19,000)	23,000	(+5,000)	2,045,000	(+766,000)
Metropolitan Cities	1,106,000	(+406,000)	732,000	(+300,000)	150,000	(+77,000)	37,000	(+14,000)	46,000	(+14,000)	32,000	(+14,000)	2,104,000	(+824,000)
Larger Cities	881,000	(+180,000)	732,000	(+300,000)	304,000	(+230,000)	37,000	(+14,000)	60,000	(+28,000)	32,000	(+14,000)	2,046,000	(+767,000)
Smaller Cities	791,000	(+90,000)	532,000	(+100,000)	112,000	(+38,000)	107,000	(+84,000)	131,000	(+99,000)	46,000	(+27,000)	1,718,000	(+439,000)
Reasonableness Tests														
Emp Sector Trend	1,053,000	(+352,000)	654,000	(+222,000)	127,000	(+54,000)	42,000	(+19,000)	62,000	(+30,000)	37,000	(+18,000)	1,975,000	(+695,000)
Pct Share by Reg Geog		50.6%		31.9%		7.8%		2.7%		4.3%		2.6%		100.0%
Avg Annual Growth Rate	1.02%		1.04%		1.39%		1.52%		1.67%		1.68%		1.09%	
Emp Targets Trend	1,014,000	(+313,000)	686,000	(+254,000)	132,000	(+59,000)	48,000	(+25,000)	57,000	(+25,000)	38,000	(+19,000)	1,975,000	(+695,000)
Pct Share by Reg Geog		45.0%		36.5%		8.5%		3.6%		3.6%		2.7%		100.0%
Avg Annual Growth Rate	0.93%		1.16%		1.49%		1.86%		1.45%		1.75%		1.09%	
Recommended Emp #s	1,012,000	(+311,000)	694,000	(+262,000)	142,000	(+69,000)	48,000	(+25,000)	55,000	(+23,000)	24,000	(+5,000)	1,975,000	(+695,000)
Pct Share by Reg Geog		44.7%		37.7%		9.9%		3.6%		3.3%		0.7%		100.0%
Avg Annual Growth Rate	0.92%		1.19%		1.68%		1.86%		1.36%		0.59%		1.09%	

Unincorporated UGA Employment Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Employment	55,000	21,600	33,300	600	29,500	2,800	400
% Unaffiliated vs. Affiliated		39%	61%				



# KING POPULATION: Recommended King County Population Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Population	673,000	434,000	178,000	105,000	212,000	135,000	1,737,000
Pct Share by Reg Geog	38.8%	25.0%	10.2%	6.0%	12.2%	7.8%	100.0%

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													2,402,000	(+664,000)
Recommended Pop #s (cnty)													2,461,000	(+724,000)
DEIS Alternatives														
Growth Targets Extended	937,000	(+264,000)	635,000	(+201,000)	259,000	(+81,000)	154,000	(+50,000)	283,000	(+70,000)	173,000	(+38,000)	2,440,000	(+704,000)
Metropolitan Cities	1,116,000	(+443,000)	745,000	(+311,000)	315,000	(+138,000)	165,000	(+60,000)	236,000	(+24,000)	156,000	(+21,000)	2,733,000	(+996,000)
Larger Cities	895,000	(+222,000)	807,000	(+373,000)	453,000	(+275,000)	135,000	(+30,000)	260,000	(+48,000)	156,000	(+21,000)	2,705,000	(+968,000)
Smaller Cities	784,000	(+111,000)	559,000	(+124,000)	223,000	(+46,000)	286,000	(+181,000)	379,000	(+166,000)	176,000	(+41,000)	2,406,000	(+669,000)
Reasonableness Tests														
Pop Targets (2022)*	816,000	(+143,000)	555,000	(+121,000)	221,000	(+43,000)	127,000	(+23,000)	244,000	(+32,000)	147,000	(+12,000)	2,110,000	(+374,000)
Pop Targets Trend (unadj)	933,000	(+260,000)	654,000	(+220,000)	256,000	(+78,000)	147,000	(+42,000)	270,000	(+58,000)	157,000	(+22,000)	2,417,000	(+680,000)
Pct Share by Reg Geog		38.2%		32.4%		11.5%		6.2%		8.5%		3.2%		100.0%
Avg Annual Growth Rate	0.82%		1.03%		0.91%		0.84%		0.61%		0.38%		0.83%	
Pop Targets Trend (adj)	950,000	(+277,000)	668,000	(+234,000)	261,000	(+83,000)	150,000	(+45,000)	274,000	(+62,000)	158,000	(+23,000)	2,461,000	(+724,000)
Working Pop Option 1	1,021,000	(+348,000)	666,000	(+232,000)	282,000	(+105,000)	142,000	(+37,000)	262,000	(+50,000)	156,000	(+21,000)	2,529,000	(+793,000)
Pct Share by Reg Geog		43.9%		29.3%		13.2%		4.7%		6.3%		2.6%		100.0%
Avg Annual Growth Rate	1.05%		1.08%		1.16%		0.76%		0.53%		0.36%		0.94%	
Working Pop Option 2	968,000	(+295,000)	723,000	(+288,000)	282,000	(+105,000)	142,000	(+37,000)	262,000	(+50,000)	156,000	(+21,000)	2,533,000	(+796,000)
Pct Share by Reg Geog		37.1%		36.2%		13.2%		4.6%		6.3%		2.6%		100.0%
Avg Annual Growth Rate	0.91%		1.28%		1.16%		0.76%		0.53%		0.36%		0.95%	
Recommended Pop #s	967,000	(+294,000)	664,000	(+230,000)	276,000	(+98,000)	144,000	(+39,000)	255,000	(+43,000)	155,000	(+20,000)	2,461,000	(+724,000)
Pct Share by Reg Geog		40.6%		31.8%		13.5%		5.4%		5.9%		2.8%		100.0%
Avg Annual Growth Rate	0.91%		1.07%		1.10%		0.79%		0.46%		0.35%		0.87%	

\*King County's 2022 population targets were estimated from the county's adopted households targets using subarea average household size and group quarter population assumptions developed by the county for targeting purposes.

## Unincorporated UGA Population Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Population **	255,000	50,900	204,100	5,300	177,000	19,500	2,300
% Affiliated vs. Unaffiliated		20%	80%				

\*\*The 2040 estimates of affiliated vs. unaffiliated population for King County assumes that the EKC UUU (Redmond Ridge) will not grow beyond its current 2022 target.

# KING POPULATION TO EMPLOYMENT RATIO

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
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## 2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2000 Population	673,000	434,000	178,000	105,000	212,000	135,000	1,737,000
Pct Share by Reg Geog	38.8%	25.0%	10.2%	6.0%	12.2%	7.8%	100.0%
2040 Population	954,000	615,000	251,000	148,000	301,000	191,000	2,461,000
2000 Employment	701,000	432,000	73,000	23,000	32,000	19,000	1,280,000
Pct Share by Reg Geog	54.8%	33.8%	5.7%	1.8%	2.5%	1.5%	100.0%
2040 Employment	1,082,000	667,000	113,000	36,000	49,000	29,000	1,975,000
Ratio: Pop to Emp	0.88	0.92	2.22	4.11	6.14	6.59	1.25

## 2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	967,000	664,000	276,000	144,000	255,000	155,000	2,461,000
2040 Employment	1,012,000	694,000	142,000	48,000	55,000	24,000	1,975,000
Ratio: Pop to Emp	0.96	0.96	1.94	3.00	4.64	6.46	1.25

Regional average Pop to Emp ratio = 1.62



## KING POPULATION TO EMPLOYMENT RATIO (INCLUDING ENLISTED MILITARY)

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Enlisted Military	0	0	0	0	0	0	0

2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2040 Population	954,000	615,000	251,000	148,000	301,000	191,000	2,461,000
2040 Employment (w/o military)	1,082,000	667,000	113,000	36,000	49,000	29,000	1,975,000
2040 Employment (w/ military) *	1,082,000	667,000	113,000	36,000	49,000	29,000	1,975,000
Ratio: Pop to Emp	0.88	0.92	2.22	4.11	6.14	6.59	1.25

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	967,000	664,000	276,000	144,000	255,000	155,000	2,461,000
2040 Employment (w/o military)	1,012,000	694,000	142,000	48,000	55,000	24,000	1,975,000
2040 Employment (w/ military) *	1,012,000	694,000	142,000	48,000	55,000	24,000	1,975,000
Ratio: Pop to Emp	0.96	0.96	1.94	3.00	4.64	6.46	1.25

Regional average Pop to Emp ratio (including enlisted military) = 1.60

\*The 2040 employment distributions including enlisted military personnel assume the same military personnel levels as in 2000.

## KITSAP EMPLOYMENT: Recommended Kitsap County Employment Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Employment	30,000	5,000	6,000	11,000	14,000	13,000	79,000
Pct Share by Reg Geog	37.9%	6.6%	7.5%	13.9%	17.5%	16.6%	100.0%
2000 Enlisted Military*	8,100	0	0	0	3,300	0	11,400

\*Enlisted military personnel are not included in the 2040 employment figures below, as Regional Council forecasts do not model military personnel levels.

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													133,000	(+54,000)
Recommended Emp #s (cnty)													144,000	(+65,000)
DEIS Alternatives														
Growth Targets Extended	49,000	(+19,000)	15,000	(+10,000)	12,000	(+6,000)	18,000	(+7,000)	18,000	(+5,000)	35,000	(+22,000)	147,000	(+68,000)
Metropolitan Cities	48,000	(+18,000)	12,000	(+7,000)	13,000	(+7,000)	16,000	(+5,000)	19,000	(+5,000)	33,000	(+20,000)	141,000	(+62,000)
Larger Cities	38,000	(+8,000)	12,000	(+7,000)	28,000	(+22,000)	16,000	(+5,000)	24,000	(+10,000)	33,000	(+20,000)	151,000	(+72,000)
Smaller Cities	34,000	(+4,000)	7,000	(+2,000)	10,000	(+4,000)	39,000	(+26,000)	50,000	(+36,000)	54,000	(+41,000)	194,000	(+115,000)
Reasonableness Tests														
Emp Sector Trend	46,000	(+16,000)	17,000	(+12,000)	12,000	(+6,000)	19,000	(+8,000)	23,000	(+9,000)	27,000	(+14,000)	144,000	(+65,000)
Pct Share by Reg Geog		24.6%		18.5%		9.2%		12.3%		13.8%		21.5%		100.0%
Avg Annual Growth Rate	1.07%		3.11%		1.75%		1.38%		1.25%		1.84%		1.51%	
Emp Targets (2003-25)**	-	(+7,555)	-	(+12,136)	-	(+2,363)	-	(+6,485)	-	(+22,422)	-	(+0)	-	(+50,961)
Emp Targets Trend (unadj)	44,000	(+14,000)	27,000	(+22,000)	10,000	(+4,000)	23,000	(+12,000)	55,000	(+41,000)	13,000	(+0)	172,000	(+93,000)
Emp Targets Trend	40,000	(+10,000)	20,000	(+15,000)	9,000	(+3,000)	19,000	(+8,000)	43,000	(+29,000)	13,000	(+0)	144,000	(+65,000)
Pct Share by Reg Geog		15.4%		23.1%		4.6%		12.3%		44.6%		0.0%		100.0%
Avg Annual Growth Rate	0.72%		3.53%		1.02%		1.38%		2.85%		0.00%		1.51%	
2040 Recommended Emp #s	44,000	(+14,000)	20,000	(+15,000)	11,000	(+5,000)	19,000	(+8,000)	32,000	(+18,000)	18,000	(+5,000)	144,000	(+65,000)
Pct Share by Reg Geog		21.5%		23.1%		7.7%		12.3%		27.7%		7.7%		100.0%
Avg Annual Growth Rate	0.96%		3.53%		1.53%		1.38%		2.09%		0.82%		1.51%	

\*\*Kitsap County's employment targets were in draft stage at the time this table was being developed; the employment targets were developing using a 2003 base year and municipal boundaries.

Unincorporated UGA Employment Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Employment	n/a	n/a	n/a	n/a	n/a	n/a	n/a
% Unaffiliated vs. Affiliated		n/a	n/a				



## KITSAP POPULATION: Recommended Kitsap County Population Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Population	37,000	15,000	20,000	15,000	46,000	98,000	232,000
Pct Share by Reg Geog	16.1%	6.6%	8.8%	6.3%	19.9%	42.4%	100.0%

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													377,000	(+145,000)
Recommended Pop #s (cnty)													381,000	(+149,000)
DES Alternatives														
Growth Targets Extended	61,000	(+23,000)	27,000	(+12,000)	33,000	(+13,000)	25,000	(+11,000)	97,000	(+51,000)	142,000	(+44,000)	386,000	(+154,000)
Metropolitan Cities	66,000	(+29,000)	29,000	(+13,000)	38,000	(+18,000)	24,000	(+9,000)	54,000	(+8,000)	115,000	(+17,000)	326,000	(+94,000)
Larger Cities	52,000	(+14,000)	31,000	(+16,000)	56,000	(+36,000)	19,000	(+5,000)	63,000	(+16,000)	115,000	(+17,000)	336,000	(+104,000)
Smaller Cities	45,000	(+7,000)	21,000	(+5,000)	26,000	(+6,000)	43,000	(+28,000)	103,000	(+57,000)	132,000	(+34,000)	370,000	(+138,000)
Readiness Tests														
Pop Targets (2025) *	52,000	(+15,000)	23,000	(+8,000)	29,000	(+8,000)	22,000	(+7,000)	83,000	(+37,000)	122,000	(+24,000)	331,000	(+99,000)
Pop Targets Trend (unadj)	61,000	(+24,000)	28,000	(+13,000)	33,000	(+13,000)	26,000	(+11,000)	105,000	(+59,000)	136,000	(+38,000)	389,000	(+158,000)
Pct Share by Reg Geog		15.2%		8.2%		8.2%		7.0%		37.3%		24.1%		100.0%
Avg Annual Growth Rate	1.26%		1.57%		1.26%		1.38%		2.08%		0.82%		1.30%	
Pop Targets Trend (adj)	60,000	(+23,000)	27,000	(+12,000)	32,000	(+12,000)	25,000	(+10,000)	102,000	(+56,000)	134,000	(+36,000)	381,000	(+149,000)
Working Pop Option 1	65,000	(+28,000)	30,000	(+15,000)	30,000	(+10,000)	24,000	(+9,000)	81,000	(+35,000)	131,000	(+32,000)	361,000	(+129,000)
Pct Share by Reg Geog		21.7%		11.6%		7.8%		7.0%		27.1%		24.8%		100.0%
Avg Annual Growth Rate	1.42%		1.75%		1.02%		1.18%		1.42%		0.73%		1.11%	
Working Pop Option 2	61,000	(+24,000)	31,000	(+15,000)	31,000	(+10,000)	24,000	(+9,000)	81,000	(+35,000)	131,000	(+32,000)	359,000	(+125,000)
Pct Share by Reg Geog		19.2%		12.0%		8.0%		7.2%		28.0%		25.6%		100.0%
Avg Annual Growth Rate	1.26%		1.83%		1.10%		1.18%		1.42%		0.73%		1.10%	
Recommended Pop #s	67,000	(+30,000)	33,000	(+18,000)	36,000	(+16,000)	27,000	(+12,000)	91,000	(+45,000)	126,000	(+28,000)	381,000	(+149,000)
Pct Share by Reg Geog		20.1%		12.1%		10.7%		8.1%		30.2%		18.8%		100.0%
Avg Annual Growth Rate	1.50%		1.99%		1.48%		1.48%		1.72%		0.63%		1.25%	

\*Kitsap County's population targets were in draft stage at the time this table was being developed.

### Unincorporated UGA Population Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Population	91,000	54,000	37,000	11,500	0	0	25,500
% Affiliated vs. Unaffiliated		59%	41%				

## KITSAP POPULATION TO EMPLOYMENT RATIO

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
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### 2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2000 Population	37,000	15,000	20,000	15,000	46,000	98,000	232,000
Pct Share by Reg Geog	16.1%	6.6%	8.8%	6.3%	19.9%	42.4%	100.0%
2040 Population	61,000	25,000	33,000	24,000	76,000	162,000	381,000
2000 Employment	30,000	5,000	6,000	11,000	14,000	13,000	79,000
Pct Share by Reg Geog	37.9%	6.6%	7.5%	13.9%	17.5%	16.6%	100.0%
2040 Employment	55,000	10,000	11,000	20,000	25,000	24,000	144,000
Ratio: Pop to Emp	1.11	2.50	3.00	1.20	3.04	6.75	2.65

### 2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	67,000	33,000	36,000	27,000	91,000	126,000	381,000
2040 Employment	44,000	20,000	11,000	19,000	32,000	18,000	144,000
Ratio: Pop to Emp	1.52	1.65	3.27	1.42	2.84	7.00	2.65

Regional average Pop to Emp ratio = 1.62



## KITSAP POPULATION TO EMPLOYMENT RATIO (INCLUDING ENLISTED MILITARY)

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Enlisted Military	8,100	0	0	0	3,300	0	11,400

2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2040 Population	61,000	25,000	33,000	24,000	76,000	162,000	381,000
2040 Employment (w/o military)	55,000	10,000	11,000	20,000	25,000	24,000	144,000
2040 Employment (w/ military) *	63,100	10,000	11,000	20,000	28,300	24,000	155,400
Ratio: Pop to Emp	0.97	2.50	3.00	1.20	2.69	6.75	2.45

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	67,000	33,000	36,000	27,000	91,000	126,000	381,000
2040 Employment (w/o military)	44,000	20,000	11,000	19,000	32,000	18,000	144,000
2040 Employment (w/ military) *	52,100	20,000	11,000	19,000	35,300	18,000	155,400
Ratio: Pop to Emp	1.29	1.65	3.27	1.42	2.58	7.00	2.45

Regional average Pop to Emp ratio (including enlisted military) = 1.60

\*The 2040 employment distributions including enlisted military personnel assume the same military personnel levels as in 2000.

## PIERCE EMPLOYMENT: Recommended Pierce County Employment Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Employment	113,000	47,000	6,000	40,000	37,000	20,000	263,000
Pct Share by Reg Geog	43.0%	17.9%	2.2%	15.2%	14.0%	7.6%	100.0%
2000 Enlisted Military *	0	0	0	0	20,600	0	20,600

\*Enlisted military personnel are not included in the 2040 employment figures below, as Regional Council forecasts do not model military personnel levels.

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													452,000	(+188,000)
Recommended Emp #s (cnty)													475,000	(+212,000)
DEIS Alternatives														
Growth Targets Extended	176,000	(+63,000)	82,000	(+34,000)	10,000	(+4,000)	91,000	(+51,000)	80,000	(+43,000)	26,000	(+6,000)	464,000	(+201,000)
Metropolitan Cities	179,000	(+66,000)	82,000	(+34,000)	12,000	(+6,000)	65,000	(+25,000)	59,000	(+23,000)	35,000	(+15,000)	431,000	(+168,000)
Larger Cities	142,000	(+29,000)	82,000	(+34,000)	24,000	(+18,000)	65,000	(+25,000)	82,000	(+45,000)	35,000	(+15,000)	429,000	(+166,000)
Smaller Cities	128,000	(+15,000)	59,000	(+12,000)	9,000	(+3,000)	188,000	(+148,000)	195,000	(+158,000)	50,000	(+30,000)	628,000	(+365,000)
Reasonableness Tests														
Emp Sector Trend	196,000	(+83,000)	84,000	(+37,000)	12,000	(+6,000)	75,000	(+35,000)	71,000	(+34,000)	37,000	(+17,000)	475,000	(+212,000)
Pct Share by Reg Geog		39.2%		17.5%		2.8%		16.5%		16.0%		8.0%		100.0%
Avg Annual Growth Rate	1.39%		1.46%		1.75%		1.58%		1.64%		1.55%		1.49%	
Emp Targets Trend**	198,000	(+85,000)	79,000	(+32,000)	11,000	(+5,000)	89,000	(+49,000)	59,000	(+22,000)	39,000	(+19,000)	475,000	(+212,000)
Pct Share by Reg Geog		40.1%		15.1%		2.4%		23.1%		10.4%		9.0%		100.0%
Avg Annual Growth Rate	1.41%		1.31%		1.53%		2.02%		1.17%		1.68%		1.49%	
Recommended Emp #s	210,000	(+97,000)	87,000	(+40,000)	12,000	(+6,000)	77,000	(+37,000)	62,000	(+25,000)	27,000	(+7,000)	475,000	(+212,000)
Pct Share by Reg Geog		45.8%		18.9%		2.8%		17.5%		11.8%		3.3%		100.0%
Avg Annual Growth Rate	1.56%		1.55%		1.75%		1.65%		1.30%		0.75%		1.49%	

\*\*The "Employment Targets Trend" reasonable test projections for Pierce County are based on informal (not formally adopted) employment projections for the year 2017 that were developed for the county's Buildable Lands program.

Unincorporated UGA Employment Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Employment	n/a	n/a	n/a	n/a	n/a	n/a	n/a
% Unaffiliated vs. Affiliated		n/a	n/a				



## PIERCE POPULATION: Recommended Pierce County Population Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Population	194,000	91,000	30,000	72,000	170,000	144,000	701,000
Pct Share by Reg Geog	27.6%	13.0%	4.3%	10.3%	24.2%	20.6%	100.0%

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													1,126,000	(+425,000)
Recommended Pop #s (cnty)													1,094,000	(+393,000)
DEIS Alternatives														
Growth Targets Extended	307,000	(+114,000)	142,000	(+51,000)	40,000	(+10,000)	141,000	(+69,000)	278,000	(+108,000)	188,000	(+44,000)	1,097,000	(+396,000)
Metropolitan Cities	339,000	(+145,000)	161,000	(+70,000)	51,000	(+21,000)	125,000	(+53,000)	193,000	(+23,000)	166,000	(+22,000)	1,036,000	(+335,000)
Larger Cities	266,000	(+73,000)	175,000	(+84,000)	73,000	(+43,000)	98,000	(+26,000)	217,000	(+47,000)	166,000	(+22,000)	995,000	(+295,000)
Smaller Cities	230,000	(+36,000)	119,000	(+28,000)	37,000	(+7,000)	230,000	(+158,000)	334,000	(+164,000)	189,000	(+45,000)	1,139,000	(+438,000)
Reasonableness Tests														
Pop Targets (2022)*	255,000	(+62,000)	119,000	(+27,000)	34,000	(+4,000)	115,000	(+43,000)	230,000	(+61,000)	159,000	(+15,000)	912,000	(+212,000)
Pop Targets Trend (unadj)	307,000	(+113,000)	140,000	(+49,000)	37,000	(+7,000)	150,000	(+78,000)	281,000	(+111,000)	171,000	(+27,000)	1,086,000	(+385,000)
Pct Share by Reg Geog		29.4%		12.7%		1.8%		20.3%		28.8%		7.0%		100.0%
Avg Annual Growth Rate	1.15%		1.08%		0.53%		1.85%		1.26%		0.43%		1.10%	
Pop Targets Trend (adj)	309,000	(+115,000)	141,000	(+50,000)	37,000	(+7,000)	152,000	(+80,000)	283,000	(+113,000)	172,000	(+28,000)	1,094,000	(+393,000)
Working Pop Option 1	337,000	(+143,000)	160,000	(+69,000)	47,000	(+17,000)	122,000	(+50,000)	253,000	(+84,000)	174,000	(+30,000)	1,093,000	(+393,000)
Pct Share by Reg Geog		36.4%		17.6%		4.3%		12.7%		21.4%		7.6%		100.0%
Avg Annual Growth Rate	1.39%		1.42%		1.13%		1.33%		1.00%		0.47%		1.12%	
Working Pop Option 2	324,000	(+130,000)	173,000	(+82,000)	47,000	(+17,000)	122,000	(+50,000)	254,000	(+84,000)	174,000	(+30,000)	1,094,000	(+393,000)
Pct Share by Reg Geog		33.1%		20.9%		4.3%		12.7%		21.4%		7.6%		100.0%
Avg Annual Growth Rate	1.29%		1.62%		1.13%		1.33%		1.01%		0.47%		1.12%	
Recommended Pop #s	321,000	(+127,000)	166,000	(+75,000)	53,000	(+23,000)	129,000	(+57,000)	257,000	(+87,000)	168,000	(+24,000)	1,094,000	(+393,000)
Pct Share by Reg Geog		32.3%		19.1%		5.9%		14.5%		22.1%		6.1%		100.0%
Avg Annual Growth Rate	1.27%		1.51%		1.43%		1.47%		1.04%		0.39%		1.12%	

\*Pierce County's 2022 population targets were developing using a 2000 base year and 2002 municipal boundaries.

### Unincorporated UGA Population Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Population	257,000	145,900	111,100	70,900	18,300	0	21,900
% Affiliated vs. Unaffiliated		57%	43%				

## PIERCE POPULATION TO EMPLOYMENT RATIO

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
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### 2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2000 Population	194,000	91,000	30,000	72,000	170,000	144,000	701,000
Pct Share by Reg Geog	27.6%	13.0%	4.3%	10.3%	24.2%	20.6%	100.0%
2040 Population	302,000	143,000	47,000	112,000	265,000	225,000	1,094,000
2000 Employment	113,000	47,000	6,000	40,000	37,000	20,000	263,000
Pct Share by Reg Geog	43.0%	17.9%	2.2%	15.2%	14.0%	7.6%	100.0%
2040 Employment	204,000	85,000	11,000	72,000	66,000	36,000	475,000
Ratio: Pop to Emp	1.48	1.68	4.27	1.56	4.02	6.25	2.30

### 2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	321,000	166,000	53,000	129,000	257,000	168,000	1,094,000
2040 Employment	210,000	87,000	12,000	77,000	62,000	27,000	475,000
Ratio: Pop to Emp	1.53	1.91	4.42	1.68	4.15	6.22	2.30

Regional average Pop to Emp ratio = 1.62





## PIERCE POPULATION TO EMPLOYMENT RATIO (INCLUDING ENLISTED MILITARY)

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Enlisted Military	0	0	0	0	20,600	0	20,600

2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2040 Population	302,000	143,000	47,000	112,000	265,000	225,000	1,094,000
2040 Employment (w/o military)	204,000	85,000	11,000	72,000	66,000	36,000	475,000
2040 Employment (w/ military) *	204,000	85,000	11,000	72,000	86,600	36,000	495,600
Ratio: Pop to Emp	1.48	1.68	4.27	1.56	3.06	6.25	2.21

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	321,000	166,000	53,000	129,000	257,000	168,000	1,094,000
2040 Employment (w/o military)	210,000	87,000	12,000	77,000	62,000	27,000	475,000
2040 Employment (w/ military) *	210,000	87,000	12,000	77,000	82,600	27,000	495,600
Ratio: Pop to Emp	1.53	1.91	4.42	1.68	3.11	6.22	2.21

Regional average Pop to Emp ratio (including enlisted military) = 1.60

\*The 2040 employment distributions including enlisted military personnel assume the same military personnel levels as in 2000.

## SNOHOMISH EMPLOYMENT: Recommended Snohomish County Employment Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Employment	80,000	37,000	36,000	32,000	35,000	13,000	232,000
Pct Share by Reg Geog	34.4%	15.9%	15.5%	13.6%	15.1%	5.4%	100.0%
2000 Enlisted Military*	5,600	0	0	0	0	0	5,600

\*Enlisted military personnel are not included in the 2040 employment figures below, as Regional Council forecasts do not model military personnel levels.

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													453,000	(+222,000)
Recommended Emp #s (cnty)													478,000	(+246,000)
DIES Alternatives														
Growth Targets Extended	158,000	(+79,000)	59,000	(+22,000)	53,000	(+17,000)	59,000	(+27,000)	67,000	(+32,000)	21,000	(+8,000)	416,000	(+185,000)
Metropolitan Cities	139,000	(+59,000)	62,000	(+25,000)	68,000	(+32,000)	49,000	(+18,000)	54,000	(+19,000)	25,000	(+12,000)	396,000	(+165,000)
Larger Cities	106,000	(+26,000)	62,000	(+25,000)	132,000	(+96,000)	49,000	(+18,000)	73,000	(+38,000)	25,000	(+12,000)	446,000	(+215,000)
Smaller Cities	93,000	(+13,000)	45,000	(+8,000)	52,000	(+16,000)	138,000	(+106,000)	168,000	(+133,000)	37,000	(+24,000)	533,000	(+301,000)
Reasonableness Tests														
Emp Sector Trend	143,000	(+63,000)	80,000	(+43,000)	80,000	(+44,000)	67,000	(+35,000)	73,000	(+38,000)	36,000	(+23,000)	478,000	(+246,000)
Pct Share by Reg Geog		25.6%		17.5%		17.9%		14.2%		15.4%		9.3%		100.0%
Avg Annual Growth Rate	1.46%		1.95%		2.02%		1.86%		1.85%		2.58%		1.82%	
Emp Targets Trend	170,000	(+90,000)	61,000	(+24,000)	56,000	(+20,000)	67,000	(+35,000)	92,000	(+57,000)	33,000	(+20,000)	478,000	(+246,000)
Pct Share by Reg Geog		36.6%		9.8%		8.1%		14.2%		23.2%		8.1%		100.0%
Avg Annual Growth Rate	1.90%		1.26%		1.11%		1.86%		2.45%		2.36%		1.82%	
Recommended Emp #s	169,000	(+89,000)	72,000	(+35,000)	67,000	(+31,000)	62,000	(+30,000)	82,000	(+47,000)	27,000	(+14,000)	478,000	(+246,000)
Pct Share by Reg Geog		36.2%		14.2%		12.6%		12.2%		19.1%		5.7%		100.0%
Avg Annual Growth Rate	1.89%		1.68%		1.57%		1.67%		2.15%		1.84%		1.82%	

Unincorporated UGA Employment Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Employment	81,000	29,700	51,300	9,100	8,600	15,800	17,800
% Unaffiliated vs. Affiliated		37%	63%				



## SNOHOMISH POPULATION: Recommended Snohomish County Population Distribution for the VISION 2040 Preferred Growth Alternative

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Population	92,000	48,000	103,000	72,000	176,000	115,000	606,000
Pct Share by Reg Geog	15.1%	7.9%	17.0%	11.9%	29.1%	19.0%	100.0%

	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40	2040	Change 2000-40
Small Area Forecasts													1,084,000	(+478,000)
Recommended Pop #s (cnty)													1,052,000	(+446,000)
DEIS Alternatives														
Growth Targets Extended	143,000	(+52,000)	71,000	(+23,000)	150,000	(+47,000)	122,000	(+50,000)	360,000	(+184,000)	219,000	(+103,000)	1,065,000	(+459,000)
Metropolitan Cities	159,000	(+68,000)	82,000	(+35,000)	183,000	(+80,000)	121,000	(+49,000)	206,000	(+30,000)	141,000	(+26,000)	893,000	(+287,000)
Larger Cities	125,000	(+34,000)	89,000	(+41,000)	263,000	(+160,000)	97,000	(+24,000)	237,000	(+61,000)	141,000	(+26,000)	952,000	(+346,000)
Smaller Cities	109,000	(+17,000)	62,000	(+14,000)	130,000	(+27,000)	219,000	(+146,000)	388,000	(+212,000)	167,000	(+52,000)	1,074,000	(+468,000)
Reasonableness Tests														
Pop Targets (2002-25) *	-	(+27,000)	-	(+17,000)	-	(+20,000)	-	(+28,000)	-	(+152,000)	-	(+60,000)	-	(+304,000)
Pop Targets Trend (unadj)	139,000	(+47,000)	78,000	(+30,000)	138,000	(+35,000)	121,000	(+49,000)	440,000	(+264,000)	219,000	(+104,000)	1,135,000	(+529,000)
Pct Share by Reg Geog		8.9%		5.7%		6.6%		9.3%		49.9%		19.7%		100.0%
Avg Annual Growth Rate	1.04%		1.22%		0.73%		1.31%		2.32%		1.62%		1.58%	
Pop Targets Trend (adj)	132,000	(+40,000)	73,000	(+25,000)	133,000	(+30,000)	113,000	(+41,000)	399,000	(+223,000)	203,000	(+88,000)	1,052,000	(+446,000)
Working Pop Option 1	180,000	(+89,000)	85,000	(+37,000)	160,000	(+56,000)	107,000	(+35,000)	308,000	(+132,000)	162,000	(+47,000)	1,002,000	(+396,000)
Pct Share by Reg Geog		22.5%		9.3%		14.1%		8.8%		33.3%		11.9%		100.0%
Avg Annual Growth Rate	1.69%		1.44%		1.11%		1.00%		1.41%		0.86%		1.27%	
Working Pop Option 2	174,000	(+83,000)	92,000	(+44,000)	160,000	(+56,000)	107,000	(+35,000)	308,000	(+132,000)	162,000	(+47,000)	1,003,000	(+397,000)
Pct Share by Reg Geog		20.9%		11.1%		14.1%		8.8%		33.2%		11.8%		100.0%
Avg Annual Growth Rate	1.61%		1.64%		1.11%		1.00%		1.41%		0.86%		1.27%	
Recommended Pop #s	181,000	(+89,000)	88,000	(+40,000)	147,000	(+44,000)	112,000	(+40,000)	363,000	(+187,000)	161,000	(+46,000)	1,052,000	(+446,000)
Pct Share by Reg Geog		20.0%		9.0%		9.9%		9.0%		41.9%		10.3%		100.0%
Avg Annual Growth Rate	1.71%		1.53%		0.89%		1.11%		1.83%		0.84%		1.39%	

\*Snohomish County's 2025 population targets were developed using a 2002 base year and municipal boundaries: the county's target of 15,000 for Fully Contained Communities (FCCs) was included under Rural; the target of 4,900 for a TDR Reserve was not included under any category.

### Unincorporated UGA Population Affiliated vs. Unaffiliated for Annexation

	TOTAL	(A) Unaffiliated	(B) Affiliated for Annexation	Metro Cities	Core Cities	Larger Cities	Small Cities
2040 Population	363,000	39,200	323,800	53,400	68,400	66,800	135,100
% Affiliated vs. Unaffiliated		11%	89%				

## SNOHOMISH POPULATION TO EMPLOYMENT RATIO

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
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### 2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2000 Population	92,000	48,000	103,000	72,000	176,000	115,000	606,000
Pct Share by Reg Geog	15.1%	7.9%	17.0%	11.9%	29.1%	19.0%	100.0%
2040 Population	159,000	83,000	179,000	126,000	306,000	200,000	1,052,000
2000 Employment	80,000	37,000	36,000	32,000	35,000	13,000	232,000
Pct Share by Reg Geog	34.4%	15.9%	15.5%	13.6%	15.1%	5.4%	100.0%
2040 Employment	164,000	76,000	74,000	65,000	72,000	26,000	478,000
Ratio: Pop to Emp	0.97	1.09	2.42	1.94	4.25	7.69	2.20

### 2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	181,000	88,000	147,000	112,000	363,000	161,000	1,052,000
2040 Employment	169,000	72,000	67,000	62,000	82,000	27,000	478,000
Ratio: Pop to Emp	1.07	1.22	2.19	1.81	4.43	5.96	2.20

Regional average Pop to Emp ratio = 1.62



## SNOHOMISH POPULATION TO EMPLOYMENT RATIO (INCLUDING ENLISTED MILITARY)

Regional Geography	Metro Cities	Core Cities	Larger Cities	Small Cities	Unincorporated UGAs	Rural	TOTAL
2000 Enlisted Military	5,600	0	0	0	0	0	5,600

2040 Population and Employment: No Change Scenario (2040 distributions based on 2000 percent share by regional geography)

2040 Population	159,000	83,000	179,000	126,000	306,000	200,000	1,052,000
2040 Employment (w/o military)	164,000	76,000	74,000	65,000	72,000	26,000	478,000
2040 Employment (w/ military) *	169,600	76,000	74,000	65,000	72,000	26,000	483,600
Ratio: Pop to Emp	0.94	1.09	2.42	1.94	4.25	7.69	2.18

2040 Population and Employment: Recommended VISION 2040 Preferred Growth Alternative

2040 Population	181,000	88,000	147,000	112,000	363,000	161,000	1,052,000
2040 Employment (w/o military)	169,000	72,000	67,000	62,000	82,000	27,000	478,000
2040 Employment (w/ military) *	174,600	72,000	67,000	62,000	82,000	27,000	483,600
Ratio: Pop to Emp	1.04	1.22	2.19	1.81	4.43	5.96	2.18

Regional average Pop to Emp ratio (including enlisted military) = 1.60

\*The 2040 employment distributions including enlisted military personnel assume the same military personnel levels as in 2000.



## APPENDIX 1 – ATTACHMENT 1: CITIES BY COUNTY BY REGIONAL GEOGRAPHY

### KING COUNTY

<u>Metro Cities (2)</u>	<u>Core Cities (10)</u>	<u>Larger Cities (7)</u>	<u>Small Cities (20)</u>
Bellevue Seattle	Auburn (Kin) Bothell (Kin) Burien Federal Way Kent Kirkland Redmond Renton SeaTac Tukwila	Des Moines Issaquah Kenmore Mercer Island Sammamish Shoreline Woodinville	Algona Beaux Arts Black Diamond Carnation Clyde Hill Covington Duvall Enumclaw Hunts Point Lake Forest Park Maple Valley Medina Milton (Kin) Newcastle Normandy Park North Bend Pacific (Kin) Skykomish Snoqualmie Yarrow Point

### KITSAP COUNTY

<u>Metro Cities (1)</u>	<u>Core Cities (1)</u>	<u>Larger Cities (1)</u>	<u>Small Cities (2)</u>
Bremerton	Silverdale	Bainbridge Island	Port Orchard Poulsbo

### PIERCE COUNTY

<u>Metro Cities (1)</u>	<u>Core Cities (3)</u>	<u>Larger Cities (1)</u>	<u>Small Cities (18)</u>
Tacoma	Auburn (Prc) Lakewood Puyallup	University Place	Buckley Bonney Lake Carbonado DuPont Eatonville Edgewood Fife Fircrest Gig Harbor Milton (Prc) Orting Pacific (Prc) Roy Ruston South Prairie Steilacoom Sumner Wilkeson

### SNOHOMISH COUNTY

<u>Metro Cities (1)</u>	<u>Core Cities (2)</u>	<u>Larger Cities (4)</u>	<u>Small Cities (13)</u>
Everett	Bothell (Sno) Lynnwood	Edmonds Marysville Mountlake Terrace Mukilteo	Arlington Brier Darrington Gold Bar Granite Falls Index Lake Stevens Mill Creek Monroe Snohomish Stanwood Sultan Woodway



## Appendix 2: Evaluation Criteria for Selecting a Preferred Growth Alternative

*This appendix includes a set of overarching goals and key measures that have been used by the Growth Management Policy board to help with the selection of the preferred growth alternative.*

### CONTENTS OF APPENDIX

The following material is contained in this appendix:

- A. Overview of the Evaluation Criteria
  - 1. Purpose and Nature
  - 2. Summary Description
  - 3. Revisions to Published Criteria
  - 4. Summary of Findings
- B. Application of Evaluation Criteria
  - 1. Environmental Quality
  - 2. Health
  - 3. Economic Prosperity (the objectives of the *Regional Economic Strategy*)
  - 4. Land Use (includes Maintaining Rural Character and Protecting Resource Lands topic areas)
  - 5. Transportation (the objectives of *Destination 2030*)
  - 6. Efficiencies in the Provision and Use of Infrastructure, Public Facilities, and Services
  - 7. Environmental Justice
- C. Conclusions
- D. Attachments
  - 1. Information on Approach to Selecting a Preferred Growth Alternative
  - 2. Comprehensive List of Revisions to Evaluation Criteria Published in the Draft Environmental Impact Statement
  - 3. Data to Support Evaluation Criteria Measures



## A. OVERVIEW OF THE EVALUATION CRITERIA

### 1. Purpose and Nature

The **purpose** of the evaluation criteria are to assess the alternatives studied in the Draft and Supplemental Draft Environmental Impact Statements in order to assist the Growth Management Policy board in their selection of a preferred growth alternative. The **nature** of the evaluation criteria is that of one tool among many (Additional information regarding the Board's approach to selecting a preferred growth alternative is shown in *Attachment 1* of this appendix). The evaluation criteria help the Board to compare alternatives on a variety of measures and in relationship to a series of goals that the Board adopted to be advanced by the preferred growth alternative. Any ranking implied by the evaluation criteria is meant to inform the Board's decision, not drive or bind it.

### 2. Summary Description

The evaluation criteria contain four overarching goals as well as a series of 40-plus measures that fall within nine topic categories.

The Growth Management Policy Board identified the following four overarching goals that should be advanced by the preferred growth alternative:

- Promote an overall high quality of life.
- Create an efficient land use pattern for the provision of infrastructure, facilities, and services.
- Protect the natural environment.
- Enhance human potential and social justice.

In order to compare the alternatives to the four goals listed above, the Board adopted a series of measures under the following nine topic categories:

- Environmental quality.
- Health.
- Economic prosperity (the objectives of the *Regional Economic Strategy*).
- Land use.
- Transportation (the objectives of *Destination 2030*).
- Social justice & human potential.
- Maintaining rural character.
- Protecting resource lands.
- Efficiencies in the provision and use of infrastructure, public facilities, & services.

### 3. Revisions to Published Criteria in the Draft Environmental Impact Statement

In June 2006, shortly following the release of the Draft Environmental Impact Statement, Regional Council staff reassessed the published Evaluation Criteria and proposed to update the measures to better reflect the information contained in the document.

The Growth Management Policy Board worked through these revisions and suggested some additional changes. The changes are all reflected in this document. Where revisions have been made, the objective was *not* to change the intent of the measure, but rather to more clearly express the measure and its accompanying unit of measurement. All of the revisions to the published evaluation criteria, as well as the rationale for the revisions, are shown in *Attachment 2* of this appendix.

The majority of these changes were minor; however, one major change was to remove a quantitative scoring component that was included in the draft criteria published in the Draft Environmental Impact Statement. The rationale for not including a scoring was that the measures were not weighted and therefore assigning scoring would make all measures equal to one another. Second, scoring implied a level of precision that some Board members did not believe was useful. Last, scoring might require statistical analysis, for example on quantitative measures that were essentially tied, which again implied an inappropriate level of precision.

In response to Board members' concerns regarding scoring, the measures now rank only one alternative as having the best/highest relationship to the goal/measure. This alternative is identified using a check mark (☑). Where the analysis shows a second alternative being essentially tied as best, a second check mark is shown. If the analysis finds an alternative being close to the best, but of slightly lesser magnitude, a smaller check mark (☐) is shown. Where the analysis shows all the alternatives being similar or no conclusive determination is made (i.e., where a tradeoff exists that cannot easily be resolved based on either environmental or policy analysis), check marks are shown for all four of the alternatives.

#### 4. Summary of Findings

Applying the evaluation criteria was, overall, a fairly straightforward technical process. The analysis, which is based upon information contained in the Draft and Supplemental Draft Environmental Impact Statements (with some supplementary analysis of the data), found no measures that defied explanation or were counter-intuitive.

While the Draft and Supplemental Draft Environmental Impact Statements acknowledges that tradeoffs exist among the alternatives, the application of the evaluation criteria found that some alternatives fare significantly better than others in terms of meeting the criteria.

For a few measures, the analysis found that growth distribution does not matter. However, for most of the measures, growth distribution does seem to matter, and the focused growth alternatives provided the most promising result.

The following table provides, in matrix format, a listing of all of the rankings discussed in the appendix. More detailed conclusions are provided in section C.

##### **COMBINED LISTING OF EVALUATION CRITERIA RANKINGS**

		VISION 2020 Update Alternatives				
		Preferred Growth	Growth Targets Ext.	Metropolitan Cities	Larger Cities	Smaller Cities
<b>1. Environmental Quality</b>						
	1A. Imperviousness	☑				
	1B. Wastewater Generation	☑	☑	☑	☑	☑
	1C. Solid Waste Generation	☑	☑	☑	☑	☑
	1D. Air Quality	☑			☑	
	1E. Climate Change	☐		☑	☑	
	1F. Noise	☑	☑	☑	☑	☑
	1G. Water Quality and Hydrology	☑		☑	☑	
	1H. Parks and Recreation				☑	
	1I. Visual Quality and Aesthetic Resources	☑		☑	☑	
	1J. Historic and Cultural Resources				☑	
	1K. Ecosystem Health	☐		☑		



# **COMBINED LISTING OF EVALUATION CRITERIA RANKINGS**

	VISION 2020 Update Alternatives				
	Preferred Growth	Growth Targets Ext.	Metropolitan Cities	Larger Cities	Smaller Cities
<b>2. Health</b>					
2A. Potential for Physical Activity			<input checked="" type="checkbox"/>		
2B. Proximity to Parks			<input checked="" type="checkbox"/>		
2C. Environmental Health					<input checked="" type="checkbox"/>
2D. Potential for Reducing Automobile Injuries	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>3. Economic Prosperity</b>					
3A. Access to Jobs - Transit Adjacency to Employment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
3B. Geographic Relationship - Land Area with 20 Jobs Per Acre or Above	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
3C. Geographic Relationship - Proximity of People to Land Area with 20 Jobs Per Acre or Above	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
3D. Jobs/Housing Balance - Regional Share of Jobs in Everett, Tacoma, and Bremerton	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
3E. Jobs/Housing Balance - Regional Share of Population in Seattle and East King County Subarea			<input checked="" type="checkbox"/>		
<b>4. Land Use (includes Maintaining Rural Character &amp; Protecting Resource Lands)</b>					
4A. Transit Adjacency to Population	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4B. Urban Areas - Amount of Population in Cities with Regional Growth Centers			<input checked="" type="checkbox"/>		
4C. Rural Area - Population Levels in Rural Area	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4D. Rural Area - Minimizing Potential for Conversion of Rural Land to Urban Land	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4E. Rural Area - Environmental Impacts in Rural Areas	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4F. Rural Area - Transportation Impacts in Rural Areas	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4G. Rural Areas - Maintenance of Rural Character	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4H. Resource Lands - Protection of Resource Lands	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4I. Overall Land Use Impacts	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

## COMBINED LISTING OF EVALUATION CRITERIA RANKINGS

		VISION 2020 Update Alternatives				
		Preferred Growth	Growth Targets Ext.	Metropolitan Cities	Larger Cities	Smaller Cities
5. Transportation						
5A. Travel Distance		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5B. Travel Time		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5C. Daily Vehicle Miles Traveled		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5D. Daily Vehicle Hours Traveled		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5E. Daily Hours of Delay		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5F. Work Trip Mode Split		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
5G. Household Access to Jobs - 10 Minute Walk (1/2 Mile)				<input checked="" type="checkbox"/>		
5H. Household Access to Jobs - 20 Minute Bike Ride (4 Miles)				<input checked="" type="checkbox"/>		
5I. Household Access to Jobs - 30 Minute Transit Ride		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
6. Efficiencies in the Provision and Use of Infrastructure, Public Facilities and Services						
6A. Public Services and Facilities		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6B. Water Supply		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6C. Sanitary Sewer		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
6D. Overall Energy Use (Electric, Natural Gas, and Petroleum)					<input checked="" type="checkbox"/>	
7. Environmental Justice						
7A. Distribution of Employment Growth Compared to Locations of Environmental Justice Populations		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
7B. Access to Transportation Services and Facilities		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
7C. Overall Judgment of Impact on EJ Populations		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

## B. APPLICATION OF EVALUATION CRITERIA

This section applies the evaluation criteria, resulting in check marks (☒) for the best/highest alternative(s). Given that there are more than 40 individual measures, each measure is described in summary fashion. The summary description includes the name of the measure, the unit of measurement (and data source, where applicable), the rationale for why the measure is meaningful, and a brief discussion describing the analysis and its identification of one alternative as the best/highest.

The rationale and discussion sections summarize either discrete elements, or the full analysis in one of the Draft and Supplemental Draft Environmental Impact Statement chapters. Neither the rationale or discussion sections are meant to be comprehensive or substitute for the documents.

For some measures, data that is contained in the Draft and Supplemental Draft Environmental Impact Statements need to be recalculated to match the measure. These calculations are shown in *Attachment 3* of this appendix.



## 1. Environmental Quality

This topic area has 12 measures: (a) imperviousness, (b) wastewater generation, (c) solid waste generation, (d) air quality, (e) climate change, (f) noise, (g) earth, (f) water/stormwater, (h) parks and recreation, (i) visual and aesthetic quality, (j) historic and cultural resources, and (k) ecosystem health.

Measure:	<u>1A. Imperviousness</u>				
Unit:	Amount of Land in Over 30% Imperviousness Category <i>(based on data derived from INDEX sketch planning tool)</i>				
Rationale:	A key indicator of the health of the region's water resources is the amount of impervious surface in each basin, or across the region as whole. The frequency and intensity of peak hydrological flows and the volume of stormwater runoff all increase when imperviousness increases. Higher levels of imperviousness are connected to elevated summer water temperatures and more polluted runoff entering streams and water bodies. When levels of impervious exceed threshold levels (often cited in the literature at about 30% or greater) impacts to environmental function increase.				
Discussion:	All of the alternatives increase the amount of land that falls into the over 30% imperviousness category. However, by focusing growth into the fewest places in the region (areas that are already urbanized), creating higher densities in these areas, and by creating mixed use areas (which are estimated to be more permeable than single purpose commercial districts), the Preferred Growth Alternative accommodates the growth with the least amount of land in the over 30% category (380 square miles) in 2040.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>				

Measure:	<u>1B. Wastewater Generation</u>				
Unit:	Gallons Per Year <i>(based on INDEX data)</i>				
Rationale:	The amount of wastewater generated from sewers is both an infrastructure and pollution issue (note: the distributional impacts on utilities in different types of areas in the region is addressed under topic area #6 - Infrastructure). During heavy periods of rain, wastewater conveyance systems (which in many locations are not separated from stormwater overflow systems) are impacted by stormwater and can overflow, causing a release of untreated sewage. Municipalities need to address these combined systems at great expense. Alternatives that limit wastewater generation, or create an economy of scale for creating parallel wastewater and stormwater systems) are desirable.				
Discussion:	The INDEX tool includes a standard population-based assumption regarding wastewater generation rates - regardless of the size of a housing unit, or whether the building type is single family or multifamily, or whether the location is urban or rural. As such, all of the alternatives perform at essentially identical levels in 2040 at the regional scale.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Measure:	<u>1C. Solid Waste Generation</u>				
Unit:	Pounds Per Year <i>(based on INDEX data)</i>				
Rationale:	Similar to wastewater, solid waste generation is an infrastructure, service provision, and pollution issue. However, given that most of the region's waste is transported to landfills outside of the area, it is predominantly a service provision issue. Alternatives that limit solid waste generation are desirable.				
Discussion:	Similar to wastewater, INDEX includes a standard population-based assumption regarding solid waste generation rates that are not sensitive to location, building type, or other factors. As such, all of the alternatives perform at essentially identical levels in 2040 at the regional scale.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Measure:	<u>1D. Air Quality</u>				
Unit:	Particulate Matter, Carbon Monoxide, Nitrogen Oxide Emissions <i>(based on PSRC's MOBILE 6.2 Air Quality Model data)</i>				
Rationale:	Air pollution comes from many different sources, including industry, transportation, construction, agriculture, and residential uses. It affects both human health and the natural environment. Air pollution trends in the region have generally followed national trends over the last 20 years and, due to technological improvements assumed over the forecast years, emissions factors are assumed to be lower in 2040 than today.				
Discussion:	While overall emissions are assumed to decline, the alternatives vary in the level of decline by 2040. Given some of the best transportation results, the Larger Cities Alternative is estimated to have the lowest levels of emissions (on a regionwide scale as opposed to a localized scale) of carbon monoxide, nitrogen oxide, and fine particulate matter. For coarser particulate matter, the alternative is comparable to some of the other alternatives. Overall, Larger Cities is the best for air quality.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
				<input checked="" type="checkbox"/>	

Measure:	<u>1E. Climate Change</u>				
Unit:	Carbon Dioxide Emissions <i>(based on PSRC's MOBILE 6.2 Air Quality Model data)</i>				
Rationale:	An emerging and consequential issue for our region's people, economy, natural systems, and infrastructure, climate change is affected by human activities. Rising temperatures will impact precipitation, alter forests and crop yields, affect species and the food chain, affect water levels and temperatures, and will affect the region's snow pack. The production of fewer carbon dioxide emissions is desirable.				
Discussion:	In the Puget Sound region, 50 percent of the emissions are attributable to transportation sources. Other sources include industry, agriculture, and landfills. The alternatives that focus growth (such as the Metropolitan Cities, Preferred Growth, and Larger Cities alternatives) and thereby decrease vehicle miles and hours traveled, and reduce estimated levels of delay, are anticipated to generate lower levels of greenhouse gases. The preferred growth alternative ranked in the middle of the alternatives – yet closer to the focused growth alternatives – producing somewhat more emissions than the Metropolitan Cities and Larger Cities alternatives, but less than either the Growth Targets Extended or Smaller Cities alternatives. These alternatives are therefore ranked as best.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>1F. Noise</u>				
Unit:	Overall judgment from analysis in chapter 5.14 of the DEIS				
Rationale:	Noise levels impact both wildlife and human health, interfering with thought, sleep and wildlife's reproductive success and likelihood of survival. Urbanization affects noise exposure through proximity (crowding, adjacency to noisy land uses, concentrated transportation activity) and through physical changes such as the replacement of vegetation with paved surfaces and buildings. Noise decreases with distance from the source, making mitigation and design important.				
Discussion:	<p>All of the alternatives increase human activity and development, and likely urbanization. More so, the alternatives vary in the distribution of growth in relation to areas already characterized by high levels of noise. Alternatives that focus growth expose more people to noise sources, whereas alternatives that disperse growth expose more parts of the region to higher noise levels. A clear tradeoff exists, but it is a judgment call as to which is the best alternative.</p> <p>If minimizing human exposure to sources creating higher noise levels is used as a proxy, the Smaller Cities alternative may be the best. If vehicle miles traveled is used as a proxy, the Larger Cities alternative is the best. If wildlife exposure to noise is used as a proxy, the Metropolitan Cities and Preferred Growth alternatives may be the best. If maintenance of noise levels in rural areas is used as a proxy, the focused growth alternatives (Metropolitan Cities, Preferred Growth, and Larger Cities) are the best. These tradeoffs are not readily comparable, and mitigation under the alternatives is likely to be different; therefore, all of the alternatives are ranked equally.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Measure:	<u>1G. Water Quality and Hydrology</u>				
Unit:	Overall judgment from analysis in chapter 5.6 of the DEIS				
Rationale:	Water resources are key elements of this region's setting - from its waterways to the Puget Sound to the region's signature species, the salmon. They affect the economy, human and species health, and the region's overall quality of life. Key issues are imperviousness ( <i>addressed under measures 1A</i> ) stormwater, impaired waters, and floodplains.				
Discussion:	<p>Water resources will be impacted to some degree under all of the alternatives through development and increased transportation and water withdrawals. Generally, rural and unincorporated urban growth areas have the most pristine existing resources and urban areas have the least. Overall, growth would be expected to cause the least amount of change in already urbanized areas and the most amount of change in outlying areas.</p> <p>Alternatives that focus growth (such as the Metropolitan Cities, Preferred Growth, and Larger Cities alternatives) into already urbanized areas, and reduce transportation impacts, have the potential to lessen impacts to regional waterways. Further, with significant focusing of growth, economies of scale may be created for actions to minimize impacts (such as using reclaimed water) and to improve currently degraded waterways.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	



Measure:	<u>1H. Parks and Recreation</u>				
Unit:	Overall judgment from analysis in chapter 5.8 of the DEIS				
Rationale:	Park facilities are an important element of the region's natural systems and urban form. Key issues are sufficient amounts of parkland, access, maintenance and operation of existing parks, and purchase and development costs for new parks. Based on typical planning guidelines, the region currently has a sufficient amount of public parks, although differentiation exists at the county level.				
Discussion:	<p>Under all the alternatives, none of which assume new park facilities, the amount of parkland per resident, at the regional level, would fall just below established planning guideline minimums. With growth, there would be increased competition for limited facility space, conflicts between different types of uses, and potential for displacement of undeveloped open space.</p> <p>Focusing growth will put more strain on existing parks and in areas where land values and competition for buildable land is high; this will make park acquisition difficult. Dispersing growth will place many residents in areas with limited existing park facilities, likely requiring new parks to be developed; however, acquisition of parkland could be less challenging.</p> <p>A clear tradeoff exists, and to some extent it is a judgment call as to which is the best alternative. Falling in the middle of focused and dispersed growth is the Larger Cities alternative. Under this alternative, some pressure is taken off older urbanized jurisdictions; however they will need to maximize the efficiency of existing parks. Emerging larger and smaller suburban cities will likely need to develop new parks, but land prices will make acquisition more feasible. And, unincorporated urban and rural area growth is limited, which therefore limits the amount of new parks needed in those areas. For these reasons, the Larger Cities alternative is ranked as the best for this measure.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
				<input checked="" type="checkbox"/>	

Measure:	<u>1I. Visual Quality and Aesthetic Resources</u>				
Unit:	Overall judgment from analysis in chapter 5.12 of the DEIS				
Rationale:	The region is defined by its mountains, water, and abundant greenery, as well as the inherent aesthetic qualities characterized by visually diverse, stimulating views of rural landscapes, towns, cities, and prominent structures. These features are central to the region's economic success, livability, and residents' high quality of life. Maintaining these features, and actually using new growth as an opportunity to improve them, will be a key challenge in the face of growth.				
Discussion:	<p>All of the alternatives would require higher levels of development that could add, alter, or remove existing built and natural visual features in regional and local landscapes. The tools of local government (such as design, permitting, and infrastructure standards) provide an opportunity to ensure that future growth positively impacts visual and aesthetic quality. This is particularly true for urban areas, which are already developed and where design is already integrated into the development process. This is less true of development in areas characterized by open space and rural character, where more intractable issues such as loss of open space, views, forest land, farms, and the like are more apt to be adversely impacted.</p> <p>Alternatives that focus growth into already built- out areas (such as Metropolitan Cities, Preferred Growth, and Larger Cities), and thereby preserve a wider variety of landscape types, are likely to have a better chance of managing the impacts of development and potentially create visually appealing high density areas. For these reasons, the focused growth alternatives are ranked as the best for this measure.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>1J. Historic and Cultural Resources</u>				
Unit:	Overall judgment from analysis in chapter 5.11 of the DEIS				
Rationale:	The central Puget Sound region has a long cultural history, beginning with indigenous peoples, who lived here in a rich ecosystem. The tools, structures, and record of their existence, and of the settlers who came after them, are the Puget Sound region's historic and cultural resources. These attributes are important to our regional character, which in part drives our economy and high quality of life.				
Discussion:	<p>Pieces of the past are often lost as a result of growth, and the potential for loss exists under each of the alternatives. Alternatives that focus growth in or near older urban areas, waterways, and agricultural lands are more likely to have impacts because historic, cultural, and archeological properties are most commonly associated with these areas. The Larger Cities alternative is the best for these resources as it reduces some of growth pressure in older urban areas (where resources exist), as well as in rural areas, which contain more lightly developed waterways and are closer to agricultural lands.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
				<input checked="" type="checkbox"/>	

Measure:	<u>1K. Ecosystem Health</u>				
Unit:	Overall judgment from chapter 5.5 of the DEIS				
Rationale:	Ecosystem health is a core value in the region - it is important to our economy and quality of life. When growth occurs, the majority of ecological damage occurs with habitat loss and the initial development actions, including clearing, grading, and the change in land surface. These initial actions have the most impact, meaning that new development has significantly higher potential impacts than redevelopment. Further, development in or near pristine areas has a far greater impact than development in already-developed areas. Also, new transportation networks built to serve new developments in outlying areas contribute significantly to the transformation of land and are a key factor in the fragmentation and isolation of habitat. Last, transportation-related pollutants are a primary source of damage to ecosystems, meaning alternatives with lower transportation system usage have fewer potential impacts.				
Discussion:	<p>All of the alternatives are likely to reduce habitats and impact ecosystem functions compared to today. However, the Metropolitan Cities alternative, because it concentrates growth into already developed areas, results in lowest risk to pristine lands and habitat areas through development and associated infrastructure-related impacts. The other focused growth alternatives (Preferred Growth and Larger Cities), by focusing growth into already urbanized areas and by creating a better jobs housing balance at the regional geography and county levels, reduce impacts to the ecosystem although at a lesser level.</p> <p>Further, concentrating growth has the potential to create economies of scale for mitigation strategies and/or for conservation actions by using less land and allowing more natural areas to be preserved.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

## 2. Health

This topic area has 4 measures: (a) potential for physical activity, (b) proximity to parks, (c) environmental health, and (d) potential for reducing automobile injuries.

Measure:	<u>2A. Potential for Physical Activity</u>				
Unit:	Percent of the region's population living in areas with more than 12 activity units per acre <i>(based on INDEX data - see Attachment 3 for more information)</i>				
Rationale:	Denser urban forms can promote higher rates of physical activity, which provides health benefits. Alternatives that focus growth have greater potential for creating a land use pattern that supports walking and biking.				
Discussion:	Using the INDEX grid-cell data, this measure calculates the amount of the region's population that will live in these denser areas in 2040. The Metropolitan Cities alternative has the highest percentage, although other alternatives are quite close. This alternative is selected as best/highest because it also uses the fewest number of acres to accommodate the highest amount of population, which implies potentially more dense mixed-use areas.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
			<input checked="" type="checkbox"/>		

Measure:	<u>2B. Proximity to Parks</u>				
Unit:	Population and Employment within ¼ mile of a locally-owned park <i>(based on INDEX data)</i>				
Rationale:	A subset of park planning, walking access to parks is an important component in assessing the sufficiency of local parks.				
Discussion:	Assuming no additional parkland is created than exists today the alternatives differ based upon the distribution of growth. The Metropolitan Cities alternative distributes the most growth to the older, more fully built-out cities in the region that currently have a greater supply of local parks.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
			<input checked="" type="checkbox"/>		

Measure:	<u>2C. Environmental Health</u>				
Unit:	Overall judgment from chapter 5.9 of the DEIS, assessing exposure to potentially hazardous materials.				
Rationale:	The location of concentrations of population and employment in relation to potentially hazardous materials is a topic of analysis required by the State Environmental Policy Act.				
Discussion:	Contaminated sites are most concentrated in established urban areas, meaning higher intensity urban development could increase human health impacts due to biological, chemical, and social factors. This includes greater numbers of people in areas with higher levels of air pollution, noise, and other forms of pollution. For this reason, the Smaller Cities alternative, which distributes significant shares of new growth to greenfield areas, is most likely to have the lowest potential for exposure, and therefore ranks best under this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
					<input checked="" type="checkbox"/>

Measure:	<u>2D. Potential for Reducing Automobile Injuries</u>				
Unit:	Projected Motor Vehicle Fatalities and Disabling Injury Collisions <i>(based on DEIS and WSDOT data - see Attachment 3 for more information)</i>				
Rationale:	Reducing motor vehicle fatalities and disabling injuries is one of the required considerations in federal transportation legislation.				
Discussion:	Using automobile vehicle miles traveled by facility type data from the Draft Environmental Impact Statement, and multiplying this by Washington State Department of Transportation Rate of Motor Vehicle Fatalities and Disabling Injury Collisions data (with separate multipliers for highways versus local arterials), the Metropolitan Cities, Larger Cities, and Preferred Growth alternatives have estimated rates of injuries that are lower than the dispersed growth alternatives..				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

### 3. Economic Prosperity (the objectives of the Regional Economic Strategy)

This topic area has 5 measures: (a) transit adjacency to employment, (b) land area with 20 jobs per acre or above, (c) proximity of people to land area with 20 jobs per acre or more, (d) regional share of jobs in Everett, Tacoma, and Bremerton, and (e) regional share of jobs in Seattle and East King County Subarea.

Measure:	<u>3A. Access to Jobs - Transit Adjacency to Employment</u>				
Unit:	Number of jobs within ¼ mile of a transit route <i>(based on INDEX data - see Attachment 3 for more information)</i>				
Rationale:	A subset of the transportation analysis, creating a land use pattern that allows workers to access their jobs via a short walk from a transit route is one component of a strong economy. Therefore, a higher percentage of jobs in the region with easy access to transit is desirable.				
Discussion:	The alternatives are assessed based upon future transit service, as defined in <i>Destination 2030</i> . Four alternatives, Preferred Growth, Growth Targets Extended, Metropolitan Cities, and Larger Cities, all distribute about 80 percent of the future employment growth to the metropolitan, core, and larger suburban cities, which have the majority of transit service. As such, all rate fairly similarly in terms of this measure, with the Preferred Growth Alternative having percentages similar to the Growth Targets Extended and Larger Cities alternatives (although differences exist in terms of population access - see Measure 4A).				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>3B. Geographic Relationship - Land Area with 20 Jobs Per Acre or Above</u>				
Unit:	Percent of the region's jobs that are in areas with more than 20 jobs per acre <i>(based on INDEX data - see Attachment 3 for more information)</i>				
Rationale:	Dense concentrations of employment can create economies of scale that help a region's economy grow (this is one element of cluster employment). Further, concentrated employment has a secondary benefit of improving transportation access and logistics for workers, suppliers, and more.				
Discussion:	Similar to Measure 2B, this measure calculates the amount of the region's jobs which will be concentrated in denser areas in 2040. The Preferred Growth alternative has the highest percentage, with the highest densities, although Metropolitan Cities is close. These alternatives are selected as best/highest because while Preferred Growth has the highest percentage, Metropolitan Cities accommodates a comparable percentage of jobs in a smaller number of acres.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		

Measure:	<u>3C. Geographic Relationship - Proximity of People to Land Area with 20 Jobs per Acre or Above</u>				
Unit:	Population within 1/4 mile of areas with 20 jobs/acre or above (based on INDEX data - see Attachment 3 for more information)				
Rationale:	With concentrated employment (as described in Measure 3B), walking access to these areas is an important measure of creating a mixed-use regional form. Having the potential to walk to work has clear transportation benefits.				
Discussion:	The Larger Cities Alternative has the most amount of the region's population living close to denser employment areas. This is a factor of these areas being somewhat less dense than under Preferred Growth, but having more dense areas. As the measure is defined, the Larger Cities alternative is the best/highest, with Preferred Growth at a slightly lesser level.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	

Measure:	<u>3D. Jobs/Housing Balance - Regional Share of Jobs in Everett, Tacoma, and Bremerton</u>				
Unit:	Percentage of new jobs (based on Definition of Alternatives data)				
Rationale:	Focusing job growth into the region's largest cities ( <i>excluding</i> Seattle and Bellevue, which already have a significant share of employment) helps the region's overall economy and helps provide a better balance of jobs in cities with large amounts of housing. It also has potential to provide job opportunities to these cities, which have significant concentrations of very-low and low-income residents. Therefore, a higher share of regional jobs in metropolitan cities outside King County is desirable.				
Discussion:	The regional share of jobs in metropolitan cities outside of King County ranged from a low of 8% in the Smaller Cities alternative to a high of 13% in the Growth Targets Extended alternative. In the Preferred Growth alternative, at 13%, the share of jobs in Bremerton, Everett and Tacoma is the same as that of the Growth Targets Extended alternative, tying for the best.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			

Measure:	<u>3E. Jobs/Housing Balance - Regional Share of Population in Seattle and East King County Subarea</u>				
Unit:	Percentage of new population in this area <i>(based on Definition of Alternatives data - see Attachment 3 for more information)</i>				
Rationale:	<p>Creating a jobs housing balance, at appropriate scales, is an important planning goal. As identified in the analysis of alternatives, the relationship between the distribution of population and employment (whether co-located or separated) has a significant impact, particularly in relation to transportation results.</p> <p>Focusing population growth into these areas that have major employment centers has potential to improve transportation performance, and its related environmental impacts.</p>				
Discussion:	Based on the definition of alternatives, the Metropolitan Cities alternative puts the highest amounts of population growth into these cities and areas. Therefore, it ranks as the best/highest for this measure, with Larger Cities at a slightly lesser level.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

#### 4. Land Use (includes Maintaining Rural Character and Protecting Resource Lands topic areas)

This topic area has 9 measures: (a) transit adjacency to housing, (b) amount of population in cities with regional growth centers, (c) population levels in rural areas, (d) minimizing potential for conversion of rural land to urban land, (e) environmental impacts in rural areas, (f) transportation impacts in rural areas, (g) maintenance of rural character, (h) protection of resource lands, and (i) overall land use impacts.

Measure:	<u>4A. Transit Adjacency to Population</u>				
Unit:	Amount of population within ¼ mile of transit routes <i>(based on INDEX data - see Attachment 3 for more information)</i>				
Rationale:	<p>Similar to Measure 3A, creating a land use pattern that allows residents to access transit via a short walk from their homes is one component of a complete land use pattern. Therefore, a higher percentage of the region's population with easy access to transit is desirable.</p>				
Discussion:	<p>The alternatives are assessed based upon future transit service, as defined in <i>Destination 2030</i>. Three alternatives, Metropolitan Cities, Preferred Growth, and Larger Cities, all distribute about 80 percent of the future population growth to the metropolitan, core, and larger suburban cities, which have the majority of transit service. The amount of population with easy access to transit under the Preferred Growth alternative falls in the middle of the range of the alternatives.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	



Measure:	<u>4B. Urban Areas - Amount of Population in Cities with Regional Growth Centers</u>				
Unit:	Population (based on Definition of Alternatives data)				
Rationale:	Focusing growth into cities that have designated regional growth centers helps provide an efficient use of land in areas with substantial infrastructure and other investments, and helps to provide for the creation of pedestrian-friendly areas. This is also consistent with existing land use policies and the policy for investing regionally managed funds, which is for the development of regional centers and their connecting corridors.				
Discussion:	The Metropolitan Cities alternative, by definition, focuses the most amount of population growth into cities with regionally designated centers. As such, it has the best/highest rank on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
			<input checked="" type="checkbox"/>		

Measure:	<u>4C. Rural Area - Population Levels in Rural Area</u>				
Unit:	Population (based on Definition of Alternatives data)				
Rationale:	Limiting growth in the counties' rural areas continues existing land use policies and implements key provisions of the Growth Management Act. This strategy helps protect existing rural character, limits incompatible uses that may interfere with rural-based industries, and helps protect environmental functions and systems that are present in these less developed outlying areas. Therefore, a lower percentage of the region's total population within the rural area is desirable.				
Discussion:	The Metropolitan Cities and Larger Cities alternatives, by definition, distribute the smallest amounts of population growth into the region's rural areas. While at a higher level than these two alternative, the Preferred Growth alternative limits growth in the rural area at a level that is significantly less than the Growth Targets Extended and Smaller Cities alternatives.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>4D. Rural Area - Minimizing Potential for Conversion of Rural Land to Urban Land</u>				
Unit:	Population and employment within ¼ mile of the edge of the UGA (based on INDEX data - see Attachment 3 for more information)				
Rationale:	Beyond sheer population growth in the rural area, growth at the edge of the urban growth area can lead to the conversion of rural land to urban land, and thereby significantly change the character and impacts in these areas.				
Discussion:	The Metropolitan Cities, Larger Cities, and Preferred Growth alternatives distribute essentially equal amounts of population and employment growth into the region's rural areas (149,000 activity units as compared to 147,000). Proximity calculations (in DEIS - Chapter 5.2 - Land Use) show quite similar results for these three alternatives, however the Preferred Growth has over 50,000 more units in this area, and so receives a lesser ranking.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>4E. Rural Area - Environmental Impacts in Rural Areas</u>				
Unit:	Qualitative discussion of imperviousness, wastewater generation, solid waste, significant habitats (based on multiple DEIS chapters)				
Rationale:	Rural areas have the region's most pristine lands, waterways, and habitats. Impacts in these areas, in general, are more significant than those in the urban, already-developed, portions of the region (see Measure 1K). Greater opportunity exists for protecting species and functions in these areas.				
Discussion:	<p>As noted in Measures 1B and 1C, wastewater and solid waste generation (based on INDEX data) track population growth. With the Metropolitan Cities and Larger Cities alternatives, growth in the rural area is more limited than the other alternatives, thereby minimizing impacts in these areas. Impervious surface is a major factor in ecosystem health, and, as noted under Measures 1A and 2E, impacts are particularly significant in currently less-developed areas. Last, the majority of the region's identified regionally significant habitat areas (outside of those in natural resource areas) are in the rural areas and the adjacent unincorporated urban growth areas.</p> <p>For these reasons, alternatives that minimize growth in or near the rural areas are anticipated to have fewer impacts, and therefore the Metropolitan Cities and Larger Cities alternatives rank best/highest on this measure. The Preferred Growth alternative assigns nearly equal amounts of growth overall as these two alternatives, with slightly more population and less employment. Overall, the Preferred Growth alternative is likely to similar impacts as the Metropolitan Cities and Larger Cities alternatives.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>4F. Rural Area - Transportation Impacts in Rural Areas</u>				
Unit:	Vehicle miles and hours traveled, and Hours of Delay in rural area <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	Minimizing transportation impacts in the region's rural area is consistent with existing policy to limit growth in these areas, in part, to limit the need for additional infrastructure to serve growth (infrastructure to support rural growth is generally less cost-effective, and can induce additional growth).				
Discussion:	The Larger Cities alternative, which has some of the best overall transportation results at the regional level (see Measures under topic area 5. Transportation, below), also has the best results for the region's rural area. It has the lowest vehicle miles and hours traveled for both freeways and arterials (although Metropolitan Cities is quite similar). On hours of delay, however, the Larger Cities alternative has less delay on arterials and so ranks best on this measure. While the Preferred Growth alternative performs quite similarly on some transportation measures (such as freeway vehicle miles and hours traveled, and arterial miles traveled) as these two alternatives, it shows higher levels of delay on both freeways and arterials. However, on all three of these measures, the Preferred Growth Alternative performs better than the dispersed growth alternatives.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>4G. Rural Areas - Maintenance of Rural Character</u>				
Unit:	Overall judgment from the visual quality and aesthetic resources <i>(DEIS - chapter 5.12)</i> and land use <i>(DEIS - chapter 5.2)</i> analysis in the DEIS related to rural areas				
Rationale:	While the character of the rural area varies across the region's counties, the predominant overall character is that of low-density residential areas separated by open space, with natural features being predominant of built features. Increases in density and in commercial uses (beyond natural resource-based industries that rely on the rural land base) will change the character of the area.				
Discussion:	As noted in Measure 1I, impacts of growth in areas characterized by open space and rural character are harder to mitigate given the intractable nature of issues such as loss of open space, views, forest land, farms. Alternatives that minimize rural area growth have the highest potential for maintaining rural character - this is particularly true for employment growth, which has the potential to change rural character, which is predominantly population based. At the same time, if the employment growth is compatible with rural character, it can be readily incorporated into the rural area with limited impact. While the Metropolitan Cities and Larger Cities alternatives have more employment growth than Preferred Growth, the overall levels of growth are nearly the same, and so all three alternatives rank as the best on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>4H. Resource Lands - Protection of Resource Lands</u>				
Unit:	Population and employment within ¼ mile of resource lands <i>(based on INDEX data - see Attachment 3 for more information)</i>				
Rationale:	Similar to Measure 4D, while no growth was assigned to the region's natural resource areas, growth near these areas can lead to the conversion of this land or to the location of incompatible residential or commercial uses near these areas. Therefore, a lower percentage of total regional population within close proximity to designated natural resource lands is desirable.				
Discussion:	The primary differences in the population and employment distribution in the Metropolitan Cities, Preferred Growth, and Larger Cities alternatives are in areas (mainly in urban areas) that are not contiguous to the region's natural resource lands. As such, they rank very similarly on this measure and are all identified as best/highest.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>4I. Overall Land Use Impacts</u>				
Unit:	Overall judgment from land use analysis in chapter 5.2 of the DEIS				
Rationale:	Land use is at the heart of the VISION 2020 update, with issues related to how and where growth should occur. The analysis the Draft Environmental Impact Statement primarily addresses and analyzes the issue of where growth should occur.				
Discussion:	<p>Many issues exist in assessing which alternative(s) best meets this measure.</p> <ul style="list-style-type: none"> <li>Focusing growth inside the urban growth area: As required by GMA and supported by the 1995 VISION update, alternatives that focus growth into the urban area, best address this issue.</li> <li>Creating a differentiated urban form: Differentiation in land use types and forms provides choice, and is critical to creating a sense of place.</li> <li>Allowing people to live closer to where they work if they choose to: This too creates choice, and offers transportation options and can reduce cost of living.</li> <li>Protecting rural and natural resource lands from incompatible levels of growth: This protects the environment as well as resource-based economies. At the same time, it limits development opportunities for rural area property-owners.</li> <li>Leveraging investments in regional and subregional centers creates efficiencies in the provision of infrastructure and investments: This can reduce the need to extend services to the outlying areas and make possible higher overall levels of service with the same amount of public funding.</li> <li>Creating livable communities, even as existing neighborhoods change through infill development: This is critical to making the VISION work. As noted previously, mitigating the impacts of issues such as infill and density is more amenable to the tools of local government than mitigating impacts in outlying areas.</li> </ul> <p>Based on these and other issues addressed in the Draft and Supplemental Draft Environmental Impact Statements, alternatives that co-locate population and employment (all alternatives besides Growth Targets Extended), focus growth inside the urban growth area (all alternatives do this to varying extents), and help to preserve choices throughout the region's jurisdictions, rank best overall for this measure for these issues. Taken together, the Preferred Growth, Metropolitan Cities and Larger Cities alternatives rank best/highest overall on this measure. To a lesser extent, the Growth Targets Extended alternative does well on a number of these measures as well.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	



## 5. Transportation (the objectives of *Destination 2030*)

This topic area has 9 measures: (a) travel distances, (b) travel time, (c) vehicle miles traveled, (d) vehicle hours traveled, (e) hours of delay, (f) work trip mode split, (g) walk access to jobs, (h) bike access to jobs, and (i) transit access to jobs.

Measure:	<u>5A. Travel Distance</u>				
Unit:	Average trip distances at regional level <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	Improving travel results, on measures ranging from travel distance, vehicle hours traveled, delay, and so on, has the potential to help extend the life of infrastructure (and defer the need for new infrastructure), and it has social, environmental, and economic benefits. For measures 5A to 5F, the production of fewer miles, minutes/hours, delay, and single-occupant vehicle trips are desirable.				
Discussion:	For travel distance, the Metropolitan Cities and Larger Cities alternatives have the lowest results for both work and non-work trips, indicating the best rank on this measure. To a lesser extent than these alternatives, but at levels much better than the dispersed growth alternatives, the Preferred Growth alternative performs well on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>5B. Travel Time</u>				
Unit:	Average trip times at regional level <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	See rationale for Measure 5A.				
Discussion:	For travel times, the Metropolitan Cities and Larger Cities alternatives have the lowest results for both work and non-work trips, indicating the best rank on this measure. While not directly reflected in the ranking, data for Metropolitan Cities estimate the highest average speeds of all of the alternatives. To a lesser extent than these alternatives, but at levels much better than the dispersed growth alternatives, the Preferred Growth alternative performs well on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>5C. Daily Vehicle Miles Traveled</u>				
Unit:	Aggregate miles traveled at regional level <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	See rationale for Measure 5A.				
Discussion:	For vehicle miles traveled, the alternatives are analyzed for both freeways and arterials. For freeways, the Larger Cities and Smaller Cities alternatives have the lowest results. For arterials, the Metropolitan Cities and Larger Cities alternatives have the lowest results. The preliminary Preferred Growth Alternative performed similarly to the Metropolitan Cities alternative, at the lower (i.e. better) end of the range. Overall, the Larger Cities alternative receives the best rank on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>5D. Daily Vehicle Hours Traveled</u>				
Unit:	Aggregate hours of vehicle operation at regional level <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	See rationale for Measure 5A.				
Discussion:	The results for hours traveled, for both freeways and arterials, are similar to miles traveled (see Measure 5C). The preliminary Preferred Growth Alternative performed similarly to the Metropolitan Cities alternative, at the lower (i.e. better) end of the range. Overall, the Larger Cities alternative receives the best rank on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>5E. Daily Hours of Delay</u>				
Unit:	Aggregate hours of delay at regional level <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	See rationale for Measure 5A.				
Discussion:	Demonstrating the relationship between hours and miles traveled, the result for daily hours of delay, for both freeways and arterials, is the same as for miles and hours traveled. The preliminary Preferred Growth Alternative performed similarly to the Metropolitan Cities alternative, at the lower (i.e. better) end of the range. Overall, the Larger Cities alternative receives the best rank on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>5F. Work Trip Mode Split</u>				
Unit:	Percent of work trips in single-occupant vehicles at regional level <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	See rationale for Measure 5A. Further, shifting trips from single-occupancy vehicle to higher-occupancy vehicle, transit, or nonmotorized modes, helps maximize the efficient use of existing infrastructure.				
Discussion:	By focusing growth in cities that have higher levels of planned transit service (see Measures 3A and 4A), the Metropolitan Cities alternative achieves the lowest share of single-occupant vehicles and therefore the best rank on this measure. For this measure, because of the focusing of growth into metropolitan and core cities (which have higher levels of planned transit service), the Preferred Growth alternative ranks second best, just above the Metropolitan Cities alternative. While not directly reflected in the ranking, non-work trips data estimates that the Metropolitan Cities alternative also has the lowest single-occupancy vehicle mode split.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		

Measure:	<u>5G. Household Access to Jobs - 10 Minute Walk (1/2 Mile)</u>				
Unit:	Households <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	This is a measure of proximity between population and employment for an average household. This measure expresses what percentage of regional employment is within a 10-minute walk of the average household.				
Discussion:	Reflecting the co-location and focus of population and employment into fewer areas, the Metropolitan Cities alternative results in the highest amount of estimated regional employment proximate to an average household.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
			<input checked="" type="checkbox"/>		

Measure:	<u>5H. Household Access to Jobs - 20 Minute Bike Ride (4 Miles)</u>				
Unit:	Households <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	See rationale for Measure 5G. This measures the percentage of regional employment within a 20-minute bike ride of the average household.				
Discussion:	See discussion for Measure 5G.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
			<input checked="" type="checkbox"/>		



Measure:	<u>5I. Household Access to Jobs - 30 Minute Transit Ride</u>				
Unit:	Households <i>(based on PSRC's Travel Demand Model data)</i>				
Rationale:	See rationale for Measure 5G. This measures the percentage of regional employment within a 30-minute transit ride of the average household.				
Discussion:	Similar to measures 5G and 5H above, the co-location and focus of population and employment into fewer areas under the Metropolitan Cities alternative results in high amounts of estimated regional employment proximate to an average household. At the same time, the Preferred Growth alternative results in a similar performance when the travelshed increases to the 30-minute transit ride area. While not at the level of Metropolitan Cities, performance under the Preferred Growth alternative is quite a bit higher than the other alternatives.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		

## 6. Efficiencies in the Provision and Use of Infrastructure, Public Facilities, and Services

This topic area has 4 measures: (a) cost and impacts of public services and utilities, (b) water supply, (c) sanitary sewer, and (d) energy use.

Measure:	<u>6.A, Public Services and Facilities</u>				
Unit:	Overall judgment from analysis in chapter 5.7 of the DEIS				
Rationale:	<p>A cornerstone of planning under the state's Growth Management Act is growing in a manner that allows for the efficient use and provision of public services and facilities. Growth usually means increased demand, regardless of the distribution; however, the effects on service levels and costs of service are based primarily on population growth (more than employment growth), proximity to existing services and facilities, the overall ability of these services to expand, and will therefore vary by county and service area under each of the alternatives.</p> <p>For public services (such as police or fire), cost is a primary issue. For capital facilities (such as schools or jails), cost and environmental impacts are primary issues. On the cost side, the impact relates to the ability of service and facility providers to provide additional infrastructure, and at which locations. On the environmental impacts side, the impact relates to maximizing existing facilities, minimizing demand for new facilities, and addressing site-specific issues that are beyond the scope of the VISION alternatives to analyze.</p>				
Discussion:	<p>While all jurisdictions are currently planning for growth in services and capital facilities, the alternatives consider a longer timeframe and therefore more growth. Also, the alternatives consider growth in locations different than under currently adopted plans.</p> <ul style="list-style-type: none"> <li>• Related to cost, economies of scale for investments exist for most service areas. In general, larger systems and facilities have advantages of efficiency and associated ability to efficiently increase the size of their operations. Those jurisdictions and areas that are already planning for major growth in demand (jurisdictions which receive higher shares of growth under the Growth Targets Extended, Preferred Growth, or Metropolitan Cities alternatives) will be less impacted (and may have greater options for alternative approaches) than areas planning for a more limited amount of growth.</li> <li>• Related to environmental impacts, alternatives (such as Metropolitan Cities, Preferred Growth, and Larger Cities) that increase demand closer to existing facilities are likely to present more opportunities for redevelopment and retrofitting of older, less efficient or environmentally friendly systems, and have fewer impacts than those alternatives (such as Growth Targets Extended and Smaller Cities) that place growth farther from existing facilities, requiring additional land development for infrastructure in these areas and limiting resources for retrofitting older systems.</li> </ul> <p>For these reasons, the Metropolitan Cities alternative is likely to have the least environmental impact and be able to be served with lesser costs. The Preferred Growth, Growth Targets Extended and the Larger Cities alternatives have positive aspects related to this measure as well, related to spreading costs over a larger number of jurisdictions.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>6B. Water Supply</u>				
Unit:	Overall judgment from analysis in chapter 5.7 of the DEIS				
Rationale:	A subset of Measure 6A, larger systems have advantages of efficiency and associated ability and resources to increase the size of operations (although growth in these areas could require retrofits and expansions of service/facilities). Impacts could be more severe in areas not currently planning for major increases, as water rights processes are complex and extensions are costly. Under all alternatives, current water capacity may not be sufficient and could require upgrades to some systems, perhaps by 2020. Securing additional supply (such as through new sources, interconnections between systems, conservation) is a key challenge for local governments.				
Discussion:	Alternatives that focus growth in metropolitan cities and core suburban cities (such as under the Preferred Growth, Growth Targets Extended, Metropolitan Cities, and Larger Cities alternatives) are likely to be more successful at securing water supply (for example, through greater leveraging or purchasing power), or implementing alternative approaches, than under the Smaller Cities alternative. If growth is shifted from metropolitan cities (such as under the Larger Cities alternative), any excess water supply these cities have can potentially be diverted to the larger suburban cities. Alternatives that focus growth into the urban area, where sewer systems exist, are likely to have fewer impacts on aquifers recharge areas, wells, and rivers - all of which have varying impacts on water supply. For these reasons, the Metropolitan Cities, Preferred Growth, and Larger Cities alternatives are ranked best on this measure.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Measure:	<u>6C. Sanitary Sewer</u>				
Unit:	Overall judgment from analysis in chapter 5.7 of the DEIS				
Rationale:	A subset of Measure 6A, larger sewer systems and facilities, in general have advantages of efficiency and associated ability and resources to increase the size of operations. In all jurisdictions that are the focus of the alternative's growth, finding sites for new treatment facilities will likely be difficult. Importantly, growth in the region's rural area will need to be served by septic systems, as sewer facilities are not legal, except in very limited circumstances.				
Discussion:	Under all alternatives, current sewer capacity is not sufficient and would likely require system upgrades and expansions. The Metropolitan Cities and Preferred Growth alternatives focus growth into metropolitan cities and core suburban cities and then the larger suburban cities. The extension of current plans from 2022/2025 to 2040 is likely to require some revisiting of existing sewer plans; however, sewer providers in these areas are larger, and many are already planning for significant additional growth, making additional growth allocation beyond current plans the least impactful. Additionally, the retrofitting of older sewer systems, such as a combined sewer-stormwater system, could carry additional environmental benefits as the phasing-out of older technology becomes more feasible with increased resources and redevelopment opportunities.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		

Measure:	<u>6D. Overall Energy Use (Electric, Natural Gas, and Petroleum)</u>				
Unit:	Overall judgment from analysis in chapter 5.10 of the DEIS				
Rationale:	Minimizing the region's use of energy will reduce environmental impacts and the need for new facilities. Effects on the amount of energy used are based primarily on population, and will therefore vary by county and service area for each alternative (meaning, localized differences). This may result in the need to extend facilities into currently underserved areas if significant amounts of growth are distributed to these areas.				
Discussion:	<p>The population and employment growth in all alternatives will increase overall regional energy consumption compared to today, with more concentrated growth having potential to somewhat reduce consumption levels (for example, through efficiencies gained through a shared-wall effect as well as smaller unit and lot sizes in multifamily buildings). Under all the alternatives, more energy sources and expanded energy delivery systems will likely be needed.</p> <p>For electricity and natural gas, the alternatives are relatively similar in terms of how much increase in consumption is estimated at the regional level. However, alternatives that increase demand in core areas (as opposed to outlying areas) are more likely to be served with upgrades and retrofits, rather than extensions of infrastructure to outlying areas. Differentiation also exists among the alternatives for petroleum energy use, primarily having to do with amount of vehicle miles traveled and hours of delay. For this reason, the Larger Cities alternative, which has the lowest transportation results, has the best rank on this measure.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
				<input checked="" type="checkbox"/>	

## 7. Environmental Justice

This topic area has 3 measures: (a) relative distribution of jobs, (b) access to transportation services and facilities, and (c) overall judgment.

Measure:	<u>7A. Distribution of Employment Growth Compared to Locations of Environmental Justice Populations</u>				
Unit:	Employment near areas with greater than average concentration of environmental justice populations <i>(based on INDEX data - see Attachment 3 for more information)</i>				
Rationale:	While minority and low-income populations are found throughout the region, some historic concentrations exist in older urban areas. An overall assessment (see Measure 7C) is that minority and/or low-income populations benefit the most from alternatives that direct new growth into areas that are closer to major employment centers and are better served by transit. Alternatives that focus employment growth near minority and/or low-income populations have a higher potential for providing job opportunities, and therefore alternatives that focus a higher level of employment growth within these areas is desirable.				
Discussion:	The Metropolitan Cities alternative focuses the most amount of employment growth into areas with higher concentrations of minority and/or low-income populations, and the Growth Targets Extended alternative focuses the second largest amount. The Preferred Growth alternative was in the middle of the range (just a bit higher than the Larger Cities alternative) in terms of additional jobs in these areas, but at a different scale than the two ranked alternatives.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		

Measure:	<u>7B. Access to Transportation Services and Facilities</u>				
Unit:	Amount of population and employment within 1/4 mile of transit routes in areas with greater than average concentration of environmental justice populations <i>(based on INDEX data - see Attachment 3 for more information)</i>				
Rationale:	Sufficient and accessible transit, in order to access employment and services, is a key issue for low-income populations. Comparing the amount of access for both population and for employment gives a fuller understanding of the potential ability to commute to work via transit. Close transit access for residential population and for employment within areas with higher than average regional concentrations of low income and/or minority populations is desirable.				
Discussion:	By focusing growth in older urban areas, which have both higher concentrations of minority and low-income populations, as well as higher levels of planned transit service, the Preferred Growth and Metropolitan Cities alternatives have the highest percentages of both population and employment access to transit routes. Having the highest percentages is particularly true on the population side, but also, to a lesser extent, on the employment side.				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		

Measure:	<u>7C. Overall Judgment of Impact on EJ Populations</u>				
Unit:	Overall judgment from environmental justice analysis in chapter 6 of the DEIS				
Rationale:	<p>Nationally and regionally, higher levels of growth in minority and/or low-income populations are predicted in proportion to the general population. Metropolitan planning organizations are required to assess whether actions will have disproportionate impacts on minority and/or low-income populations in the region.</p> <p>Focus groups conducted in 2005 identified affordable housing and the availability of sufficient transit to access employment and services as the most important issues for minority and/or low-income populations.</p>				
Discussion:	<p>None of the alternatives is anticipated to result in disproportionately high and adverse effects on minority and/or low-income populations, although the alternatives may vary in the intensity of growth-related impacts that could occur in localized areas.</p> <ul style="list-style-type: none"> <li>Alternatives (such as Metropolitan Cities, Preferred Growth, and to a lesser extent Larger Cities) that concentrate growth in metropolitan cities and core suburban cities are likely to have higher potential positive and adverse impacts. Impacts include displacement, different housing and potential transportation costs, to better access to employment and services using transit.</li> <li>Alternatives (such as Smaller Cities and to a lesser extent Growth Targets Extended) that disperse growth throughout the region, and farther away from areas that have traditionally had the highest concentrations of minority and/or low-income populations are likely to have fewer impacts. For example, while there could be less pressure for displacement, there could also be less access to jobs and services using transit.</li> </ul> <p>An overall assessment is that minority and/or low-income populations benefit the most from alternatives that direct new growth into areas that are closer to major employment centers and are better served by transit. Although there are tradeoffs with each, the Metropolitan Cities, Preferred Growth, and Larger Cities alternatives could be the alternative most likely to improve access to employment, services, and transit — the most important issues for minority and low-income populations — although it could also require jurisdictions to provide for more affordable housing and an effective level of public services.</p>				
Ranking:	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

## C. CONCLUSIONS

The following text provides conclusions regarding the relationship of the alternatives to the measures, as summarized by topic area.

1. Environmental Quality. Encompassing the overarching goal to "Protect the natural environment," the focused growth alternatives (Metropolitan Cities, Preferred Growth, and Larger Cities) demonstrate fewer environmental impacts regionwide. These alternatives, which have the same amount of growth within the urban growth area (although the Larger Cities alternative shifts some growth from the metropolitan cities to the larger suburban cities and Preferred Growth shifts some of the larger city growth to outlying areas) present discrete policy options for accommodating future growth in a



manner that lessens environmental impacts. Overall, these alternatives demonstrate fewer environmental impacts region-wide than more dispersed growth alternatives.

2. Health. Addressing parts of the overarching goals to "Promote an overall high quality of life" and "Enhance human potential and social justice," the Metropolitan Cities alternative most often receives a best/highest ranking. However, issues related to the potential for exposure to hazardous materials, as well as other sources of pollution from urban activities, will require mitigation. This may take the form of brownfields and greyfields cleanup, or other approaches to mitigate the negative aspects of focusing growth into areas where hazards have existed and may continue to contribute to air, soil, and water pollution.
3. Economic Prosperity. Also addressing aspects of the overarching goals to "Promote an overall high quality of life" and "Enhance human potential and social justice," a wider array of alternatives receives best/highest rankings. While the Metropolitan Cities alternatives most often receives this ranking, the Preferred Growth and Larger Cities alternatives also present strong policy options for accommodating growth while promoting economic prosperity. At a slightly lesser level, Growth Targets Extended presents positive attributes for economic prosperity, however on fewer measures.
4. Land Use (includes Maintaining Rural Character & Protecting Resource Lands). Addressing aspects of the two overarching goals to "Create an efficient land use pattern for the provision of infrastructure, facilities, and services" and "Protect the natural environment," the focused growth alternatives (Metropolitan Cities, Preferred Growth, and Larger Cities) present different policy options that are estimated to have similar impacts related to land use. This is estimated to be true in all three land use categories under the state Growth Management Act (urban, rural, and resource).

From a land use perspective, the differences between these alternatives are distinguished more so by local jurisdiction interest in accommodating growth - whether it will be stronger in metropolitan cities or larger suburban cities - as the alternatives assume similar amounts of growth in core suburban cities.

5. Transportation. Addressing aspects of the overarching goal to "Create an efficient land use pattern for the provision of infrastructure, facilities, and services," the Metropolitan Cities and Larger Cities alternatives, and to a lesser extent the Preferred Growth alternative, demonstrate some of the best performance results. On issues related to *use* of the system (miles and hours traveled, delay, travel times and distances), the Larger Cities alternative's slightly higher levels of dispersion (and better balance between jobs and housing) among cities within the urban growth area create better performance, with Metropolitan Cities and Preferred Growth at lesser levels of performance. This is a function, in part, of moving more jobs to areas that currently have higher levels of population (e.g., meaning the impact comes from the existing large base of population in these areas, not just from new growth), creating more "centers of activity" to which trip destinations are attracted. On issues related to *modes* and *access* (mode split, household access by different modes), the Metropolitan Cities and Preferred Growth alternative's slightly higher levels of focusing within the urban growth area creates better performance. This too is, in part, a function of assigning future growth to areas that have higher levels of planned transit service and putting more jobs and population in closer proximity. While on most measures the Preferred Growth alternative ranks in the middle of the range, overall it performed closer to the focused, rather than the dispersed, growth alternatives. Many of the performance issues are tractable and will be more fully addressed with project and program specific mitigations analyzed, as part of the update of *Destination 2030*.
6. Efficiencies in the Provision and Use of Infrastructure, Public Facilities and Services. Encompassing most of the overarching goal to "Create an efficient land use pattern for the provision of infrastructure, facilities, and services," the focused growth alternatives result in the least overall estimated impact on, and from, these facilities. This is true in terms of cost, minimizing the environmental impacts from extensions of facilities, and creating the potential for alternatives means of providing supply. At a conceptual level, the Metropolitan Cities, Preferred Growth, and Larger Cities alternatives provide reasonable policy choices for accommodating growth.



Interestingly, the analysis does not make a clear case that focused growth will lessen demand; however, it does make the case that providers are, and will be, better able to accommodate the demand if it occurs in the more urbanized portions of the region. More than in many other topic areas, site-specific issues and mitigations will be paramount drivers of how supply and demand for infrastructure, facilities and services are addressed.

7. Environmental Justice. Addressing aspects of the two overarching goals to "Promote an overall high quality of life" and "Enhance human potential and social justice," the analysis finds that the Metropolitan Cities and Preferred Growth alternatives (and to a lesser extent the Larger Cities alternative) have the least impact, and the most potential benefits, for minority and low-income populations. While the issues for the different environmental justice-defined groups (low-income and minority) may be different, areas within which high concentrations of these residents live fare best under the focused growth alternatives. This is particularly true in relationship to focusing employment growth and thereby creating potential for greater employment in these areas and for these residents. And, when carefully mitigated to address issues such as gentrification, displacement, and affordability, focusing population growth can provide benefits as well.

As the region looks forward and plans for growth out to the year 2040, a number of variations of a focused growth approach hold promise. As compared against the 40-plus measures in the evaluation criteria, both the Metropolitan Cities and Preferred Growth alternatives, and to a lesser extent the Larger Cities alternative are the most promising.

## **D. ATTACHMENTS**

The following appendices are provided to support the analysis and presentation of the evaluation criteria:

- 1: Information on Approach to Selecting a Preferred Growth Alternative.
- 2: Comprehensive Listing of Revisions to Published Evaluation Criteria.
- 3: Data to Support Evaluation Criteria Measures.

## **Appendix 2 - Attachment 1: Information on Approach to Selecting a Preferred Growth Alternative**

The following steps list, in summary fashion, the process that the Growth Management Policy Board is following to select a preferred growth alternative.

- STEP 1: Agree to scale of preferred growth alternative
- Regional Geographies - By region
  - Regional Geographies - By county, with explanation
- STEP 2: Understand scale of alternatives studied in the Draft Environmental Impact Statement
- Distribution of regional geographies at county level
  - County level population and employment
- STEP 3: Understand impacts of alternatives studied in the Draft Environmental Impact Statement
- Environmental impacts
  - Evaluation criteria
    - Action on Framework
    - Action on Criteria
    - Publish Framework in Draft Environmental Impact Statement
    - Apply Criteria
    - Develop recommendations for preferred growth alternative selection
- STEP 4: Review citizen comments and assess meaning for preferred growth alternative
- STEP 5: Establish county control totals (population and employment) for preferred growth alternative
- Consider Washington State Office of Financial Management's Population Forecasts, and Regional Council's Population and Employment Small Area Forecasts
- STEP 6: Work through county level population and employment distribution for preferred growth alternative – with county level explanations
- STEP 7: Compare preferred growth alternative distribution to small area forecasts
- STEP 8: Model preferred growth alternative and compare preliminary analysis of impacts to Draft Environmental Impact Statement alternatives
- STEP 9: Select preferred growth alternative



## Appendix 2 - Attachment 2: Comprehensive Listing of Revisions to Evaluation Criteria Published in the Draft Environmental Impact Statement

As noted previously, following the release of the Draft Environmental Impact Statement, Regional Council staff reassessed the published Evaluation Criteria and proposed updates to better reflect the information contained in the document. During the process of fully applying the published evaluation criteria, a number of additional revisions have been made.

No changes were proposed to either the overarching goals or the topic area components of the criteria. Changes were proposed both for the measures (with some additions, revisions, and deletions), and changes made to the unit of measurement. Two global changes were to assign numbers to the topic areas and measures, and to change the term subject to measure and the term unit of measure to unit.

All of the revisions to the evaluation criteria published in the Draft Environmental Impact Statement, as well as the rationale for the revision, are shown in the table below. Note that when there are no changes to the measure and the unit, these measures are *not* shown.

Published Criteria	Revised Criteria	Rationale for Revisions
<b><i>Environmental Quality Measures:</i></b> One deletion, changes to the units, and the inclusion of measure from another topic area.		
Measure: <u><i>Nonpoint Pollution (INDEX)</i></u> Unit: Average annual kilograms per acre	Deleted	This data source was not used in the DEIS as its basis included assumptions that relied on other INDEX data sources (stormwater and impervious percentages) that were not reliable.
Measure: <u><i>Imperviousness</i></u> Unit: INDEX Impervious land	Measure: <u><i>1A. Imperviousness</i></u> Unit: Amount of Land in Over 30% Imperviousness Category	Unit changed to reflect unit of measure from DEIS.
Measure: <u><i>Air quality</i></u> Unit: Particulate matter, carbon monoxide, nitrous oxide	Measure: <u><i>1D. Air Quality</i></u> Unit: Particulate Matter, Carbon Monoxide, Nitrogen Oxide Emissions	Technical correction. Change in unit from nitrous oxide to nitrogen oxide.
Measure: <u><i>Water / Stormwater</i></u> Unit: Overall judgment from water quality and hydrology analysis chapters 5.6 of the DEIS	Measure: <u><i>1G. Water Quality and Hydrology</i></u> Unit: Overall judgment from water quality and hydrology analysis chapters 5.6 of the DEIS	Change in name of measure to better match content in DEIS chapter.
Measure: <u><i>Air and water pollutants</i></u> Unit: Overall judgment from air quality and ecosystems analysis in chapters 5.4 and 5.5 of the DEIS  (MOVED FROM HEALTH MEASURES)	Measure: <u><i>1K. Ecosystem Health</i></u> Unit: Overall judgment from chapter 5.5 of the DEIS	Moved from Health Measure to Environment Measure. Changed name of measure and unit to remove duplication with measure 1D and 1E, which measure air quality and climate change. Revised measure and unit better reflect data in DEIS.  DEIS analysis does not address exposure to polluted water bodies, which is the health issue. Water pollutants are addressed in previous section as an environmental measure.

Published Criteria	Revised Criteria	Rationale for Revisions
<b>Health Measures:</b> Reordered the measures. Added one measure. Changes to units.		
Measure: <u>Potential for physical activity</u> Unit: Acres with more than 12 activity units per acre	Measure: <u>2A. Potential for Physical Activity</u> Unit: Percent of the region's population living in areas with more than 12 activity units per acre	Changes to unit to better reflect purpose of measure - how many people live in these areas rather than how much land is in these areas. Based on comments from GMPB.
N/A	Measure: <u>2B. Proximity to Parks</u> Unit: Population and Employment within 1/4 mile of a locally-owned park	New Measure.  Criteria enhanced by bringing in additional data from DEIS.
Measure: <u>Environmental health</u> Unit: Overall judgment from ecosystems and environmental health analysis in chapters 5.5 and 5.9 of the DEIS	Measure: <u>2C. Environmental Health</u> Unit: Overall judgment from chapter 5.9 of the DEIS, assessing exposure to potentially hazardous materials.	Overall judgment of ecosystems (DEIS - chapter 5.5) separated into stand-alone measure (1K). Unit clarified to reflect narrower focus of content in DEIS chapter.
Measure: <u>Potential for reducing automobile injuries</u> Unit: Automobile vehicle miles traveled	Measure: <u>2D. Potential for Reducing Automobile Injuries</u> Unit: Projected Motor Vehicle Fatalities and Disabling Injury Collisions	Unit changed to better reflect calculated data that uses accidents rates for different facility types, and multiplies this by vehicle miles traveled.
<b>Economic Prosperity Measures:</b> Deleted two measures. Changes to units.		
Measure: <u>Access to Jobs - Transit adjacency to employment</u> Unit: Number of jobs within 1/2 mile of a transit line	Measure: <u>3A. Access to Jobs - Transit Adjacency to Employment</u> Unit: Number of jobs within 1/4 mile of a transit route	Change from 1/2 mile to 1/4 radius in unit to match data in DEIS. Also, 1/4 mile is the more typical calculation of distance to transit.
Measure: <u>Access to Jobs - Travel time between selected links</u> Unit: Minutes	Deleted.	Travel time between selected links data was not published in DEIS. Also data is better reflected in more aggregate level analysis rather than link specific analysis, given the definition of the alternatives is to larger areas.
Measure: <u>Access to Jobs for lower income workers</u> Unit: Overall judgment from environmental justice analysis in chapter 6 of the DEIS	Deleted.	Duplicates existing measures under Environmental Justice (7B and 7C).
Measure: <u>Geographic relationship between households and jobs - Land area with 20 jobs per acre and above</u> Unit: Acres	Measure: <u>3B. Geographic Relationship - Land Area with 20 Jobs Per Acre or Above</u> Unit: Percent of the region's jobs that are in areas with more than 20 jobs per acre	Unit changed to better reflect purpose of measure - how many jobs are in these areas rather than how much land is in these areas.



Published Criteria	Revised Criteria	Rationale for Revisions
Measure: <u>Geographic relationship between households and jobs - Proximity of people to land area with 20 jobs per acre and above</u> Unit: Residents	Measure: <u>3C. Geographic Relationship - Proximity of People to Land Area with 20 Jobs per Acre or Above</u> Unit: Population within 1/4 mile of areas with 20 jobs/acre or above	Adds more definition to unit - adding the 1/4-mile buffer to the definition of the unit.
Measure: <u>Jobs/housing balance - Regional share of jobs in Everett, Tacoma, and Bremerton areas</u> Unit: Jobs	Measure: <u>3D. Jobs/Housing Balance - Regional Share of Jobs in Everett, Tacoma, and Bremerton</u> Unit: Percentage of new jobs	Add more definition to unit – defined as percentage of jobs, rather than just jobs.
Measure: <u>Jobs/housing balance - Regional share of housing in Seattle and east King County subarea</u> Unit: Housing	Measure: <u>3E. Jobs/Housing Balance - Regional Share of Population in Seattle and East King County Subarea</u> Unit: Percentage of new population	Changes unit from housing to population, as housing is not explicitly defined in the definition of alternatives nor is it explicitly addressed in the DEIS. Also adds more definition to unit – defined as percentage of population, rather than just population.
<b>Land Use Measures:</b> Deleted two measures. Added three measures. Changes to units.		
Measure: <u>Urban areas – Land at 7 units per acre or higher</u> Unit: Acres	Deleted.	Deleted because of board members' concern that this could be misunderstood as setting a minimum density standard.
Measure: <u>Urban areas - Amenities adjacency (INDEX)</u> Unit: Percent of population within ¼ mile of defined amenities	Deleted.	Deleted because the INDEX list of amenities was significantly incomplete.
N/A	Measure: <u>4D. Rural Area - Minimizing Potential for Conversion of Rural Land to Urban Land</u> Unit: Population and employment within ¼ mile of the edge of the UGA	New measure.  Criteria enhanced by bringing in additional data from DEIS.
Measure: <u>Rural areas - Environmental impacts in rural area</u> Unit: Imperviousness, wastewater generation, solid waste	Measure: <u>4E. Rural Area - Environmental Impacts in Rural Areas</u> Unit: Qualitative discussion of imperviousness, wastewater generation, solid waste, significant habitats	Unit refined to more clearly state that this was based on a qualitative, rather than quantitative analysis.
Measure: <u>Rural areas - Transportation impacts in rural area</u> Unit: Travel time between selected links	Measure: <u>4F. Rural Area - Transportation Impacts in Rural Areas</u> Unit: Vehicle miles and hours traveled, and Hours of Delay in rural area	Change to unit. Travel time between selected links data was not published in DEIS. Also data is better reflected in more aggregate level analysis rather than link specific analysis, given the definition of the alternatives is to larger areas.

Published Criteria	Revised Criteria	Rationale for Revisions
N/A	Measure: <u>4G. Rural Areas - Maintenance of Rural Character</u> Unit: Overall judgment from the visual quality and aesthetic resources (chapter 5.12) and land use (chapter 5.2) analysis in the DEIS related to rural areas	New measure.  Criteria enhanced by assessing these elements that are present in these two chapters in the DEIS.
N/A	Measure: <u>4H. Resource Lands - Protection of Resource Lands</u> Unit: Population and employment within ¼ mile of resource lands	New measure.  Criteria enhanced by bringing in additional data from DEIS.
<b>Transportation Measures:</b> Changes to measures and units.		
Measure: <u>Travel time between selected links</u> Unit: Aggregate hours	Measure: <u>5A. Travel Distance</u> Unit: Average trip distances at regional level	Measure and unit changed to better reflect data in DEIS. Also, travel time between selected links data was not published in the DEIS.
Measure: <u>Average trip length</u> Unit: Minutes	Measure: <u>5B. Travel Time</u> Unit: Average trip times at regional level	Measure and unit changed to better reflect data in DEIS.
<i>Percent of households with access to jobs and selected activities</i>	These three measures (5G – 5I) change the access to jobs and selected activities to access to jobs.	As noted under Land Use, the INDEX list of amenities was significantly incomplete and therefore the measures were changed.
<b>Infrastructure, Public Facilities, and Services Measures:</b> Minor technical changes to names of measures to better match DEIS. One measure deleted.		
Measure: <u>Electrical Power</u> Unit: Overall judgment from chapter 5.7 of the DEIS	Deleted.	This was duplicative of the analysis conducted as part of measure 6D.
Measure: <u>Relative cost to provide infrastructure, public facilities, and services</u> Unit: Overall judgment from analysis in appendix E.14 (cost of sprawl appendix) of the DEIS	Deleted.	This analysis is embedded in the other measures regarding Infrastructure and was therefore duplicative.
<b>Environmental Justice Measures:</b> One measure deleted. Changes to measures and units.		
Measure: <u>Access to jobs for lower income workers</u> Unit: Jobs within 1 mile of high-poverty census block groups	Measure: <u>7A. Distribution of Employment Growth Compared to Locations of Environmental Justice Populations</u> Unit: Employment near areas with greater than average concentration of environmental justice populations	Measure and unit changed to better reflect this type of information that was contained in DEIS. Expanded to jobs near these populations, rather than just within these areas. This change better reflects access to jobs.



Published Criteria	Revised Criteria	Rationale for Revisions
Measure: <u>Overall relative distribution of population and employment compared to locations of EJ population</u>  Unit: Overall judgment from environmental justice analysis in chapter 6 of the DEIS	Deleted.	Duplicative to following measure assessing overall judgment.
Measure: <u>Access to transportation services and facilities for EJ populations</u>  Unit: Travel time on selected links	Measure: <u>7B. Access to Transportation Services and Facilities</u>  Unit: Amount of population and employment within 1/4 mile of transit routes in areas with greater than average concentration of environmental justice populations.	Travel time between selected links data was not published in the DEIS. Unit changed to better reflect data in DEIS.



## Appendix 2 - Attachment 3: Data to Support Evaluation Criteria Measures

As noted previously, for some measures, data that is contained in the Draft and Supplemental Draft Environmental Impact Statements were recalculated to match the evaluation criteria measures. These data are shown below. Several are based on the INDEX grid-cell data, which is the basis for the painting of the Draft and Supplemental Draft Environmental Impact Statement alternatives.

### Measure 2A. Potential for Physical Activity

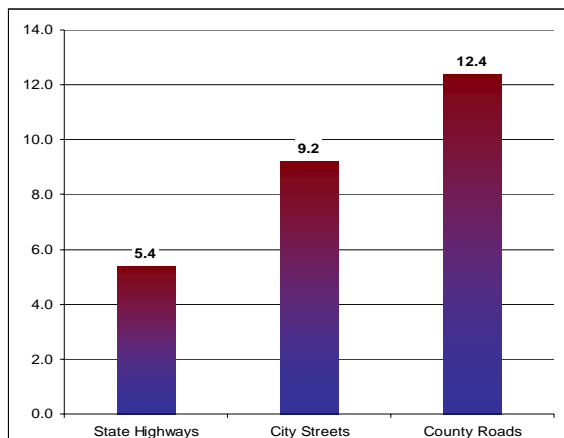
Based on INDEX grid-cell data, the following summarizes the data used for this measure.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Area over 12 activity units/acre (acres)	140,700	170,300	136,300	144,600	182,700
• Total population within this area	2,748,800	2,665,800	2,832,500	2,816,700	2,724,000
• Population density per acre in area	20	16	21	19	15
• Percent of region's total population	55%	53%	57%	56%	55%

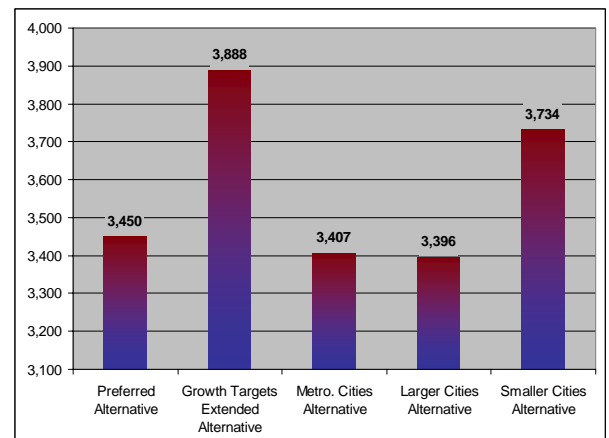
### Measure 2D. Potential for Reducing Automobile Injuries

This measure is calculated by multiplying the vehicle miles traveled by facility type (data found in DEIS - Chapter 5.3 - Transportation) against the Washington State Department of Transportation Rate of Motor Vehicle Fatalities and Disabling Injury Collisions data. This multiplication is used to project the number of collisions.

Rate of Motor Vehicle Fatalities and Disabling Injury Collisions by Roadway Type in Washington State, Per 100 Million VMT, 2002



Projected Motor Vehicle Fatalities and Disabling Injury Collisions by alternative (estimated)



### Measure 3A - Access to Jobs - Transit Adjacency to Employment

Based on INDEX grid-cell data, the following table separates employment from population access (which are combined in DEIS - Chapter 5.3 - Transportation) in the document.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Employment adjacent to transit	2,632,900	2,675,700	2,751,100	2,699,600	2,538,600
Percent employment adjacent to transit	86%	87%	90%	88%	83%

Measure 3B. Land Area with 20 Jobs per Acre or Above

Based on INDEX grid-cell data, the following summarizes the data used for this measure.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Area over 20 jobs /acre	41,652	39,661	37,626	39,386	40,546
• Total jobs within this area	2,748,809	2,050,756	2,173,091	2,130,891	2,049,591
• Job density per acre within this area	55	52	58	54	51
• Percent of region's total jobs in area	75%	67%	71%	69%	67%

Measure 3C. Proximity of People to Land Area with 20 Jobs per Acre or Above

Based on INDEX grid-cell data, the following summarizes the data used for this measure.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Area within 1/4 mile of 20 jobs/acre areas	259,633	277,052	254,672	267,768	316,118
• Total population within this area	2,529,318	2,294,894	2,148,638	2,643,673	2,273,342
• Population density within this area	10	8	8	10	7

Measure 3E. Jobs/Housing Balance - Regional Share of Population in Seattle and East King County Subarea

Based on the Definition of Alternatives and INDEX grid-cell data, the following summarizes the data used for this measure.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Total population within this area	1,366,886	1,358,468	1,572,709	1,451,637	1,198,587
Percent of region's population	27%	27%	32%	29%	24%

Measure 4A. Transit Adjacency to Population

Based on INDEX grid-cell data, the following table separates employment access from population access (which are combined in DEIS - Chapter 5.3 - Transportation).

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Population within 1/4 mile of transit	3,499,200	3,334,000	3,705,800	3,606,800	3,218,000
Percent of population adjacent to transit	70%	67%	74%	72%	65%

Measure 4D. Rural Area - Minimizing Potential for Conversion of Rural Land to Urban Land

Based on INDEX grid-cell data, the following summarizes the data used for this measure.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Population within 1/4 mile of the edge of UGA	678,700	722,500	627,800	652,200	1,027,700

Measure 4H. Resource Lands - Protection of Resource Lands

Based on INDEX grid-cell data, the following summarizes the data used for this measure.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Population within 1/4 mile of natural resource areas	258,200	302,600	254,400	262,000	348,000

Measure 7A. Distribution of Employment Growth Compared to Locations of Environmental Justice Populations

Based on INDEX grid-cell data, the following summarizes the data used for this measure.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Employment growth in areas with higher than average concentrations of environmental justice populations	687,800	749,541	820,996	680,880	530,518

Measure 7B. Access to Transportation Services and Facilities

Based on INDEX grid-cell data, the following summarizes the data used for this measure. Amount of population and employment within 1/4 mile of transit routes in areas with greater than average concentration of environmental justice populations.

	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Total population within this area	2,143,600	1,820,664	2,265,973	2,035,877	1,656,593
Percent adjacent to transit	84%	77%	84%	81%	75%
Total jobs within this area	1,775,600	1,732,500	1,842,420	1,691,470	1,506,343
Percent adjacent to transit	93%	88%	91%	89%	86%

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## Appendix 3 - Overview of Key Models and Output Data



### 3A. METHODOLOGY FOR DEVELOPING THE PREFERRED GROWTH AND GROWTH TARGETS EXTENDED ALTERNATIVES

*This appendix explains the methodology used to develop the population and employment distribution analyzed in the Preferred Growth and Growth Targets Extended alternatives.*

As noted in the Overview section of Appendix E (see *Draft Environmental Impact Statement, Appendix E*), all of the alternatives were painted in an identical manner using the INDEX model. That is, each of the 5.5-acre grid cells were encoded with one of the 26 land-use classes (known as paint chips). These paint chips applied default population and employment values to represent the end state condition of the cell, that is, the number of people and jobs in that cell in the year 2040. The final painting step involved adjusting these land use classifications or default values to match the growth distribution alternative allocations, as suballocated to regional geographies, by county.

Two of the alternatives required additional technical methodology to determine how to change the default values - these were the Growth Targets Extended and the Preferred Growth alternatives. While this additional work affected the numbers painted into each cell, the ultimate painting of the cells in INDEX involved the identical land use classes and adjustments of default values.

#### A. Overview - Growth Targets Extended

The Growth Targets Extended Alternative represents one interpretation of where the region's residents and jobs will be located in 2040, based on two key assumptions. The first is that population growth targets that have been adopted by each of the cities and counties will be achieved by either 2022 or 2025, depending on the jurisdiction. Secondly, population growth beyond the year 2025 will locate relative to the proportion of the region's 2025 population that each jurisdiction would represent after achieving the growth targets. This is a representation of the regional population and employment development patterns that would result from achieving 2022 – 2025 growth targets, reinforced and intensified through year 2040 forecasted population and employment. For example, City A adds 20,000 people by 2025 to achieve its growth target of 140,000 total people. The 140,000 people represent 3 percent of the regional 2025 total population figure. City A then receives 3 percent of the additional population growth from 2025 to 2040 under the Growth Targets Extended Alternative.

The methodology for allocating employment differed slightly from that of population. Both methods are described below:

### **Population - Growth Targets Extended**

**Step 1: Adjust Base Year Population:** Three out of the four counties used 2000 as the base year for setting their targets, except for Snohomish, which used 2002. To remain consistent among the counties, Snohomish's 2002 base year had to be adjusted to 2000. The most viable option was to use Census 2000 population figures as a substitution for Snohomish County's base.

**Step 2: Standardize Population Targets:** Kitsap and Snohomish counties had growth targets for 2025, while King and Pierce adopted targets for 2022. The targets had to be adjusted so each county's numbers represented the year 2025. To account for the discrepancy, King and Pierce County's targets were grown from 2022 to 2025 by applying the average annual increase in the growth target between 2000-2022 for the additional three years.

**Step 3: Determine City/Unincorporated areas' Share of Regional Target Total:** Once all the target years were set to 2025, the regional target total was calculated by adding up the targets from the four counties. The share that each city/unincorporated area held of the regional target was then calculated by dividing the city/unincorporated areas' target by the regional population target total.

**Step 4: Distribute Regional Forecast Change from 2025 to 2040:** Using the calculated population share for each city/unincorporated area, the change between the 2025 regional population target total and the 2040 regional forecasted population total (705,100) was distributed. The final 2040 estimate, then, is the sum of the assumed 2025 target plus this additional assumed growth from 2025 to 2040.

### **Employment - Growth Targets Extended**

**Step 1: Standardize Base Year Employment:** Only two of the four counties, King and Snohomish, have set job growth targets. Because of this, Kitsap and Pierce did not have 2000 base year employment numbers. To create a standardized base year, staff used the annual PSRC job estimates, produced from the Washington State Department of Employment Security's Covered Employment data set. City-level job estimates for 2000 were adjusted to represent all jobs (not just employment covered under ESD's reporting requirements) and used as the base for all jurisdictions.

**Step 2: Create Comparable Year 2020 Proxy Employment Targets and Percentages:** To create proxy employment targets for jurisdictions in Kitsap and Pierce Counties, staff reviewed both the proportion of all county jobs each jurisdiction had in 2004, and the overall job growth trends from 1995 to 2004. These inputs were used to estimate the proportion of county jobs each jurisdiction would contain by 2020. Since King and Snohomish Counties have adopted job targets, these were used to produce the county-proportion figures for those jurisdictions.

**Step 3: Allocate Forecast Year 2020 Jobs by County to the individual jurisdictions:** So that all county proxy job targets would be consistent with a single regional employment number, the current PSRC job forecasts for each county were allocated to each jurisdiction, consistent with the percentages calculated in Step 2. For example, City B in Snohomish County would account for 30 percent of the county employment after achieving its targeted year 2025 job number. Using the PSRC Small Area Forecasts for Snohomish County, it is estimated that the county will contain 300,000 jobs in the year 2020. City B would have a year 2020 estimate of 90,000 jobs.

**Step 4: Determine City/Unincorporated areas' Share of Regional Target Total:** Once the year 2020 forecast employment was allocated to each jurisdiction, the share that each city/unincorporated area held of the regional figure was then calculated, similar to the year 2025 population data.

**Step 5: Distribute Regional Forecast Change from 2020 to 2040:** Using the calculated employment share for each city/unincorporated area, the change between the 2020 regional employment target total and the 2040 regional forecasted employment total (793,600) was distributed. The sum of the 2020 job estimate, and the

additional growth from 2020-2040, were summed to arrive at the overall jurisdictional job estimate for the year 2040.

## B. Overview - Preferred Growth Alternative

The following general rules were used for painting the preliminary preferred growth alternative:

**Step 1: Consult Reference Tools:** There are three facets of this step: (a) development capacity, (b) land use mapping, and (c) 2040 small area forecasts.

- *Development Capacity:* Consult evaluation of theoretical development capacity – determined by comparing theoretical buildout of current generalized land use classifications to existing base year 2000 population and employment. Calculations will be made for capacity within ¼-mile buffers of Regional Growth Center boundaries, for individual cities, and for regional geographies at the county level. This will provide a reference tool to help to determine what relative proportions of growth might be directed to a central node or Regional Growth Center area, to higher intensity mixed use classifications versus single purpose classifications, and the amount directed to the rest of the city or regional geography. After a determination is made, document the decision on a relevant preferred growth alternative documentation worksheet. Each county will have an overall county notes worksheet, as well as a worksheet documenting decisions and any relevant issues for each regional geography.
- *Land Use Map:* Refer to maps of various scales depicting the region and subregions painted with Index Land Use classifications. These maps will provide a visual reference for the painter. Note any overall conclusions on the relevant county or regional geography log sheet.
- *2040 Small Area Forecasts:* After painting, consider overall Population and Employment levels by Forecast Analysis Zones and Transportation Analysis Zones. Consider the Technical Advisory Committee (a group of local government staff formed to assist in the development of the preferred growth alternative) recommendations for Rural and Unincorporated Urban Growth Area Transportation Analysis Zones and Transportation Analysis Zones that are most likely to develop.
- *Locally adopted population allocations (Growth Targets):* Refer to local adopted population targets and, where they exist, adopted employment targets. These targets, which are set at the city and other area levels, provided an important reference point to ensure that the distributions to a regional geography were within scale.

**Step 2: Consider Growth Management Policy Board Policy Direction for Developing the Preferred Growth Alternative by Regional Geography:**

- *Population in the Preferred Growth Alternative, adopted October 12, 2006:* emphasize Metropolitan and Core Suburban cities as primary places for population concentrations – and in particular Regional Growth Center areas; increase the population role played by Larger Suburban cities in 2040, emphasizing growth in subregional centers; maintain the current role – and slightly reduce the planned share - of Smaller Suburban cities in accommodating population growth, emphasizing healthy smaller subregional and town centers; maintain the current population role of Unincorporated Urban Growth Areas, focusing first on existing highly urbanized areas, particularly within areas affiliated with incorporated cities as potential annexation areas; minimize population growth within Rural Areas, commensurate with existing and desired rural character.

When painting the Preferred Growth Alternative, employ the following general rules:

- Start with Mixed Use classifications – higher intensity to lower intensity.
- Move to single-purpose Residential classifications – higher intensity to lower intensity. Avoid overpainting lowest intensity single family residential classification (Index Land Use ID #13).
- Place remainder in grid cells coded Mixed Use Other (Index Land Use ID #30).



- Do not allocate additional population to grid cells determined to be undevelopable: Forest, Gov-Military, Parks & Open Space, Right of Way, Resource Extraction, Tribal, Critical Environmental Area, Agriculture (Index Land Use ID #s 5, 6, 12, 17, 18, 19, 20, 21).
- *Employment in the PGA, adopted October 12, 2006:* Continue current policy for employment, emphasizing a concentrated regional pattern with a focus on Regional Growth Centers in Metropolitan and Core Suburban cities, particularly outside of King County; increase the regional share of employment in Snohomish, Pierce and Kitsap counties; direct a somewhat smaller overall regional share of employment in Metropolitan Cities when compared to current employment targets and local plans, and within the Metropolitan Cities geography a greater emphasis on job growth in Kitsap, Pierce and Snohomish counties; increase the employment role played by Larger Suburban cities in 2040, emphasizing growth in locally designated subregional centers; slightly decrease the overall regional share of planned jobs in Smaller Suburban Cities in all counties, while emphasizing healthy smaller locally designated subregional and town centers, and their role supporting surrounding unincorporated urban and rural areas; maintain or slightly increase the employment role of Unincorporated Urban Growth Areas, focusing on existing highly urbanized and commercial and industrial areas, with some additional growth to support growing residential communities; maintain the employment role presently played by Rural Areas, commensurate with rural character and overall residential population levels in the working Preferred Growth Alternative.

When painting the Preferred Growth Alternative, employ the following general rules:

- Start with Commercial classifications – higher intensity to lower intensity. Avoid overpainting highest intensity commercial classification (Index Land Use ID #s 3 & 4), and in particular Industrial grid cells (Index Land Use ID #7).
- Move to Mixed Use classifications – higher intensity to lower intensity.
- Place remainder in grid cells coded Mixed Use Other (Index Land Use ID #30).
- Do not allocate additional employment to grid cells determined to be undevelopable: Forest, Gov-Military, Parks & Open Space, Right of Way, Resource Extraction, Tribal, Critical Environmental Area, Agriculture (Index Land Use ID #s 5, 6, 12, 17, 18, 19, 20, 21).

**Step 3: Paint by Regional Geography, by County:** In each county, growth will generally be distributed by regional geographic class, or by a subset of a regional geographic class as defined below. Local conditions and characteristics of jurisdictions in regional geographies will be considered in each county to modify approach as appropriate.

- *Metropolitan Cities*
  - Determine proportions of allocation to be assigned to ¼ mile buffered RGC areas and to the balance of the regional geography by consulting Development Capacity assessment, INDEX planned land use maps and locally adopted targets and land use designations.
  - Record allocations – along with any geography-specific observations – on log sheet.
  - Select grid cells in ¼ mile buffered RGC areas within regional geography.
  - Query buffered RGC cells in the order described above for Population and Employment distribution.
  - If necessary, repaint RGC and buffer areas with new land use classifications to accommodate share of allocation.
  - Distribute balance to rest of regional geography (consult reference tools).
- *Core Suburban Cities*
  - Determine proportions of allocation to be assigned to ¼ mile buffered RGC areas and to the balance of the regional geography by consulting Development Capacity assessment, INDEX planned land use maps and locally adopted targets and land use designations.
  - Record allocations – along with any geography-specific observations – on log sheet.
  - Select grid cells in ¼ mile buffered RGC areas within regional geography.



- Query buffered RGC cells in the order described above for Population and Employment distribution.
  - If necessary, repaint RGC and buffer areas with new land use classifications if necessary to accommodate share of allocation.
  - Distribute balance to rest of regional geography (consult reference tools).
- *Larger Suburban Cities*
    - Determine proportions of allocation to be assigned to Town Center or City Center areas (derived from local comprehensive plans) and to the balance of the regional geography by consulting Development Capacity assessment, INDEX planned land use maps and locally adopted targets and land use designations.
    - Record allocations – along with any geography-specific observations – on log sheet.
    - Select grid cells within Center areas in the regional geography in the order described above for Population and Employment distribution.
    - If necessary, repaint City or Town Center areas with new land use classifications to accommodate share of allocation.
    - Distribute balance to rest of regional geography (consult reference tools).
- *Smaller Suburban Cities*
    - Determine proportions of allocation to be assigned to subclasses A (cities within contiguous UGA) B (very small residential towns) and C (freestanding cities) by applying the current planned share of 2000 – 2025 change for the sub-class compared to the overall change of the Smaller Suburban City regional geography in the county. Determine whether planned share to subclass A is adequate, or should be increased somewhat to reflect county-specific conditions and GMPB policy direction.
    - Consult Development Capacity assessment, INDEX planned land use maps and locally adopted targets and land use designations, additional guidance to determine proportion of allocation to be assigned to Mixed Use areas within each sub-class.
    - Record allocations – along with any geography-specific observations – on log sheet.
    - Select grid cells within the regional geography sub-class in the order described above for Population and Employment distribution.
    - If necessary, identify City or Town Center areas and repaint with new land use classifications to accommodate share of allocation.
    - Distribute balance to rest of regional geography subclass (consult reference tools).
- *Unincorporated Urban Growth Areas*
    - Determine proportions of allocation to be assigned to Affiliated and Unaffiliated Urban Growth Areas by applying the current planned share of 2000 – 2025 change for the sub-class compared to the overall change of the regional geography. Determine whether planned share to Affiliated areas is adequate, or should be increased somewhat to reflect GMPB policy direction.
    - Determine proportions of allocation to be assigned to Mixed Use areas by consulting INDEX planned land use maps, and locally adopted targets and land use designations.
    - Record allocations – along with any geography-specific observations – on log sheet.
    - Select grid cells within the Affiliated UGA sub-class in the order described above for Population and Employment distribution.
    - If necessary, identify Activity Center areas within Affiliated UGA and repaint with new land use classifications to accommodate allocation.
    - Determine distribution of Unaffiliated UGA allocation by selecting grid cells within a ½ mile buffer of principal arterial routes, and/or within Transportation Analysis Zones (TAZs) recommended by Technical Advisory Committee.
    - Distribute balance to selected areas within Unaffiliated UGA (consult reference tools).



- If necessary, identify Activity Center areas within Unaffiliated UGA and repaint with new land use classifications to accommodate share of allocation.
- *Rural Areas*
  - Identify and select a subset of Rural TAZs by the presence of Activity Centers and/or Technical Advisory Committee recommendations.
  - Determine proportion of allocation to be assigned to Mixed Use areas within these TAZs by consulting INDEX planned land use maps.
  - Record allocation – along with any geography-specific observations – on log sheet.
  - Select and distribute growth to rural grid cells within selected TAZs in the order described above for Population and Employment distribution.
  - Repaint grid cells within Activity Areas with new land use classifications if necessary to accommodate share of allocation.
  - Distribute balance to rest of regional geography (consult reference tools).



### 3B. IMPERVIOUS SURFACE ESTIMATION METHODOLOGY USING INDEX TOOL GRID-CELL DATA

*This section explains the methodology used to develop impervious surface estimates used in Chapter 5.6 - Water Quality and Hydrology in the Environmental Impact Statement.*

#### Overview

Understanding the way growth was painted at the INDEX cell-level helps to understand impervious surface changes across the alternatives. Where possible, the alternatives were painted in a manner generally consistent with current land use and planning goals. This means that high levels of growth were painted in places with medium to high levels of existing activity and zoning, as measured by population, employment, and land use category. Conversely, lower levels of growth were assigned to places that had low levels of existing activity and zoning. For example, population and employment added to rural areas were allocated to cells near roads, with existing land use intensity higher than the average rural cell. In this way, the use of INDEX cell data does not lead to unrealistic interpretations of future land uses and partially avoids the inherent variability associated with painting a spatially detailed long-term growth pattern at a regional scale.

Little or no growth was painted in natural resource, rural, parks and open space areas. Impervious surface in these areas is currently low and remained low in all the alternatives. Due to the addition of growth in places with existing levels of population and employment, the impervious surface coverage for these places in the alternatives did not jump from a very low percentage to a very high percentage (i.e. from 0% impervious surface to above 30%). Instead, places already approaching a threshold level of impervious coverage moved from just below 10% to just above 30%.

Using this methodology, it takes relatively little growth to move a cell from a low to a high impervious surface category. One or fewer dwelling unit per acre in a residential area has an impervious surface coverage of around 10%, and two to four dwelling units per acre has an impervious coverage of around 30%. Higher density residential areas, with five to seven units per acre, have an average impervious surface coverage of about 40%, while residential areas with over seven units per acre have impervious surface coverage of about 60%. An ecologically relevant movement is from 10% to over 30%, and the ease with which acreage is moved into a higher category underscores the need to remain sensitive to minor land use changes and the effect these changes have on our water resources.

A common technique used to estimate imperviousness is the use of satellite data to estimate the amount of land given over to rooftops, parking, roads, green space, etc. However, given the generalized nature of the INDEX data, it was not feasible to assign cells exact percentages of impervious surface coverage as determined by amount of roof, road, parking and lawn space; although the best available data is used to make an estimate as to what impervious characteristics various land uses may have in 2040. And, given that the VISION 2020



update is a visioning project that looks 35 years into the future, it was not necessary to use a methodology involving this level of specificity.

The method used was a combination of using the INDEX land use type impervious coverage percentages, and then refining the percentage based on the amount of population assigned to each INDEX 5.5 acre grid cell. This was done because of the wide range in population densities that might exist in any given grid cell, even within any given land use type category. The methodology involved translating population per grid in residential and mixed-use zones into an estimate of land use intensity, and therefore average impervious surface coverage. For uses such as commercial and industrial, the literature found little variation between differing densities of use and therefore these land uses were assigned a single impervious surface coverage percentage. A standard value was also assigned for tribal, military and government lands. These values and the resulting estimates are shown in the figures below.

A summary of the impervious coverage percentages assigned for INDEX land use categories are found in the following table.

**IMPERVIOUS COVER (%) ASSIGNED FOR LAND USE TYPES/DENSITY**

Land Use	Population per Grid Cell	Default (%)
Vacant (Residential and Mixed)	0	0
Low Density (Residential and Mixed Use)	> 0 and < 11.2	10
Medium Density (Residential and Mixed Use)	> 11.2 and <28	30
High Density (Residential and Mixed Use)	>= 28 and <39.1	40
Multifamily	> 39.1	60
Industrial	N/A	75
Commercial	N/A	85
Right of Way	N/A	80
Government/Military	N/A	20
Tribal	N/A	0
Resource and other Undevelopable	N/A	0

**ESTIMATES OF FULL IMPERVIOUS SURFACE RESULTS BY ALTERNATIVE**

Preferred Growth Alternative		
Average Impervious Percent	Total Square Miles	Impervious Square Miles
0	4,870	0
10	560	60
20	170	30
30	200	60
40	90	30
60	290	170
75	80	60
80	20	20
85	50	40
<i>Total</i>	<i>6,330</i>	<i>480</i>

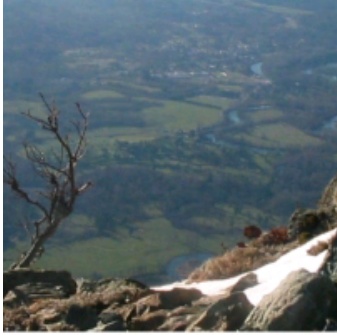
Growth Targets Extended Alternative		
Average Impervious Percent	Total Square Miles	Impervious Square Miles
0	4,510	0
10	630	60
20	170	30
30	480	140
40	90	30
60	300	180
75	80	60
80	10	10
85	60	50
<i>Total</i>	6,330	570

Metropolitan Cities Alternative		
Average Impervious Percent	Total Square Miles	Impervious Square Miles
0	4,870	0
10	520	50
20	170	30
30	260	80
40	100	40
60	260	160
75	80	60
80	10	10
85	50	50
<i>Total</i>	6,330	480

Larger Cities Alternative		
Average Impervious Percent	Total Square Miles	Impervious Square Miles
0	4,880	0
10	500	50
20	170	30
30	260	80
40	110	40
60	270	160
75	80	60
80	10	10
85	50	50
<i>Total</i>	6,330	480



Smaller Cities Alternative		
Average Impervious Percent	Total Square Miles	Impervious Square Miles
0	4,860	0
10	360	40
20	170	30
30	350	100
40	90	40
60	350	210
75	80	60
80	10	10
85	50	50
<i>Total</i>	<i>6,330</i>	<i>530</i>



### 3C. TRANSPORTATION DEMAND MODEL OUTPUT DATA

*This section documents the transportation results of each alternative produced by the Puget Sound Regional Council's transportation demand model.*

#### 1a. Daily WORK Person Trips - SOV Trips and Shares

Geography of Trip Attractions	SOV Trips						SOV Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	387,251	582,614	611,348	634,441	569,952	458,908	64.1%	57.9%	59.8%	57.7%	61.9%	62.1%
Metropolitan Cities	470,868	654,862	725,369	711,108	604,740	561,711	66.1%	60.6%	62.7%	60.0%	63.9%	65.3%
Core & Larger Suburban Cities	449,521	717,724	732,569	752,378	882,115	598,478	87.4%	80.5%	81.9%	80.1%	80.4%	82.7%
Smaller Suburban Cities & Unincorporated UGA	50,487	79,115	84,295	73,480	82,124	174,322	88.3%	86.5%	86.7%	86.7%	86.4%	85.8%
Rural Areas	22,398	34,581	30,464	32,190	38,026	60,004	90.8%	90.0%	90.2%	89.9%	89.8%	89.5%
<b>King County Total</b>	<b>993,274</b>	<b>1,496,282</b>	<b>1,572,697</b>	<b>1,569,156</b>	<b>1,607,005</b>	<b>1,394,516</b>	<b>75.9%</b>	<b>70.7%</b>	<b>72.1%</b>	<b>69.9%</b>	<b>73.7%</b>	<b>75.2%</b>
Regional Centers	36,837	56,380	48,306	48,005	44,900	31,081	81.8%	76.7%	80.3%	70.9%	74.2%	62.5%
Metropolitan Cities	38,610	55,586	58,119	54,662	49,255	39,777	81.8%	76.7%	82.5%	72.7%	75.9%	65.5%
Core & Larger Suburban Cities	5,809	10,370	12,084	12,442	22,432	7,923	82.2%	73.7%	80.5%	75.1%	63.7%	63.9%
Smaller Suburban Cities & Unincorporated UGA	27,242	63,409	43,557	38,986	41,240	69,926	88.0%	85.2%	84.2%	84.2%	83.2%	81.3%
Rural Areas	21,389	36,503	53,788	45,184	46,056	81,043	89.9%	89.2%	89.3%	89.0%	88.7%	87.5%
<b>Kitsap County Total</b>	<b>93,050</b>	<b>165,867</b>	<b>167,548</b>	<b>151,274</b>	<b>158,983</b>	<b>198,669</b>	<b>85.4%</b>	<b>82.2%</b>	<b>84.9%</b>	<b>80.1%</b>	<b>78.8%</b>	<b>78.9%</b>
Regional Centers	80,933	172,397	131,219	145,505	128,069	98,741	84.0%	77.5%	79.2%	75.8%	78.2%	81.3%
Metropolitan Cities	102,304	186,563	163,672	163,284	132,219	136,291	84.4%	79.0%	80.8%	78.3%	79.9%	83.6%
Core & Larger Suburban Cities	49,821	93,068	84,473	83,109	95,542	68,278	87.5%	82.2%	84.2%	81.0%	81.6%	84.0%
Smaller Suburban Cities & Unincorporated UGA	65,767	116,000	138,620	109,445	124,623	295,425	89.7%	88.3%	88.3%	87.9%	88.1%	87.4%
Rural Areas	38,256	48,934	51,228	47,538	49,374	85,761	90.1%	89.9%	90.0%	89.8%	89.8%	89.2%
<b>Pierce County Total</b>	<b>256,147</b>	<b>444,566</b>	<b>437,993</b>	<b>403,376</b>	<b>401,759</b>	<b>585,755</b>	<b>87.2%</b>	<b>83.0%</b>	<b>84.7%</b>	<b>82.6%</b>	<b>83.9%</b>	<b>86.3%</b>
Regional Centers	42,040	81,582	63,614	87,237	72,133	47,870	83.7%	72.6%	78.1%	72.3%	74.9%	79.4%
Metropolitan Cities	76,555	145,821	138,823	118,152	95,000	91,680	85.3%	75.3%	79.0%	74.3%	76.3%	80.0%
Core & Larger Suburban Cities	66,788	117,635	98,879	113,212	165,875	114,825	86.5%	80.7%	82.6%	81.7%	80.4%	84.0%
Smaller Suburban Cities & Unincorporated UGA	57,502	110,090	111,877	91,795	103,643	212,036	88.4%	84.7%	85.3%	85.3%	84.8%	84.8%
Rural Areas	17,063	40,707	28,974	22,593	24,558	65,899	90.6%	89.3%	90.7%	90.0%	89.9%	89.3%
<b>Snohomish County Total</b>	<b>217,908</b>	<b>414,253</b>	<b>378,552</b>	<b>345,752</b>	<b>389,075</b>	<b>484,440</b>	<b>86.9%</b>	<b>80.5%</b>	<b>82.6%</b>	<b>80.3%</b>	<b>81.0%</b>	<b>84.2%</b>
Regional Centers	547,062	892,983	854,487	915,187	815,054	636,700	68.7%	63.2%	64.3%	61.8%	66.6%	66.6%
Metropolitan Cities	688,336	1,042,832	1,085,982	1,047,206	881,214	829,460	70.9%	65.9%	67.6%	64.3%	67.7%	69.2%
Core & Larger Suburban Cities	571,939	938,797	928,005	961,141	1,165,964	789,503	87.2%	80.6%	82.2%	80.3%	80.1%	82.8%
Smaller Suburban Cities & Unincorporated UGA	200,998	368,614	378,348	313,706	351,629	751,709	88.7%	86.2%	86.6%	86.4%	86.2%	85.7%
Rural Areas	99,106	160,725	164,455	147,505	158,015	292,707	90.3%	89.6%	89.9%	89.6%	89.5%	88.8%
<b>Region Total</b>	<b>1,560,379</b>	<b>2,510,967</b>	<b>2,556,790</b>	<b>2,469,557</b>	<b>2,556,822</b>	<b>2,663,379</b>	<b>79.3%</b>	<b>74.9%</b>	<b>76.2%</b>	<b>73.6%</b>	<b>76.5%</b>	<b>79.3%</b>



## 1b. Daily WORK Person Trips - HOV Trips and Shares

Geography of Trip Attractions	HOV Trips						HOV Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	43,622	71,527	77,294	76,942	70,046	57,570	7.2%	7.1%	7.6%	7.0%	7.6%	7.8%
Metropolitan Cities	52,876	75,461	84,886	81,434	69,823	65,262	7.4%	7.0%	7.3%	6.9%	7.4%	7.6%
Core & Larger Suburban Cities	40,023	72,528	73,916	75,956	88,582	59,497	7.8%	8.1%	8.3%	8.1%	8.1%	8.2%
Smaller Suburban Cities & Unincorporated UGA	4,383	7,045	7,415	6,459	7,308	15,131	7.7%	7.7%	7.6%	7.6%	7.7%	7.4%
Rural Areas	1,909	2,967	2,527	2,809	3,362	5,097	7.7%	7.7%	7.5%	7.8%	7.9%	7.6%
<b>King County Total</b>	<b>99,191</b>	<b>158,001</b>	<b>168,745</b>	<b>166,658</b>	<b>169,075</b>	<b>144,988</b>	<b>7.6%</b>	<b>7.5%</b>	<b>7.7%</b>	<b>7.4%</b>	<b>7.8%</b>	<b>7.8%</b>
Regional Centers	3,620	5,785	4,932	5,146	4,718	3,667	8.0%	7.9%	8.2%	7.6%	7.8%	7.4%
Metropolitan Cities	3,802	5,888	6,088	5,950	5,284	4,793	8.1%	8.1%	8.6%	7.9%	8.1%	7.9%
Core & Larger Suburban Cities	617	1,061	1,291	1,277	2,651	904	8.7%	7.5%	8.6%	7.7%	7.5%	7.3%
Smaller Suburban Cities & Unincorporated UGA	2,286	5,630	3,813	3,507	3,692	6,535	7.4%	7.6%	7.4%	7.6%	7.4%	7.6%
Rural Areas	1,858	3,463	5,028	4,358	4,424	8,107	7.8%	8.5%	8.3%	8.6%	8.5%	8.8%
<b>Kitsap County Total</b>	<b>8,563</b>	<b>16,042</b>	<b>16,220</b>	<b>15,091</b>	<b>16,051</b>	<b>20,340</b>	<b>7.9%</b>	<b>7.9%</b>	<b>8.2%</b>	<b>8.0%</b>	<b>8.0%</b>	<b>8.1%</b>
Regional Centers	7,111	16,828	12,881	14,268	12,402	10,017	7.4%	7.6%	7.8%	7.4%	7.6%	8.3%
Metropolitan Cities	8,880	17,600	15,195	15,241	12,188	12,939	7.3%	7.4%	7.5%	7.3%	7.4%	7.9%
Core & Larger Suburban Cities	4,112	8,563	7,708	7,625	8,744	6,354	7.2%	7.6%	7.7%	7.4%	7.5%	7.8%
Smaller Suburban Cities & Unincorporated UGA	5,460	9,845	11,773	9,478	10,889	29,938	7.4%	7.5%	7.5%	7.6%	7.7%	7.7%
Rural Areas	3,586	4,621	4,738	4,500	4,682	8,238	8.4%	8.5%	8.3%	8.5%	8.5%	8.6%
<b>Pierce County Total</b>	<b>22,038</b>	<b>40,630</b>	<b>39,414</b>	<b>36,843</b>	<b>36,503</b>	<b>53,469</b>	<b>7.5%</b>	<b>7.6%</b>	<b>7.6%</b>	<b>7.5%</b>	<b>7.6%</b>	<b>7.9%</b>
Regional Centers	3,665	7,911	6,110	8,496	6,940	4,409	7.3%	7.0%	7.5%	7.0%	7.2%	7.3%
Metropolitan Cities	6,549	14,592	14,729	11,818	9,518	9,016	7.3%	7.5%	8.4%	7.4%	7.6%	7.9%
Core & Larger Suburban Cities	5,525	10,293	8,498	9,952	14,464	9,934	7.2%	7.1%	7.1%	7.2%	7.0%	7.3%
Smaller Suburban Cities & Unincorporated UGA	4,754	9,318	9,359	7,915	9,073	17,883	7.3%	7.2%	7.1%	7.4%	7.4%	7.2%
Rural Areas	1,494	3,604	2,375	2,008	2,199	5,823	7.9%	7.9%	7.4%	8.0%	8.0%	7.9%
<b>Snohomish County Total</b>	<b>18,322</b>	<b>37,807</b>	<b>34,961</b>	<b>31,693</b>	<b>35,254</b>	<b>46,655</b>	<b>7.3%</b>	<b>7.3%</b>	<b>7.6%</b>	<b>7.4%</b>	<b>7.3%</b>	<b>7.4%</b>
Regional Centers	58,018	102,151	101,217	104,851	94,106	75,664	7.3%	7.2%	7.6%	7.1%	7.6%	7.8%
Metropolitan Cities	72,108	113,542	120,898	114,442	96,813	92,010	7.4%	7.2%	7.5%	7.0%	7.4%	7.7%
Core & Larger Suburban Cities	50,276	92,445	91,414	94,809	114,441	76,689	7.7%	7.9%	8.1%	7.9%	7.9%	8.0%
Smaller Suburban Cities & Unincorporated UGA	16,884	31,839	32,361	27,358	30,962	65,487	7.5%	7.4%	7.4%	7.6%	7.5%	7.5%
Rural Areas	8,847	14,654	14,668	13,675	14,667	27,266	8.1%	8.2%	8.0%	8.3%	8.3%	8.3%
<b>Region Total</b>	<b>148,114</b>	<b>252,479</b>	<b>259,340</b>	<b>250,284</b>	<b>256,883</b>	<b>261,451</b>	<b>7.5%</b>	<b>7.5%</b>	<b>7.7%</b>	<b>7.5%</b>	<b>7.7%</b>	<b>7.8%</b>

## 1c. Daily WORK Person Trips - TRANSIT Trips and Shares

Geography of Trip Attractions	Transit Trips						Transit Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	120,616	236,157	258,564	237,961	202,135	170,814	20.0%	23.5%	25.3%	21.6%	21.9%	23.1%
Metropolitan Cities	130,935	240,129	268,149	246,707	201,570	179,012	18.4%	22.2%	23.2%	20.8%	21.3%	20.8%
Core & Larger Suburban Cities	14,986	64,234	62,662	75,344	80,223	45,212	2.9%	7.2%	7.0%	8.0%	7.3%	6.3%
Smaller Suburban Cities & Unincorporated UGA	855	3,138	3,014	2,701	3,164	5,787	1.5%	3.4%	3.1%	3.2%	3.3%	2.8%
Rural Areas	70	339	321	384	473	616	0.3%	0.9%	0.9%	1.1%	1.1%	0.9%
<b>King County Total</b>	<b>146,846</b>	<b>307,840</b>	<b>334,146</b>	<b>325,135</b>	<b>285,429</b>	<b>230,626</b>	<b>11.2%</b>	<b>14.6%</b>	<b>15.3%</b>	<b>14.5%</b>	<b>13.1%</b>	<b>12.4%</b>
Regional Centers	2,877	8,058	3,839	10,216	7,625	12,530	6.4%	11.0%	6.4%	15.1%	12.6%	25.2%
Metropolitan Cities	2,990	8,017	3,974	10,714	8,048	13,738	6.3%	11.1%	5.6%	14.3%	12.4%	22.6%
Core & Larger Suburban Cities	379	1,297	1,033	1,257	3,325	2,838	5.4%	9.2%	6.9%	7.6%	9.4%	22.9%
Smaller Suburban Cities & Unincorporated UGA	220	2,107	1,614	1,421	1,827	4,087	0.7%	2.8%	3.1%	3.1%	3.7%	4.8%
Rural Areas	94	349	529	552	727	1,874	0.4%	0.9%	0.9%	1.1%	1.4%	2.0%
<b>Kitsap County Total</b>	<b>3,683</b>	<b>11,770</b>	<b>7,150</b>	<b>13,943</b>	<b>13,927</b>	<b>22,536</b>	<b>3.4%</b>	<b>5.8%</b>	<b>3.6%</b>	<b>7.4%</b>	<b>6.9%</b>	<b>9.0%</b>
Regional Centers	4,790	15,428	10,640	15,031	10,865	7,853	5.0%	6.9%	6.4%	7.8%	6.6%	6.5%
Metropolitan Cities	5,599	15,245	11,687	14,669	10,193	8,525	4.6%	6.5%	5.8%	7.0%	6.2%	5.2%
Core & Larger Suburban Cities	1,338	6,103	4,575	6,385	6,143	3,758	2.3%	5.4%	4.6%	6.2%	5.2%	4.6%
Smaller Suburban Cities & Unincorporated UGA	648	2,298	2,589	3,019	2,833	5,702	0.9%	1.7%	1.6%	2.4%	2.0%	1.7%
Rural Areas	283	388	400	452	431	730	0.7%	0.7%	0.7%	0.9%	0.8%	0.8%
<b>Pierce County Total</b>	<b>7,868</b>	<b>24,034</b>	<b>19,251</b>	<b>24,526</b>	<b>19,599</b>	<b>18,715</b>	<b>2.7%</b>	<b>4.5%</b>	<b>3.7%</b>	<b>5.0%</b>	<b>4.1%</b>	<b>2.8%</b>
Regional Centers	2,440	12,947	8,053	12,225	10,127	5,442	4.9%	11.5%	9.9%	10.1%	10.5%	9.0%
Metropolitan Cities	3,226	19,016	14,288	14,696	11,787	8,976	3.6%	9.8%	8.1%	9.2%	9.5%	7.8%
Core & Larger Suburban Cities	2,434	12,077	8,008	9,655	13,628	7,507	3.2%	8.3%	6.7%	7.0%	6.6%	5.5%
Smaller Suburban Cities & Unincorporated UGA	1,053	5,290	4,585	4,193	5,290	8,040	1.6%	4.1%	3.5%	3.9%	4.3%	3.2%
Rural Areas	85	492	202	240	294	909	0.5%	1.1%	0.6%	1.0%	1.1%	1.2%
<b>Snohomish County Total</b>	<b>6,799</b>	<b>36,875</b>	<b>27,083</b>	<b>28,783</b>	<b>30,998</b>	<b>25,432</b>	<b>2.7%</b>	<b>7.2%</b>	<b>5.9%</b>	<b>6.7%</b>	<b>6.5%</b>	<b>4.4%</b>
Regional Centers	130,723	272,590	281,096	275,433	230,753	196,639	16.4%	19.3%	21.2%	18.6%	18.6%	20.3%
Metropolitan Cities	142,750	282,407	298,098	286,785	231,598	210,250	14.7%	17.8%	18.6%	17.8%	17.8%	17.5%
Core & Larger Suburban Cities	19,137	83,711	76,278	92,641	103,318	59,316	2.9%	7.2%	6.8%	7.7%	7.1%	6.2%
Smaller Suburban Cities & Unincorporated UGA	2,776	12,832	11,802	11,333	13,113	23,615	1.2%	3.0%	2.7%	3.1%	3.2%	2.7%
Rural Areas	532	1,568	1,452	1,628	1,924	4,129	0.5%	0.9%	0.8%	1.0%	1.1%	1.3%
<b>Region Total</b>	<b>165,196</b>	<b>380,518</b>	<b>387,630</b>	<b>392,388</b>	<b>349,953</b>	<b>297,310</b>	<b>8.4%</b>	<b>11.3%</b>	<b>11.6%</b>	<b>11.7%</b>	<b>10.5%</b>	<b>8.9%</b>





## 1d. Daily WORK Person Trips - BIKE & WALK Trips and Shares

Geography of Trip Attractions	Bike & Walk Trips						Bike & Walk Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	52,941	115,355	74,510	150,053	79,206	51,821	8.8%	11.5%	7.3%	13.6%	8.6%	7.0%
Metropolitan Cities	58,085	109,977	78,135	146,616	70,986	53,646	8.1%	10.2%	6.8%	12.4%	7.5%	6.2%
Core & Larger Suburban Cities	9,959	36,815	25,372	35,546	45,974	20,083	1.9%	4.1%	2.8%	3.8%	4.2%	2.8%
Smaller Suburban Cities & Unincorporated UGA	1,478	2,218	2,550	2,078	2,435	8,044	2.6%	2.4%	2.6%	2.5%	2.6%	4.0%
Rural Areas	282	535	456	411	476	1,320	1.1%	1.4%	1.3%	1.1%	1.1%	2.0%
<b>King County Total</b>	<b>69,803</b>	<b>149,545</b>	<b>106,512</b>	<b>184,651</b>	<b>119,872</b>	<b>83,992</b>	<b>5.3%</b>	<b>7.1%</b>	<b>4.9%</b>	<b>8.2%</b>	<b>5.5%</b>	<b>4.5%</b>
Regional Centers	1,672	3,304	3,063	4,386	3,268	2,432	3.7%	4.5%	5.1%	6.5%	5.4%	4.9%
Metropolitan Cities	1,803	2,977	2,258	3,833	2,325	2,376	3.8%	4.1%	3.2%	5.1%	3.6%	3.9%
Core & Larger Suburban Cities	262	1,351	611	1,582	6,795	742	3.7%	9.6%	4.1%	9.6%	19.3%	6.0%
Smaller Suburban Cities & Unincorporated UGA	1,206	3,266	2,744	2,412	2,819	5,415	3.9%	4.4%	5.3%	5.2%	5.7%	6.3%
Rural Areas	446	608	892	646	742	1,595	1.9%	1.5%	1.5%	1.3%	1.4%	1.7%
<b>Kitsap County Total</b>	<b>3,717</b>	<b>8,202</b>	<b>6,505</b>	<b>8,472</b>	<b>12,682</b>	<b>10,128</b>	<b>3.4%</b>	<b>4.1%</b>	<b>3.3%</b>	<b>4.5%</b>	<b>6.3%</b>	<b>4.0%</b>
Regional Centers	3,565	17,631	11,022	17,050	12,454	4,781	3.7%	7.9%	6.6%	8.9%	7.6%	3.9%
Metropolitan Cities	4,385	16,841	12,130	15,282	10,957	5,319	3.6%	7.1%	6.0%	7.3%	6.6%	3.3%
Core & Larger Suburban Cities	1,699	5,481	3,590	5,517	6,651	2,865	3.0%	4.8%	3.6%	5.4%	5.7%	3.5%
Smaller Suburban Cities & Unincorporated UGA	1,426	3,296	4,044	2,625	3,054	10,961	1.9%	2.5%	2.6%	2.1%	2.2%	3.2%
Rural Areas	323	483	584	449	490	1,379	0.8%	0.9%	1.0%	0.8%	0.9%	1.4%
<b>Pierce County Total</b>	<b>7,833</b>	<b>26,101</b>	<b>20,348</b>	<b>23,872</b>	<b>21,151</b>	<b>20,524</b>	<b>2.7%</b>	<b>4.9%</b>	<b>3.9%</b>	<b>4.9%</b>	<b>4.4%</b>	<b>3.0%</b>
Regional Centers	2,061	9,934	3,663	12,777	7,074	2,592	4.1%	8.8%	4.5%	10.6%	7.3%	4.3%
Metropolitan Cities	3,464	14,106	7,913	14,432	8,154	4,966	3.9%	7.3%	4.5%	9.1%	6.6%	4.3%
Core & Larger Suburban Cities	2,431	5,760	4,279	5,749	12,377	4,467	3.2%	4.0%	3.6%	4.1%	6.0%	3.3%
Smaller Suburban Cities & Unincorporated UGA	1,730	5,342	5,284	3,745	4,145	11,895	2.7%	4.1%	4.0%	3.5%	3.4%	4.8%
Rural Areas	185	770	402	274	273	1,145	1.0%	1.7%	1.3%	1.1%	1.0%	1.6%
<b>Snohomish County Total</b>	<b>7,811</b>	<b>25,977</b>	<b>17,878</b>	<b>24,199</b>	<b>24,949</b>	<b>22,573</b>	<b>3.1%</b>	<b>5.0%</b>	<b>3.9%</b>	<b>5.6%</b>	<b>5.2%</b>	<b>3.9%</b>
Regional Centers	60,240	146,224	92,258	184,266	102,003	61,626	7.6%	10.3%	6.9%	12.5%	8.2%	6.3%
Metropolitan Cities	67,737	143,901	100,436	180,162	92,421	66,307	7.0%	9.1%	6.3%	11.1%	7.1%	5.5%
Core & Larger Suburban Cities	14,352	49,407	33,851	48,394	71,797	28,156	2.2%	4.2%	3.0%	4.0%	4.9%	3.0%
Smaller Suburban Cities & Unincorporated UGA	5,840	14,122	14,621	10,860	12,454	36,415	2.6%	3.3%	3.3%	3.0%	3.1%	4.2%
Rural Areas	1,235	2,395	2,334	1,779	1,981	5,439	1.1%	1.3%	1.3%	1.1%	1.1%	1.7%
<b>Region Total</b>	<b>89,164</b>	<b>209,825</b>	<b>151,242</b>	<b>241,195</b>	<b>178,653</b>	<b>136,317</b>	<b>4.5%</b>	<b>6.3%</b>	<b>4.5%</b>	<b>7.2%</b>	<b>5.3%</b>	<b>4.1%</b>

## 1e. Daily WORK Person Trips - TOTAL Trips and Shares

Geography of Trip Attractions	Total Trips						Total Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	604,431	1,005,653	1,021,716	1,099,397	921,339	739,113	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	712,764	1,080,430	1,156,540	1,185,864	947,119	859,630	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	514,489	891,301	894,519	939,224	1,096,894	723,270	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	57,203	91,515	97,274	84,718	95,031	203,285	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	24,659	38,421	33,768	35,795	42,337	67,037	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>King County Total</b>	<b>1,309,114</b>	<b>2,101,667</b>	<b>2,182,100</b>	<b>2,245,600</b>	<b>2,181,381</b>	<b>1,853,222</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	45,006	73,528	60,140	67,753	60,511	49,710	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	47,204	72,467	70,439	75,158	64,911	60,894	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	7,067	14,079	15,019	16,558	35,204	12,407	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	30,955	74,412	51,728	48,325	49,578	85,963	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	23,788	40,922	60,237	50,740	51,949	92,619	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Kitsap County Total</b>	<b>109,013</b>	<b>201,880</b>	<b>197,423</b>	<b>188,780</b>	<b>201,642</b>	<b>251,672</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	96,400	222,384	165,761	191,854	163,791	121,393	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	121,169	236,250	202,684	208,475	165,557	163,074	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	56,968	113,215	100,347	102,636	117,080	81,255	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	73,302	131,439	157,025	124,566	141,398	338,026	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	42,447	54,426	56,950	52,939	54,977	96,109	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Pierce County Total</b>	<b>293,886</b>	<b>535,330</b>	<b>517,006</b>	<b>488,616</b>	<b>479,011</b>	<b>678,463</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	50,207	112,385	81,439	120,734	96,275	60,414	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	89,794	193,535	175,752	159,097	124,459	114,639	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	77,179	145,765	119,663	139,568	206,343	136,732	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	65,040	130,040	131,105	107,646	122,150	249,953	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	18,826	45,572	31,953	25,114	27,324	73,776	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Snohomish County Total</b>	<b>250,839</b>	<b>514,912</b>	<b>458,474</b>	<b>430,428</b>	<b>480,276</b>	<b>575,100</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	796,043	1,413,940	1,329,057	1,479,737	1,241,916	970,628	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	970,931	1,582,682	1,605,415	1,628,594	1,302,046	1,198,026	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	655,703	1,164,360	1,129,548	1,196,985	1,455,521	953,664	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	226,499	427,406	437,131	363,257	408,158	877,226	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	109,720	179,342	182,909	164,588	176,586	329,541	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Region Total</b>	<b>1,962,853</b>	<b>3,353,789</b>	<b>3,355,002</b>	<b>3,353,424</b>	<b>3,342,311</b>	<b>3,358,457</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>



## 2a. Daily NON-WORK Person Trips - SOV Trips and Shares

Geography of Trip Attractions	SOV Trips						SOV Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	966,175	1,617,793	1,511,299	1,932,503	1,523,362	1,088,757	43.8%	42.5%	43.0%	42.5%	43.5%	43.7%
Metropolitan Cities	1,338,180	1,857,854	2,025,663	2,168,616	1,682,180	1,532,540	46.0%	45.1%	45.8%	44.3%	46.1%	46.7%
Core & Larger Suburban Cities	1,102,687	1,838,639	1,833,264	1,970,319	2,423,107	1,551,956	47.0%	46.0%	46.5%	45.9%	46.4%	47.2%
Smaller Suburban Cities & Unincorporated UGA	247,331	344,906	382,780	322,918	349,197	643,862	46.8%	46.9%	46.8%	46.8%	47.2%	46.3%
Rural Areas	113,761	190,848	191,625	165,097	174,338	276,737	46.2%	46.3%	46.1%	45.9%	46.6%	46.3%
<b>King County Total</b>	<b>2,801,958</b>	<b>4,232,247</b>	<b>4,433,333</b>	<b>4,626,950</b>	<b>4,628,821</b>	<b>4,005,094</b>	<b>46.5%</b>	<b>45.7%</b>	<b>46.2%</b>	<b>45.2%</b>	<b>46.4%</b>	<b>46.8%</b>
Regional Centers	68,644	134,680	130,799	136,193	123,296	99,815	43.6%	40.9%	41.5%	40.2%	40.9%	42.2%
Metropolitan Cities	66,419	129,232	131,554	134,760	112,846	106,075	43.1%	41.3%	42.5%	40.9%	42.0%	43.2%
Core & Larger Suburban Cities	20,245	42,013	42,201	45,531	87,772	34,481	40.9%	40.0%	41.5%	40.1%	38.0%	40.9%
Smaller Suburban Cities & Unincorporated UGA	101,817	198,182	176,177	138,083	149,986	237,123	43.7%	42.0%	42.3%	42.0%	42.5%	42.5%
Rural Areas	85,158	170,132	194,547	145,708	149,958	246,466	45.6%	45.3%	45.6%	45.6%	46.0%	46.1%
<b>Kitsap County Total</b>	<b>273,639</b>	<b>539,559</b>	<b>544,478</b>	<b>464,082</b>	<b>500,561</b>	<b>624,146</b>	<b>43.9%</b>	<b>42.7%</b>	<b>43.4%</b>	<b>42.5%</b>	<b>42.3%</b>	<b>43.8%</b>
Regional Centers	190,338	434,128	356,420	446,668	376,154	233,833	44.9%	42.1%	43.0%	42.0%	42.8%	44.9%
Metropolitan Cities	268,344	494,865	474,075	468,351	385,261	331,680	45.0%	42.8%	43.7%	42.7%	43.4%	45.2%
Core & Larger Suburban Cities	181,286	321,889	282,959	302,850	353,876	246,247	45.9%	44.7%	45.3%	44.5%	44.4%	45.9%
Smaller Suburban Cities & Unincorporated UGA	222,392	416,203	478,668	358,148	374,553	789,520	44.5%	44.0%	44.0%	44.1%	44.1%	44.3%
Rural Areas	123,696	161,522	184,757	150,100	154,694	242,354	46.4%	44.7%	44.3%	44.9%	45.0%	44.8%
<b>Pierce County Total</b>	<b>795,717</b>	<b>1,394,479</b>	<b>1,420,459</b>	<b>1,279,449</b>	<b>1,268,385</b>	<b>1,609,801</b>	<b>45.3%</b>	<b>43.8%</b>	<b>44.2%</b>	<b>43.8%</b>	<b>44.1%</b>	<b>44.8%</b>
Regional Centers	104,006	254,120	176,970	254,532	214,602	142,496	46.6%	44.2%	45.7%	43.0%	45.0%	47.4%
Metropolitan Cities	142,417	319,174	258,524	264,783	201,049	173,677	45.7%	43.1%	44.1%	42.2%	43.7%	45.3%
Core & Larger Suburban Cities	226,001	414,294	353,689	392,458	584,231	376,184	47.5%	47.1%	47.0%	46.4%	47.5%	47.5%
Smaller Suburban Cities & Unincorporated UGA	226,211	512,515	502,720	366,138	393,345	790,072	46.9%	46.3%	46.2%	46.3%	46.8%	46.2%
Rural Areas	94,832	219,825	222,218	144,583	147,816	312,064	47.3%	45.6%	45.6%	46.1%	46.6%	46.7%
<b>Snohomish County Total</b>	<b>689,460</b>	<b>1,455,807</b>	<b>1,337,152</b>	<b>1,167,962</b>	<b>1,326,440</b>	<b>1,851,998</b>	<b>46.9%</b>	<b>45.7%</b>	<b>45.9%</b>	<b>45.4%</b>	<b>46.1%</b>	<b>46.5%</b>
Regional Centers	1,329,164	2,440,721	2,175,488	2,769,896	2,237,415	1,564,901	44.2%	42.5%	43.1%	42.4%	43.3%	44.1%
Metropolitan Cities	1,815,369	2,801,126	2,889,817	3,036,510	2,381,337	2,143,972	45.7%	44.2%	45.1%	43.7%	45.3%	46.2%
Core & Larger Suburban Cities	1,530,218	2,616,835	2,512,112	2,711,157	3,448,985	2,208,868	46.9%	45.9%	46.3%	45.8%	46.0%	47.0%
Smaller Suburban Cities & Unincorporated UGA	797,751	1,471,804	1,540,345	1,185,287	1,267,081	2,460,577	45.8%	45.2%	45.2%	45.0%	45.2%	45.2%
Rural Areas	417,447	742,326	793,147	605,488	626,805	1,077,621	46.4%	45.5%	45.4%	45.6%	46.0%	46.0%
<b>Region Total</b>	<b>4,560,775</b>	<b>7,632,091</b>	<b>7,735,422</b>	<b>7,538,442</b>	<b>7,724,207</b>	<b>7,891,039</b>	<b>46.2%</b>	<b>45.1%</b>	<b>45.5%</b>	<b>44.8%</b>	<b>45.7%</b>	<b>46.1%</b>

## 2b. Daily NON-WORK Person Trips - HOV Trips and Shares

Geography of Trip Attractions	HOV Trips						HOV Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	923,253	1,566,894	1,485,419	1,840,269	1,456,628	1,038,820	41.9%	41.2%	42.3%	40.5%	41.6%	41.7%
Metropolitan Cities	1,177,067	1,614,991	1,772,606	1,900,336	1,433,593	1,290,059	40.5%	39.2%	40.1%	38.8%	39.3%	39.3%
Core & Larger Suburban Cities	1,083,941	1,803,692	1,808,258	1,934,497	2,292,281	1,494,342	46.2%	45.2%	45.9%	45.1%	43.9%	45.4%
Smaller Suburban Cities & Unincorporated UGA	250,039	346,617	387,726	326,379	345,286	642,209	47.4%	47.2%	47.4%	47.3%	46.6%	46.2%
Rural Areas	125,950	209,733	213,578	185,284	189,554	301,579	51.1%	50.9%	51.3%	51.5%	50.7%	50.5%
<b>King County Total</b>	<b>2,636,996</b>	<b>3,975,033</b>	<b>4,182,168</b>	<b>4,346,496</b>	<b>4,260,713</b>	<b>3,728,190</b>	<b>43.8%</b>	<b>42.9%</b>	<b>43.6%</b>	<b>42.5%</b>	<b>42.7%</b>	<b>43.6%</b>
Regional Centers	71,329	147,739	141,552	147,917	132,635	106,769	45.3%	44.9%	44.9%	43.6%	44.0%	45.2%
Metropolitan Cities	68,169	138,174	140,150	143,762	118,856	111,424	44.2%	44.2%	45.3%	43.7%	44.2%	45.4%
Core & Larger Suburban Cities	25,332	52,854	52,209	56,903	106,826	42,536	51.2%	50.3%	51.4%	50.1%	46.2%	50.4%
Smaller Suburban Cities & Unincorporated UGA	110,932	223,606	194,870	154,613	166,328	260,099	47.6%	47.4%	46.8%	47.1%	46.7%	46.6%
Rural Areas	94,087	193,641	217,717	162,955	164,823	269,740	50.4%	51.6%	51.0%	51.0%	50.5%	50.4%
<b>Kitsap County Total</b>	<b>298,519</b>	<b>608,275</b>	<b>604,945</b>	<b>518,232</b>	<b>556,833</b>	<b>683,799</b>	<b>47.9%</b>	<b>48.1%</b>	<b>48.2%</b>	<b>47.5%</b>	<b>47.1%</b>	<b>48.0%</b>
Regional Centers	194,434	453,440	371,726	463,226	387,268	237,525	45.8%	44.0%	44.9%	43.6%	44.0%	45.6%
Metropolitan Cities	271,948	510,001	483,650	479,664	390,092	334,387	45.6%	44.1%	44.6%	43.8%	44.0%	45.6%
Core & Larger Suburban Cities	185,099	329,942	291,446	309,854	361,183	248,509	46.9%	45.8%	46.7%	45.5%	45.4%	46.4%
Smaller Suburban Cities & Unincorporated UGA	249,267	472,119	545,469	407,715	425,896	870,477	49.9%	50.0%	50.1%	50.2%	50.1%	48.9%
Rural Areas	134,812	188,456	219,085	173,655	177,818	279,482	50.5%	52.1%	52.5%	51.9%	51.7%	51.7%
<b>Pierce County Total</b>	<b>841,126</b>	<b>1,500,518</b>	<b>1,539,649</b>	<b>1,370,887</b>	<b>1,354,989</b>	<b>1,732,855</b>	<b>47.9%</b>	<b>47.1%</b>	<b>47.9%</b>	<b>46.9%</b>	<b>47.1%</b>	<b>48.2%</b>
Regional Centers	99,541	240,625	170,789	248,661	201,164	129,877	44.6%	41.8%	44.2%	42.0%	42.2%	43.2%
Metropolitan Cities	139,266	317,486	263,226	267,748	199,077	169,039	44.6%	42.8%	44.9%	42.7%	43.3%	44.1%
Core & Larger Suburban Cities	212,444	381,076	337,822	370,625	532,673	352,067	44.7%	43.4%	44.9%	44.1%	42.3%	44.4%
Smaller Suburban Cities & Unincorporated UGA	228,344	512,032	513,361	373,266	391,248	785,224	47.3%	46.3%	47.2%	46.6%	45.9%	45.9%
Rural Areas	100,450	246,082	252,609	161,372	161,551	335,265	50.1%	51.0%	51.9%	51.4%	50.9%	50.1%
<b>Snohomish County Total</b>	<b>680,504</b>	<b>1,456,676</b>	<b>1,367,016</b>	<b>1,173,011</b>	<b>1,284,549</b>	<b>1,841,595</b>	<b>46.3%</b>	<b>45.4%</b>	<b>46.9%</b>	<b>45.6%</b>	<b>44.6%</b>	<b>46.2%</b>
Regional Centers	1,288,557	2,408,698	2,169,487	2,700,073	2,177,895	1,512,991	42.6%	42.0%	43.0%	41.3%	42.2%	42.6%
Metropolitan Cities	1,656,449	2,580,652	2,659,831	2,791,510	2,141,617	1,904,909	41.7%	40.8%	41.5%	40.2%	40.7%	41.0%
Core & Larger Suburban Cities	1,506,816	2,567,563	2,489,736	2,671,878	3,292,963	2,137,454	46.2%	45.1%	45.9%	45.1%	43.9%	45.5%
Smaller Suburban Cities & Unincorporated UGA	838,583	1,554,374	1,641,425	1,261,973	1,328,757	2,558,009	48.1%	47.7%	48.1%	48.2%	47.7%	47.0%
Rural Areas	455,298	837,912	902,989	683,265	693,746	1,186,066	50.6%	51.4%	51.7%	51.5%	51.0%	50.6%
<b>Region Total</b>	<b>4,457,145</b>	<b>7,540,501</b>	<b>7,693,781</b>	<b>7,408,626</b>	<b>7,457,083</b>	<b>7,786,438</b>	<b>45.1%</b>	<b>44.6%</b>	<b>45.3%</b>	<b>44.0%</b>	<b>44.1%</b>	<b>45.5%</b>



## 2c. Daily NON-WORK Person Trips - TRANSIT Trips and Shares

Geography of Trip Attractions	Transit Trips						Transit Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	112,119	232,091	213,047	253,429	191,712	154,503	5.1%	6.1%	6.1%	5.6%	5.5%	6.2%
Metropolitan Cities	132,898	246,607	239,837	287,589	199,713	180,436	4.6%	6.0%	5.4%	5.9%	5.5%	5.5%
Core & Larger Suburban Cities	28,437	95,198	83,315	104,672	119,983	67,109	1.2%	2.4%	2.1%	2.4%	2.3%	2.0%
Smaller Suburban Cities & Unincorporated UGA	2,293	7,209	6,452	6,414	7,141	10,898	0.4%	1.0%	0.8%	0.9%	1.0%	0.8%
Rural Areas	111	751	722	732	782	1,335	0.0%	0.2%	0.2%	0.2%	0.2%	0.2%
<b>King County Total</b>	<b>163,739</b>	<b>349,765</b>	<b>330,326</b>	<b>399,408</b>	<b>327,618</b>	<b>259,778</b>	<b>2.7%</b>	<b>3.8%</b>	<b>3.4%</b>	<b>3.9%</b>	<b>3.3%</b>	<b>3.0%</b>
Regional Centers	3,694	12,209	10,416	11,581	10,557	7,749	2.3%	3.7%	3.3%	3.4%	3.5%	3.3%
Metropolitan Cities	3,698	11,994	9,221	11,453	9,163	7,616	2.4%	3.6%	3.0%	3.5%	3.4%	3.1%
Core & Larger Suburban Cities	43	269	320	250	398	242	0.1%	0.3%	0.3%	0.2%	0.2%	0.3%
Smaller Suburban Cities & Unincorporated UGA	3,789	12,790	11,003	8,443	9,527	14,050	1.6%	2.7%	2.6%	2.6%	2.7%	2.5%
Rural Areas	722	1,365	1,772	1,361	1,361	2,897	0.4%	0.4%	0.4%	0.4%	0.4%	0.5%
<b>Kitsap County Total</b>	<b>8,252</b>	<b>26,417</b>	<b>22,316</b>	<b>21,506</b>	<b>20,449</b>	<b>24,805</b>	<b>1.3%</b>	<b>2.1%</b>	<b>1.8%</b>	<b>2.0%</b>	<b>1.7%</b>	<b>1.7%</b>
Regional Centers	8,957	32,238	21,473	32,025	24,545	12,287	2.1%	3.1%	2.6%	3.0%	2.8%	2.4%
Metropolitan Cities	11,907	35,458	27,777	33,267	25,060	15,491	2.0%	3.1%	2.6%	3.0%	2.8%	2.1%
Core & Larger Suburban Cities	3,915	13,694	9,859	13,840	13,685	7,789	1.0%	1.9%	1.6%	2.0%	1.7%	1.5%
Smaller Suburban Cities & Unincorporated UGA	1,617	4,597	4,871	4,882	4,492	7,302	0.3%	0.5%	0.4%	0.6%	0.5%	0.4%
Rural Areas	374	451	433	500	502	903	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%
<b>Pierce County Total</b>	<b>17,813</b>	<b>54,199</b>	<b>42,940</b>	<b>52,489</b>	<b>43,738</b>	<b>31,485</b>	<b>1.0%</b>	<b>1.7%</b>	<b>1.3%</b>	<b>1.8%</b>	<b>1.5%</b>	<b>0.9%</b>
Regional Centers	3,855	20,184	11,257	19,610	14,907	7,590	1.7%	3.5%	2.9%	3.3%	3.1%	2.5%
Metropolitan Cities	5,617	24,059	15,384	19,765	13,490	9,804	1.8%	3.2%	2.6%	3.2%	2.9%	2.6%
Core & Larger Suburban Cities	6,272	21,886	13,741	18,242	24,566	13,692	1.3%	2.5%	1.8%	2.2%	1.9%	1.7%
Smaller Suburban Cities & Unincorporated UGA	2,034	10,159	7,891	6,495	7,295	11,732	0.4%	0.9%	0.7%	0.8%	0.9%	0.7%
Rural Areas	70	586	388	275	293	1,236	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%
<b>Snohomish County Total</b>	<b>13,992</b>	<b>56,689</b>	<b>37,404</b>	<b>44,778</b>	<b>45,643</b>	<b>36,463</b>	<b>1.0%</b>	<b>1.8%</b>	<b>1.3%</b>	<b>1.7%</b>	<b>1.6%</b>	<b>1.0%</b>
Regional Centers	128,625	296,721	256,193	316,644	241,720	182,128	4.3%	5.2%	5.1%	4.8%	4.7%	5.1%
Metropolitan Cities	154,119	318,117	292,219	352,074	247,425	213,346	3.9%	5.0%	4.6%	5.1%	4.7%	4.6%
Core & Larger Suburban Cities	38,668	131,047	107,236	137,003	158,631	88,832	1.2%	2.3%	2.0%	2.3%	2.1%	1.9%
Smaller Suburban Cities & Unincorporated UGA	9,733	34,754	30,217	26,234	28,455	43,982	0.6%	1.1%	0.9%	1.0%	1.0%	0.8%
Rural Areas	1,277	3,152	3,315	2,868	2,938	6,371	0.1%	0.2%	0.2%	0.2%	0.2%	0.3%
<b>Region Total</b>	<b>203,797</b>	<b>487,071</b>	<b>432,986</b>	<b>518,180</b>	<b>437,448</b>	<b>352,531</b>	<b>2.1%</b>	<b>2.9%</b>	<b>2.5%</b>	<b>3.1%</b>	<b>2.6%</b>	<b>2.1%</b>

## 2d. Daily NON-WORK Person Trips - BIKE & WALK Trips and Shares

Geography of Trip Attractions	Bike & Walk Trips						Bike & Walk Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	202,303	386,906	305,989	518,218	333,092	208,319	9.2%	10.2%	8.7%	11.4%	9.5%	8.4%
Metropolitan Cities	258,687	401,660	385,990	540,322	330,604	276,456	8.9%	9.7%	8.7%	11.0%	9.1%	8.4%
Core & Larger Suburban Cities	128,911	256,415	216,246	281,579	382,432	175,606	5.5%	6.4%	5.5%	6.6%	7.3%	5.3%
Smaller Suburban Cities & Unincorporated UGA	28,346	36,230	40,937	33,803	38,734	92,301	5.4%	4.9%	5.0%	4.9%	5.2%	6.6%
Rural Areas	6,664	10,801	10,025	8,702	9,338	17,867	2.7%	2.6%	2.4%	2.4%	2.5%	3.0%
<b>King County Total</b>	<b>422,608</b>	<b>705,106</b>	<b>653,198</b>	<b>864,405</b>	<b>761,108</b>	<b>562,229</b>	<b>7.0%</b>	<b>7.6%</b>	<b>6.8%</b>	<b>8.4%</b>	<b>7.6%</b>	<b>6.6%</b>
Regional Centers	13,868	34,707	32,410	43,196	34,703	21,977	8.8%	10.5%	10.3%	12.7%	11.5%	9.3%
Metropolitan Cities	15,825	33,530	29,567	39,159	29,079	20,566	10.3%	10.7%	9.2%	11.9%	10.4%	8.4%
Core & Larger Suburban Cities	3,841	9,845	6,923	10,925	36,053	7,126	7.8%	9.4%	6.8%	9.6%	15.6%	8.4%
Smaller Suburban Cities & Unincorporated UGA	16,401	36,896	34,648	27,299	30,448	47,167	7.0%	7.8%	8.3%	8.3%	8.5%	8.4%
Rural Areas	6,582	10,408	12,743	9,722	10,123	16,055	3.5%	2.8%	3.0%	3.0%	3.1%	3.0%
<b>Kitsap County Total</b>	<b>42,648</b>	<b>90,679</b>	<b>82,881</b>	<b>87,106</b>	<b>104,703</b>	<b>90,913</b>	<b>6.8%</b>	<b>7.2%</b>	<b>6.6%</b>	<b>8.0%</b>	<b>8.9%</b>	<b>6.4%</b>
Regional Centers	30,623	110,900	79,105	120,796	91,310	37,526	7.2%	10.8%	9.5%	11.4%	10.4%	7.2%
Metropolitan Cities	43,920	116,599	99,393	114,356	86,428	52,497	7.4%	10.1%	9.2%	10.4%	9.7%	7.2%
Core & Larger Suburban Cities	24,607	54,376	40,480	53,935	67,392	33,609	6.2%	7.6%	6.5%	7.9%	8.5%	6.3%
Smaller Suburban Cities & Unincorporated UGA	26,660	52,106	59,395	41,535	44,818	114,037	5.3%	5.5%	5.5%	5.1%	5.3%	6.4%
Rural Areas	7,941	11,172	13,060	10,394	11,004	18,290	3.0%	3.1%	3.1%	3.1%	3.2%	3.4%
<b>Pierce County Total</b>	<b>103,128</b>	<b>234,251</b>	<b>212,328</b>	<b>220,220</b>	<b>209,642</b>	<b>218,434</b>	<b>5.9%</b>	<b>7.4%</b>	<b>6.6%</b>	<b>7.5%</b>	<b>7.3%</b>	<b>6.1%</b>
Regional Centers	15,716	60,108	27,817	69,187	46,110	20,837	7.0%	10.5%	7.2%	11.7%	9.7%	6.9%
Metropolitan Cities	24,614	80,434	49,052	74,510	46,622	30,497	7.9%	10.9%	8.4%	11.9%	10.1%	8.0%
Core & Larger Suburban Cities	30,939	61,499	47,713	58,813	118,677	50,449	6.5%	7.0%	6.3%	7.0%	9.4%	6.4%
Smaller Suburban Cities & Unincorporated UGA	25,939	71,468	64,600	44,103	48,395	124,454	5.4%	6.5%	5.9%	5.6%	5.8%	7.3%
Rural Areas	4,959	15,688	11,796	7,429	7,654	20,203	2.5%	3.3%	2.4%	2.4%	2.4%	3.0%
<b>Snohomish County Total</b>	<b>86,451</b>	<b>229,089</b>	<b>173,161</b>	<b>184,855</b>	<b>221,344</b>	<b>225,602</b>	<b>5.9%</b>	<b>7.1%</b>	<b>5.9%</b>	<b>7.2%</b>	<b>7.7%</b>	<b>6.3%</b>
Regional Centers	262,510	592,621	445,320	751,396	505,215	288,659	8.7%	10.3%	8.8%	11.5%	9.8%	8.1%
Metropolitan Cities	343,045	632,222	563,003	768,347	491,733	380,016	8.6%	10.0%	8.8%	11.1%	9.3%	8.2%
Core & Larger Suburban Cities	188,299	382,134	311,362	405,252	604,555	266,790	5.8%	6.7%	5.7%	6.8%	8.1%	5.7%
Smaller Suburban Cities & Unincorporated UGA	97,346	196,699	199,580	146,740	162,395	377,960	5.6%	6.0%	5.9%	5.6%	5.8%	6.9%
Rural Areas	26,145	48,069	47,624	36,247	38,120	72,414	2.9%	2.9%	2.7%	2.7%	2.8%	3.1%
<b>Region Total</b>	<b>654,835</b>	<b>1,259,124</b>	<b>1,121,568</b>	<b>1,356,586</b>	<b>1,296,802</b>	<b>1,097,179</b>	<b>6.6%</b>	<b>7.4%</b>	<b>6.6%</b>	<b>8.1%</b>	<b>7.7%</b>	<b>6.4%</b>



## 2e. Daily NON-WORK Person Trips - TOTAL Trips and Shares

Geography of Trip Attractions	Total Trips						Total Shares					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	2,203,850	3,803,683	3,515,755	4,544,419	3,504,793	2,490,399	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	2,906,831	4,121,112	4,424,096	4,896,863	3,646,091	3,279,490	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	2,343,976	3,993,944	3,941,083	4,291,068	5,217,802	3,289,013	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	528,010	734,961	817,894	689,514	740,357	1,389,270	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	246,485	412,133	415,951	359,814	374,011	597,518	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>King County Total</b>	<b>6,025,301</b>	<b>9,262,150</b>	<b>9,599,024</b>	<b>10,237,258</b>	<b>9,978,261</b>	<b>8,555,291</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	157,534	329,335	315,176	338,886	301,192	236,310	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	154,111	312,930	309,491	329,133	268,944	245,681	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	49,460	104,981	101,652	113,608	231,049	84,386	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	232,939	471,473	416,698	328,438	356,288	558,438	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	186,549	375,546	426,779	319,746	326,265	535,158	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Kitsap County Total</b>	<b>623,058</b>	<b>1,264,929</b>	<b>1,254,621</b>	<b>1,090,926</b>	<b>1,182,546</b>	<b>1,423,663</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	424,353	1,030,706	828,724	1,062,714	879,277	521,171	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	596,119	1,156,923	1,084,895	1,095,638	886,841	734,055	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	394,907	719,900	624,744	680,478	796,135	536,154	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	499,936	945,024	1,088,402	812,281	849,760	1,781,336	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	266,823	361,600	417,334	334,649	344,019	541,030	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Pierce County Total</b>	<b>1,757,784</b>	<b>3,183,447</b>	<b>3,215,376</b>	<b>2,923,045</b>	<b>2,876,754</b>	<b>3,592,574</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	223,118	575,036	386,834	591,990	476,783	300,799	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	311,913	741,152	586,186	626,806	460,237	383,017	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	475,657	878,755	752,966	840,138	1,260,147	792,391	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	482,528	1,106,174	1,088,572	790,001	840,283	1,711,483	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	200,311	462,180	487,011	313,659	317,313	668,767	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Snohomish County Total</b>	<b>1,470,408</b>	<b>3,209,260</b>	<b>2,914,235</b>	<b>2,570,605</b>	<b>2,877,980</b>	<b>3,555,658</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Regional Centers	3,008,856	5,738,761	5,046,489	6,538,009	5,162,044	3,548,679	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Metropolitan Cities	3,968,973	6,532,116	6,404,669	6,948,441	5,262,113	4,642,243	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Core & Larger Suburban Cities	3,264,000	5,697,580	5,420,446	5,925,291	7,505,133	4,701,944	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Smaller Suburban Cities & Unincorporated UGA	1,743,412	3,257,631	3,411,567	2,620,234	2,786,687	5,440,527	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Rural Areas	900,167	1,631,459	1,747,075	1,327,868	1,361,608	2,342,473	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Region Total</b>	<b>9,876,552</b>	<b>16,918,787</b>	<b>16,983,756</b>	<b>16,821,834</b>	<b>16,915,540</b>	<b>17,127,186</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

## 3. Daily Vehicle Miles Traveled

Geography	VMT Freeways and Expressways						VMT Arterials and Local Streets					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	8,194,849	10,527,333	10,857,072	10,941,855	10,660,303	9,544,083	7,235,881	9,747,421	10,526,573	10,577,841	9,430,121	8,622,506
Other UGA	13,503,949	20,875,434	21,865,759	21,440,344	20,965,849	19,816,951	11,986,926	18,036,566	21,448,572	18,890,864	20,406,490	19,029,494
Rural Areas	632,313	931,032	1,064,606	1,018,181	1,045,748	1,189,113	3,372,505	5,251,547	5,987,168	5,306,183	5,395,687	6,930,525
<b>King County Total</b>	<b>22,331,111</b>	<b>32,333,799</b>	<b>33,787,437</b>	<b>33,400,380</b>	<b>32,671,900</b>	<b>30,550,147</b>	<b>22,595,312</b>	<b>33,035,534</b>	<b>38,362,313</b>	<b>34,774,888</b>	<b>35,232,298</b>	<b>34,582,525</b>
Metropolitan Cities	153,741	232,965	240,736	219,625	230,615	330,207	316,090	561,151	523,260	504,906	452,167	518,293
Other UGA	473,884	767,837	744,209	680,972	689,625	1,009,010	1,057,701	2,027,134	2,120,029	1,691,648	1,706,080	2,197,713
Rural Areas	279,038	434,564	458,592	402,251	409,795	565,269	2,031,291	3,238,169	3,652,345	3,063,288	3,076,658	4,466,677
<b>Kitsap County Total</b>	<b>906,663</b>	<b>1,435,366</b>	<b>1,443,537</b>	<b>1,302,848</b>	<b>1,330,035</b>	<b>1,904,486</b>	<b>3,405,082</b>	<b>5,826,454</b>	<b>6,295,634</b>	<b>5,259,842</b>	<b>5,234,905</b>	<b>7,182,683</b>
Metropolitan Cities	1,749,631	2,286,738	2,299,982	2,245,814	2,106,661	2,178,999	2,152,740	3,475,730	3,408,680	3,295,483	2,815,866	2,862,454
Other UGA	4,005,537	5,946,579	6,136,980	5,827,592	5,580,376	6,025,782	5,119,971	8,658,631	9,968,728	7,837,686	7,951,512	10,848,509
Rural Areas	532,922	637,205	656,488	613,363	616,583	852,632	3,377,397	4,165,479	5,630,100	4,643,616	4,594,386	6,442,838
<b>Pierce County Total</b>	<b>6,288,090</b>	<b>8,870,522</b>	<b>9,093,450</b>	<b>8,686,769</b>	<b>8,303,620</b>	<b>9,057,413</b>	<b>10,650,108</b>	<b>16,299,840</b>	<b>19,007,508</b>	<b>15,776,785</b>	<b>15,361,764</b>	<b>20,153,801</b>
Metropolitan Cities	1,734,669	2,582,920	2,735,310	2,336,014	2,346,374	2,478,756	913,961	1,898,545	1,869,053	1,502,477	1,277,953	1,304,067
Other UGA	3,571,045	5,703,124	5,776,115	5,133,876	5,137,816	5,448,115	4,616,784	8,413,562	9,594,992	7,224,138	7,925,224	9,167,126
Rural Areas	757,631	1,311,385	1,405,986	1,230,077	1,184,459	1,399,630	3,612,341	5,832,484	7,673,115	5,602,143	5,391,264	7,829,668
<b>Snohomish County Total</b>	<b>6,063,345</b>	<b>9,597,429</b>	<b>9,977,411</b>	<b>8,699,967</b>	<b>8,668,649</b>	<b>9,326,501</b>	<b>9,143,086</b>	<b>16,144,591</b>	<b>19,137,160</b>	<b>14,328,758</b>	<b>14,594,441</b>	<b>18,300,861</b>
Metropolitan Cities	11,832,889	15,629,950	16,193,100	15,743,307	15,343,952	14,532,048	10,618,679	15,682,836	16,727,566	15,880,899	13,976,102	13,307,320
Other UGA	21,554,411	33,292,978	34,523,063	33,082,780	32,373,662	32,299,863	22,781,351	37,135,889	43,132,321	35,644,319	37,989,326	41,242,860
Rural Areas	2,201,904	3,314,187	3,585,672	3,263,872	3,256,584	4,006,644	12,993,533	18,487,672	22,942,728	18,615,222	18,457,989	25,669,705
<b>Region Total</b>	<b>35,589,204</b>	<b>52,237,115</b>	<b>54,301,835</b>	<b>52,089,959</b>	<b>50,974,198</b>	<b>50,838,555</b>	<b>45,793,563</b>	<b>71,306,397</b>	<b>82,802,615</b>	<b>70,140,240</b>	<b>70,423,417</b>	<b>80,219,885</b>

## 4. Daily Vehicle Hours Traveled

Geography	VHT Freeways and Expressways						VHT Arterials and Local Streets					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	182,277	259,433	284,112	282,033	261,607	209,279	289,823	409,235	473,147	460,182	388,305	351,758
Other UGA	305,392	534,480	655,266	573,356	528,466	451,919	463,636	747,120	967,624	800,953	893,727	787,066
Rural Areas	9,517	14,338	16,935	15,953	16,418	18,827	108,839	199,450	222,498	180,599	183,052	288,842
<b>King County Total</b>	<b>497,186</b>	<b>808,251</b>	<b>956,313</b>	<b>871,342</b>	<b>806,491</b>	<b>680,025</b>	<b>862,298</b>	<b>1,355,805</b>	<b>1,663,269</b>	<b>1,441,374</b>	<b>1,465,084</b>	<b>1,427,666</b>
Metropolitan Cities	2,745	4,255	4,491	3,953	4,197	6,677	13,440	23,857	23,009	21,680	19,305	22,041
Other UGA	9,814	18,446	16,796	15,177	15,452	33,064	35,034	70,576	74,535	57,292	58,142	82,348
Rural Areas	5,202	8,841	8,892	7,725	7,925	12,574	66,268	110,037	127,907	103,926	104,384	157,095
<b>Kitsap County Total</b>	<b>17,761</b>	<b>31,542</b>	<b>30,179</b>	<b>26,855</b>	<b>27,574</b>	<b>52,315</b>	<b>114,742</b>	<b>204,470</b>	<b>225,451</b>	<b>182,898</b>	<b>181,831</b>	<b>261,484</b>
Metropolitan Cities	35,073	48,587	49,677	47,277	42,736	48,611	77,707	132,971	131,787	126,701	104,268	106,543
Other UGA	81,780	130,070	142,934	128,286	115,044	128,262	182,961	347,128	438,855	333,984	320,266	492,893
Rural Areas	13,076	12,449	12,984	11,322	11,412	29,361	102,507	137,670	178,622	140,215	137,715	217,867
<b>Pierce County Total</b>	<b>129,929</b>	<b>191,106</b>	<b>205,595</b>	<b>186,885</b>	<b>169,192</b>	<b>206,234</b>	<b>363,175</b>	<b>617,769</b>	<b>749,264</b>	<b>600,900</b>	<b>562,249</b>	<b>817,303</b>
Metropolitan Cities	34,919	65,512	109,092	52,458	49,863	50,151	37,543	83,406	85,286	63,068	52,071	53,207
Other UGA	74,231	152,437	187,485	115,939	116,353	118,369	173,223	371,888	481,008	292,890	336,697	406,848
Rural Areas	12,432	23,074	34,099	21,199	19,748	25,162	108,484	203,721	298,823	171,124	163,579	279,434
<b>Snohomish County Total</b>	<b>121,582</b>	<b>241,023</b>	<b>330,676</b>	<b>189,596</b>	<b>185,964</b>	<b>193,682</b>	<b>619,250</b>	<b>855,117</b>	<b>865,117</b>	<b>671,630</b>	<b>552,489</b>	<b>552,489</b>
Metropolitan Cities	255,014	377,786	447,372	385,721	358,404	314,717	418,514	649,469	713,229	671,630	563,949	533,548
Other UGA	471,216	835,433	1,002,881	832,758	775,315	731,613	854,854	1,536,711	1,962,022	1,484,758	1,608,833	1,769,154
Rural Areas	40,227	58,702	72,910	56,198	55,503	85,924	386,098	650,877	827,850	595,864	588,730	943,238
<b>Region Total</b>	<b>766,457</b>	<b>1,271,921</b>	<b>1,522,763</b>	<b>1,274,677</b>	<b>1,189,222</b>	<b>1,132,254</b>	<b>1,659,466</b>	<b>2,837,057</b>	<b>3,503,101</b>	<b>2,752,252</b>	<b>2,761,512</b>	<b>3,245,940</b>

## 5. Delay on Highway Network and Arterial System

Geography	Delay (hours) Freeways and Expressways						Delay (hours) Arterials and Local Streets					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	36,692	72,412	90,732	87,469	72,092	40,253	13,632	37,387	55,299	54,801	30,518	23,574
Other UGA	70,643	172,314	275,711	200,979	163,733	108,406	39,764	102,378	203,088	122,137	143,744	106,889
Rural Areas	184	490	1,117	836	797	1,258	5,509	34,435	42,318	21,655	20,397	70,584
<b>King County Total</b>	<b>107,519</b>	<b>245,216</b>	<b>367,560</b>	<b>289,284</b>	<b>236,622</b>	<b>149,917</b>	<b>58,905</b>	<b>174,200</b>	<b>300,705</b>	<b>198,593</b>	<b>194,659</b>	<b>201,047</b>
Metropolitan Cities	93	236	257	173	224	972	134	723	822	442	384	986
Other UGA	817	3,822	2,679	2,219	2,325	13,972	444	4,068	4,612	2,525	2,895	9,331
Rural Areas	210	986	726	525	588	2,439	515	5,205	4,632	2,514	2,408	10,632
<b>Kitsap County Total</b>	<b>1,120</b>	<b>5,044</b>	<b>3,662</b>	<b>2,917</b>	<b>3,137</b>	<b>17,383</b>	<b>1,093</b>	<b>9,996</b>	<b>10,066</b>	<b>5,481</b>	<b>5,687</b>	<b>20,949</b>
Metropolitan Cities	5,732	10,016	10,869	9,402	7,257	11,638	2,013	9,252	10,275	8,835	5,149	5,813
Other UGA	14,677	30,535	40,209	30,737	21,627	27,346	10,481	48,197	92,167	65,830	44,371	109,440
Rural Areas	4,194	1,799	2,007	1,080	1,113	15,031	1,834	6,771	11,873	4,975	3,492	25,699
<b>Pierce County Total</b>	<b>24,603</b>	<b>42,350</b>	<b>53,085</b>	<b>41,219</b>	<b>29,997</b>	<b>54,015</b>	<b>14,328</b>	<b>64,220</b>	<b>114,315</b>	<b>79,640</b>	<b>53,012</b>	<b>140,952</b>
Metropolitan Cities	5,198	20,894	60,696	12,290	9,520	7,334	786	7,396	12,374	3,174	1,827	2,717
Other UGA	14,905	57,813	91,661	30,709	30,865	28,332	10,947	68,146	139,092	35,963	51,766	67,588
Rural Areas	804	2,605	12,049	2,058	1,348	3,232	5,152	24,070	70,074	12,589	10,004	46,170
<b>Snohomish County Total</b>	<b>20,907</b>	<b>81,312</b>	<b>164,406</b>	<b>45,057</b>	<b>41,733</b>	<b>38,898</b>	<b>16,885</b>	<b>99,612</b>	<b>221,540</b>	<b>51,726</b>	<b>63,597</b>	<b>116,475</b>
Metropolitan Cities	47,714	103,559	162,554	109,334	89,093	60,197	16,565	54,758	78,770	67,252	37,878	33,090
Other UGA	101,042	264,483	410,260	264,644	218,550	178,055	61,636	222,788	438,959	226,455	242,776	293,248
Rural Areas	5,392	5,879	15,899	4,499	3,846	21,959	13,010	70,481	128,897	41,733	36,302	153,085
<b>Region Total</b>	<b>154,148</b>	<b>373,921</b>	<b>588,713</b>	<b>378,477</b>	<b>311,489</b>	<b>260,211</b>	<b>91,211</b>	<b>348,027</b>	<b>646,626</b>	<b>335,440</b>	<b>316,956</b>	<b>479,423</b>

## 6. Delay on Highway Network and Arterial System - Seconds per Vehicle Mile Traveled

Geography	Delay (seconds per VMT) Freeways and Expressways						Delay (seconds per VMT) Arterials and Local Streets					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	16.1	24.8	30.1	28.8	24.3	15.2	6.8	13.8	18.2	18.7	11.7	9.8
Other UGA	18.8	29.7	45.4	33.7	28.1	19.7	11.9	20.4	34.1	23.3	25.4	20.2
Rural Areas	1.0	1.9	3.8	3.0	2.7	3.8	5.9	23.6	25.4	14.7	13.6	36.7
<b>King County Total</b>	<b>17.3</b>	<b>27.3</b>	<b>39.2</b>	<b>31.2</b>	<b>26.1</b>	<b>17.7</b>	<b>9.4</b>	<b>19.0</b>	<b>28.2</b>	<b>20.6</b>	<b>19.9</b>	<b>20.9</b>
Metropolitan Cities	2.2	3.6	3.8	2.8	3.5	10.6	1.5	4.6	5.7	3.2	3.1	6.8
Other UGA	6.2	17.9	13.0	11.7	12.1	49.9	1.5	7.2	7.8	5.4	6.1	15.3
Rural Areas	2.7	8.2	5.7	4.7	5.2	15.5	0.9	5.8	4.6	3.0	2.8	8.6
<b>Kitsap County Total</b>	<b>4.4</b>	<b>12.7</b>	<b>9.1</b>	<b>8.1</b>	<b>8.5</b>	<b>32.9</b>	<b>1.2</b>	<b>6.2</b>	<b>5.8</b>	<b>3.8</b>	<b>3.9</b>	<b>10.5</b>
Metropolitan Cities	11.8	15.8	17.0	15.1	12.4	19.2	3.4	9.6	10.9	9.7	6.6	7.3
Other UGA	13.2	18.5	23.6	19.0	14.0	16.3	7.4	20.0	33.3	30.2	20.1	36.3
Rural Areas	28.3	10.2	11.0	6.3	6.5	63.5	2.0	5.9	7.6	3.9	2.7	14.4
<b>Pierce County Total</b>	<b>14.1</b>	<b>17.2</b>	<b>21.0</b>	<b>17.4</b>	<b>13.0</b>	<b>21.5</b>	<b>4.8</b>	<b>14.2</b>	<b>21.7</b>	<b>18.2</b>	<b>12.4</b>	<b>25.2</b>
Metropolitan Cities	10.8	29.1	78.2	18.9	14.6	10.7	3.1	14.0	23.8	7.8	5.1	7.5
Other UGA	15.0	36.5	57.1	21.5	21.6	18.7	8.5	29.2	52.2	17.9	23.5	26.5
Rural Areas	3.8	7.2	30.9	6.0	4.1	8.3	5.1	14.9	32.9	8.1	6.7	21.2
<b>Snohomish County Total</b>	<b>12.4</b>	<b>30.5</b>	<b>59.3</b>	<b>18.6</b>	<b>17.3</b>	<b>15.0</b>	<b>6.6</b>	<b>22.2</b>	<b>41.7</b>	<b>13.0</b>	<b>15.7</b>	<b>22.9</b>
Metropolitan Cities	14.5	23.9	36.1	25.0	20.9	14.9	5.6	12.6	17.0	15.2	9.8	9.0
Other UGA	16.9	28.6	42.8	28.8	24.3	19.8	9.7	21.6	36.6	22.9	23.0	25.6
Rural Areas	8.8	6.4	16.0	5.0	4.3	19.7	3.8	13.7	20.2	8.1	7.1	21.5
<b>Region Total</b>	<b>15.6</b>	<b>25.8</b>	<b>39.0</b>	<b>26.2</b>	<b>22.0</b>	<b>18.4</b>	<b>7.2</b>	<b>17.6</b>	<b>28.1</b>	<b>17.2</b>	<b>16.2</b>	<b>21.5</b>

## 7a. Average Number of Jobs within 30 Minutes of Housing by Transit

Geography	Regional emp. within 30 minutes by transit per HH						% of regional emp. within 30 minutes by transit					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	41,377	111,408	71,668	139,971	61,383	53,470	2.39%	3.99%	2.57%	5.02%	2.20%	1.92%
Core & Larger Suburban Cities	4,066	17,648	8,713	14,859	16,703	7,169	0.24%	0.63%	0.31%	0.53%	0.60%	0.26%
Smaller Suburban Cities & Unincorporated UGA	1,703	3,018	2,986	2,603	3,394	4,930	0.10%	0.11%	0.11%	0.09%	0.12%	0.18%
Rural Areas	494	1,024	635	718	967	1,648	0.03%	0.04%	0.02%	0.03%	0.03%	0.06%
<b>King County Total</b>	<b>19,556</b>	<b>50,820</b>	<b>32,611</b>	<b>67,190</b>	<b>28,444</b>	<b>21,474</b>	<b>1.13%</b>	<b>1.82%</b>	<b>1.17%</b>	<b>2.41%</b>	<b>1.02%</b>	<b>0.77%</b>
Metropolitan Cities	8,424	15,578	11,117	18,832	13,130	8,970	0.49%	0.56%	0.40%	0.68%	0.47%	0.32%
Core & Larger Suburban Cities	1,479	3,572	2,248	4,113	19,381	2,820	0.09%	0.13%	0.08%	0.15%	0.69%	0.10%
Smaller Suburban Cities & Unincorporated UGA	1,901	6,347	5,962	5,711	6,118	6,123	0.11%	0.23%	0.21%	0.20%	0.22%	0.22%
Rural Areas	751	1,611	2,378	1,755	1,872	4,110	0.04%	0.06%	0.09%	0.06%	0.07%	0.15%
<b>Kitsap County Total</b>	<b>2,826</b>	<b>6,212</b>	<b>5,300</b>	<b>7,410</b>	<b>8,697</b>	<b>5,581</b>	<b>0.16%</b>	<b>0.22%</b>	<b>0.19%</b>	<b>0.27%</b>	<b>0.31%</b>	<b>0.20%</b>
Metropolitan Cities	5,628	26,637	16,505	21,817	17,412	5,808	0.33%	0.96%	0.59%	0.78%	0.62%	0.21%
Core & Larger Suburban Cities	2,586	6,955	4,670	7,398	6,543	3,687	0.15%	0.25%	0.17%	0.27%	0.23%	0.13%
Smaller Suburban Cities & Unincorporated UGA	1,119	2,148	2,454	1,690	2,524	6,591	0.08%	0.08%	0.09%	0.06%	0.09%	0.24%
Rural Areas	470	696	731	617	743	1,839	0.03%	0.02%	0.03%	0.02%	0.03%	0.07%
<b>Pierce County Total</b>	<b>2,621</b>	<b>10,426</b>	<b>6,778</b>	<b>9,983</b>	<b>7,598</b>	<b>5,181</b>	<b>0.15%</b>	<b>0.37%</b>	<b>0.24%</b>	<b>0.36%</b>	<b>0.27%</b>	<b>0.19%</b>
Metropolitan Cities	8,542	33,704	21,246	41,115	24,078	12,919	0.49%	1.21%	0.76%	1.47%	0.86%	0.46%
Core & Larger Suburban Cities	3,639	6,790	5,020	6,746	12,047	5,706	0.21%	0.24%	0.18%	0.24%	0.43%	0.20%
Smaller Suburban Cities & Unincorporated UGA	1,652	3,593	3,185	3,087	3,371	6,767	0.10%	0.13%	0.11%	0.11%	0.12%	0.24%
Rural Areas	476	1,536	632	595	605	2,096	0.03%	0.06%	0.02%	0.02%	0.02%	0.08%
<b>Snohomish County Total</b>	<b>3,093</b>	<b>9,856</b>	<b>5,553</b>	<b>11,347</b>	<b>9,237</b>	<b>6,289</b>	<b>0.18%</b>	<b>0.35%</b>	<b>0.20%</b>	<b>0.41%</b>	<b>0.33%</b>	<b>0.23%</b>
Metropolitan Cities	31,027	78,624	52,499	102,786	46,958	39,095	1.79%	2.82%	1.88%	3.68%	1.68%	1.40%
Core & Larger Suburban Cities	3,735	13,898	7,415	12,361	14,763	6,362	0.22%	0.50%	0.27%	0.44%	0.53%	0.23%
Smaller Suburban Cities & Unincorporated UGA	1,539	3,275	3,194	2,785	3,429	6,098	0.09%	0.12%	0.11%	0.10%	0.12%	0.22%
Rural Areas	533	1,217	978	852	986	2,217	0.03%	0.04%	0.04%	0.03%	0.04%	0.08%
<b>Region Total</b>	<b>12,147</b>	<b>29,918</b>	<b>19,317</b>	<b>42,466</b>	<b>19,642</b>	<b>13,488</b>	<b>0.70%</b>	<b>1.07%</b>	<b>0.69%</b>	<b>1.52%</b>	<b>0.70%</b>	<b>0.48%</b>



## 7b. Average Number of Jobs within 20 Minutes of Housing by Bike

Geography	Regional emp. within 20 minutes by bike per HH						% of regional emp. within 20 minutes by bike					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	112,359	192,280	160,399	249,724	135,460	120,283	6.50%	6.89%	5.75%	8.95%	4.86%	4.31%
Core & Larger Suburban Cities	21,092	47,154	35,750	43,329	46,610	29,134	1.22%	1.69%	1.28%	1.55%	1.67%	1.04%
Smaller Suburban Cities & Unincorporated UGA	11,445	17,281	17,983	17,674	20,474	17,603	0.66%	0.62%	0.64%	0.63%	0.73%	0.63%
Rural Areas	1,318	2,013	1,954	2,200	2,718	2,944	0.08%	0.07%	0.07%	0.08%	0.10%	0.11%
<b>King County Total</b>	<b>57,621</b>	<b>95,986</b>	<b>80,668</b>	<b>127,958</b>	<b>69,204</b>	<b>54,074</b>	<b>3.33%</b>	<b>3.44%</b>	<b>2.89%</b>	<b>4.59%</b>	<b>2.48%</b>	<b>1.94%</b>
Metropolitan Cities	38,056	101,698	62,413	104,165	60,806	49,914	2.20%	3.65%	2.24%	3.73%	2.18%	1.79%
Core & Larger Suburban Cities	1,479	3,572	2,248	4,113	19,381	2,820	0.09%	0.13%	0.08%	0.15%	0.69%	0.10%
Smaller Suburban Cities & Unincorporated UGA	5,563	18,308	13,790	13,609	12,572	20,840	0.32%	0.66%	0.49%	0.49%	0.45%	0.75%
Rural Areas	1,251	2,321	1,760	2,297	2,136	3,436	0.07%	0.08%	0.06%	0.08%	0.08%	0.12%
<b>Kitsap County Total</b>	<b>10,556</b>	<b>28,030</b>	<b>17,608</b>	<b>30,733</b>	<b>19,178</b>	<b>17,620</b>	<b>0.61%</b>	<b>1.00%</b>	<b>0.63%</b>	<b>1.10%</b>	<b>0.69%</b>	<b>0.63%</b>
Metropolitan Cities	34,031	88,608	70,185	79,398	65,124	41,298	1.97%	3.18%	2.52%	2.85%	2.33%	1.48%
Core & Larger Suburban Cities	14,500	27,896	23,003	26,222	26,703	19,380	0.84%	1.00%	0.82%	0.94%	0.96%	0.69%
Smaller Suburban Cities & Unincorporated UGA	5,259	7,564	8,509	6,917	8,627	16,015	0.30%	0.27%	0.31%	0.25%	0.31%	0.61%
Rural Areas	986	1,440	1,478	1,402	1,614	4,189	0.06%	0.05%	0.05%	0.05%	0.06%	0.15%
<b>Pierce County Total</b>	<b>14,795</b>	<b>35,652</b>	<b>28,368</b>	<b>36,289</b>	<b>28,587</b>	<b>19,969</b>	<b>0.86%</b>	<b>1.28%</b>	<b>1.02%</b>	<b>1.30%</b>	<b>1.02%</b>	<b>0.72%</b>
Metropolitan Cities	29,223	84,118	62,691	78,844	58,039	49,190	1.69%	3.02%	2.25%	2.83%	2.08%	1.76%
Core & Larger Suburban Cities	20,119	36,239	27,246	31,304	41,236	28,037	1.16%	1.30%	0.98%	1.12%	1.48%	1.01%
Smaller Suburban Cities & Unincorporated UGA	8,576	20,691	14,963	15,215	18,686	21,804	0.50%	0.74%	0.54%	0.55%	0.67%	0.78%
Rural Areas	1,212	2,884	2,319	1,695	1,774	4,388	0.07%	0.10%	0.08%	0.06%	0.06%	0.16%
<b>Snohomish County Total</b>	<b>13,655</b>	<b>33,624</b>	<b>21,056</b>	<b>30,368</b>	<b>30,440</b>	<b>22,464</b>	<b>0.79%</b>	<b>1.21%</b>	<b>0.77%</b>	<b>1.09%</b>	<b>1.09%</b>	<b>0.81%</b>
Metropolitan Cities	88,655	151,708	127,652	194,692	110,815	96,263	5.13%	5.44%	4.58%	6.98%	3.97%	3.45%
Core & Larger Suburban Cities	19,597	41,479	31,886	38,281	42,421	27,079	1.13%	1.49%	1.14%	1.37%	1.52%	0.97%
Smaller Suburban Cities & Unincorporated UGA	8,384	15,639	13,701	13,394	15,766	18,981	0.48%	0.56%	0.49%	0.48%	0.57%	0.68%
Rural Areas	1,190	2,194	1,923	1,893	2,099	3,696	0.07%	0.08%	0.07%	0.07%	0.08%	0.13%
<b>Region Total</b>	<b>36,162</b>	<b>64,407</b>	<b>52,251</b>	<b>66,863</b>	<b>51,031</b>	<b>37,167</b>	<b>2.21%</b>	<b>2.31%</b>	<b>1.87%</b>	<b>3.11%</b>	<b>1.83%</b>	<b>1.33%</b>

## 7c. Average Number of Jobs within 10 Minutes of Housing by Walking

Geography	Regional emp. within 10 minutes by walk per HH						% of regional emp. within 10 minutes by walk					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	3,527	6,709	3,807	8,023	3,598	2,769	0.20%	0.24%	0.14%	0.29%	0.13%	0.10%
Core & Larger Suburban Cities	1,348	4,779	2,263	3,952	4,599	1,791	0.08%	0.17%	0.08%	0.14%	0.16%	0.06%
Smaller Suburban Cities & Unincorporated UGA	390	566	561	467	583	1,305	0.02%	0.02%	0.02%	0.02%	0.05%	0.05%
Rural Areas	55	76	64	66	84	135	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>King County Total</b>	<b>2,056</b>	<b>4,608</b>	<b>2,460</b>	<b>5,103</b>	<b>3,526</b>	<b>1,830</b>	<b>0.12%</b>	<b>0.17%</b>	<b>0.09%</b>	<b>0.18%</b>	<b>0.13%</b>	<b>0.07%</b>
Metropolitan Cities	1,038	2,267	1,614	2,987	1,996	1,439	0.06%	0.08%	0.06%	0.11%	0.07%	0.05%
Core & Larger Suburban Cities	331	881	443	968	5,091	692	0.02%	0.03%	0.02%	0.03%	0.18%	0.02%
Smaller Suburban Cities & Unincorporated UGA	545	1,523	1,194	860	1,130	1,728	0.03%	0.05%	0.04%	0.03%	0.04%	0.06%
Rural Areas	64	86	130	113	118	251	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
<b>Kitsap County Total</b>	<b>439</b>	<b>1,064</b>	<b>815</b>	<b>1,145</b>	<b>1,764</b>	<b>1,066</b>	<b>0.03%</b>	<b>0.04%</b>	<b>0.03%</b>	<b>0.04%</b>	<b>0.06%</b>	<b>0.04%</b>
Metropolitan Cities	951	3,811	2,434	3,274	2,912	1,057	0.06%	0.14%	0.09%	0.12%	0.10%	0.04%
Core & Larger Suburban Cities	985	2,694	1,707	3,103	3,228	1,368	0.06%	0.10%	0.06%	0.11%	0.12%	0.05%
Smaller Suburban Cities & Unincorporated UGA	396	580	596	494	565	1,475	0.02%	0.02%	0.02%	0.02%	0.02%	0.05%
Rural Areas	61	78	90	87	101	250	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
<b>Pierce County Total</b>	<b>616</b>	<b>1,924</b>	<b>1,252</b>	<b>1,990</b>	<b>1,872</b>	<b>1,165</b>	<b>0.04%</b>	<b>0.07%</b>	<b>0.04%</b>	<b>0.07%</b>	<b>0.07%</b>	<b>0.04%</b>
Metropolitan Cities	1,925	5,842	3,339	6,215	4,821	2,258	0.11%	0.21%	0.12%	0.17%	0.08%	0.06%
Core & Larger Suburban Cities	1,200	2,490	1,499	2,265	5,500	1,710	0.07%	0.09%	0.05%	0.08%	0.20%	0.06%
Smaller Suburban Cities & Unincorporated UGA	432	1,005	716	671	804	1,536	0.03%	0.04%	0.03%	0.02%	0.03%	0.06%
Rural Areas	45	160	58	64	64	217	0.00%	0.01%	0.00%	0.00%	0.00%	0.01%
<b>Snohomish County Total</b>	<b>810</b>	<b>2,154</b>	<b>1,108</b>	<b>2,545</b>	<b>3,100</b>	<b>1,391</b>	<b>0.05%</b>	<b>0.08%</b>	<b>0.04%</b>	<b>0.09%</b>	<b>0.11%</b>	<b>0.05%</b>
Metropolitan Cities	2,640	5,773	3,372	6,909	3,507	2,351	0.16%	0.21%	0.12%	0.25%	0.13%	0.08%
Core & Larger Suburban Cities	1,252	3,990	2,020	3,507	4,610	1,607	0.07%	0.14%	0.07%	0.13%	0.17%	0.06%
Smaller Suburban Cities & Unincorporated UGA	417	815	687	573	699	1,463	0.02%	0.03%	0.02%	0.02%	0.03%	0.05%
Rural Areas	56	102	80	79	90	203	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
<b>Region Total</b>	<b>1,440</b>	<b>3,235</b>	<b>1,793</b>	<b>3,795</b>	<b>3,018</b>	<b>1,535</b>	<b>0.08%</b>	<b>0.12%</b>	<b>0.06%</b>	<b>0.14%</b>	<b>0.11%</b>	<b>0.06%</b>

## 8a. Average Number of Finance, Insurance, Real Estate, Services & Retail Jobs within 30 Minutes of Housing by Transit

Geography	Regional emp. within 30 minutes by transit per HH						% of regional emp. within 30 minutes by transit					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	29,639	85,061	55,005	106,093	46,350	40,794	2.95%	4.54%	2.94%	5.87%	2.48%	2.18%
Core & Larger Suburban Cities	2,551	11,989	6,125	10,106	12,065	5,126	0.25%	0.64%	0.33%	0.54%	0.64%	0.27%
Smaller Suburban Cities & Unincorporated UGA	921	2,057	2,014	1,772	2,291	3,658	0.09%	0.11%	0.11%	0.09%	0.12%	0.20%
Rural Areas	261	741	434	458	695	1,143	0.03%	0.04%	0.02%	0.02%	0.04%	0.06%
<b>King County Total</b>	<b>13,831</b>	<b>38,169</b>	<b>24,776</b>	<b>50,447</b>	<b>21,170</b>	<b>16,231</b>	<b>1.38%</b>	<b>2.04%</b>	<b>1.32%</b>	<b>2.69%</b>	<b>1.13%</b>	<b>0.87%</b>
Metropolitan Cities	2,262	6,404	4,300	9,606	5,668	3,732	0.23%	0.34%	0.23%	0.51%	0.30%	0.20%
Core & Larger Suburban Cities	990	2,779	1,673	3,139	15,714	2,287	0.10%	0.15%	0.09%	0.17%	0.84%	0.12%
Smaller Suburban Cities & Unincorporated UGA	1,467	5,215	5,163	4,855	5,268	5,099	0.15%	0.28%	0.28%	0.26%	0.28%	0.27%
Rural Areas	298	852	1,267	956	1,032	2,489	0.03%	0.05%	0.07%	0.05%	0.06%	0.13%
<b>Kitsap County Total</b>	<b>1,126</b>	<b>3,552</b>	<b>3,256</b>	<b>4,530</b>	<b>6,130</b>	<b>3,726</b>	<b>0.11%</b>	<b>0.19%</b>	<b>0.17%</b>	<b>0.24%</b>	<b>0.33%</b>	<b>0.20%</b>
Metropolitan Cities	4,171	20,133	12,715	16,221	13,015	4,578	0.42%	1.08%	0.68%	0.87%	0.70%	0.24%
Core & Larger Suburban Cities	1,725	5,279	3,457	5,702	5,044	2,850	0.17%	0.28%	0.18%	0.30%	0.27%	0.15%
Smaller Suburban Cities & Unincorporated UGA	563	1,318	1,556	1,024	1,889	4,407	0.06%	0.07%	0.08%	0.05%	0.09%	0.24%
Rural Areas	234	350	412	326	386	1,082	0.02%	0.02%	0.02%	0.02%	0.02%	0.06%
<b>Pierce County Total</b>	<b>1,798</b>	<b>7,752</b>	<b>5,050</b>	<b>7,379</b>	<b>5,634</b>	<b>3,636</b>	<b>0.18%</b>	<b>0.41%</b>	<b>0.27%</b>	<b>0.39%</b>	<b>0.30%</b>	<b>0.19%</b>
Metropolitan Cities	3,929	20,589	12,873	26,457	14,536	7,273	0.39%	1.10%	0.69%	1.41%	0.78%	0.39%
Core & Larger Suburban Cities	2,499	4,967	3,783	5,060	8,479	4,101	0.25%	0.27%	0.20%	0.27%	0.45%	0.22%
Smaller Suburban Cities & Unincorporated UGA	894	2,564	2,210	2,100	2,317	4,544	0.09%	0.14%	0.12%	0.11%	0.12%	0.24%
Rural Areas	246	974	410	381	385	1,429	0.02%	0.05%	0.02%	0.02%	0.02%	0.08%
<b>Snohomish County Total</b>	<b>1,700</b>	<b>6,368</b>	<b>3,649</b>	<b>7,550</b>	<b>6,144</b>	<b>4,138</b>	<b>0.17%</b>	<b>0.34%</b>	<b>0.19%</b>	<b>0.40%</b>	<b>0.33%</b>	<b>0.22%</b>
Metropolitan Cities	21,906	59,013	39,780	77,214	34,902	29,478	2.18%	3.15%	2.12%	4.12%	1.86%	1.57%
Core & Larger Suburban Cities	2,394	5,990	5,280	8,577	10,718	4,587	0.24%	0.51%	0.28%	0.46%	0.57%	0.25%
Smaller Suburban Cities & Unincorporated UGA	857	2,314	2,261	1,955	2,443	4,277	0.09%	0.12%	0.12%	0.10%	0.13%	0.23%
Rural Areas	257	743	575	497	602	1,425	0.03%	0.04%	0.03%	0.03%	0.03%	0.08%
<b>Region Total</b>	<b>8,437</b>	<b>22,142</b>	<b>14,478</b>	<b>31,630</b>	<b>14,457</b>	<b>9,965</b>	<b>0.84%</b>	<b>1.18%</b>	<b>0.77%</b>	<b>1.69%</b>	<b>0.77%</b>	<b>0.53%</b>





## 8b. Average Number of Finance, Insurance, Real Estate, Services & Retail Jobs within 20 Minutes of Housing by Bike

Geography	Regional emp. within 20 minutes by bike per HH						% of regional emp. within 20 minutes by bike					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	77,081	143,085	118,363	183,238	97,933	89,064	7.68%	7.64%	6.32%	9.79%	5.23%	4.76%
Core & Larger Suburban Cities	12,366	32,364	24,737	29,264	32,809	20,608	1.23%	1.73%	1.32%	1.56%	1.75%	1.10%
Smaller Suburban Cities & Unincorporated UGA	6,179	11,536	11,799	12,036	13,485	12,066	0.62%	0.62%	0.63%	0.64%	0.72%	0.64%
Rural Areas	834	1,442	1,391	1,517	1,910	2,170	0.08%	0.08%	0.07%	0.08%	0.10%	0.12%
<b>King County Total</b>	<b>38,543</b>	<b>70,157</b>	<b>58,704</b>	<b>92,791</b>	<b>49,430</b>	<b>39,498</b>	<b>3.84%</b>	<b>3.75%</b>	<b>3.14%</b>	<b>4.96%</b>	<b>2.64%</b>	<b>2.11%</b>
Metropolitan Cities	18,248	65,736	37,395	69,783	36,971	30,041	1.82%	3.51%	2.00%	3.73%	1.97%	1.60%
Core & Larger Suburban Cities	990	2,779	1,673	3,139	15,714	2,287	0.10%	0.15%	0.09%	0.17%	0.84%	0.12%
Smaller Suburban Cities & Unincorporated UGA	4,035	13,572	10,597	10,465	9,793	15,555	0.40%	0.72%	0.57%	0.56%	0.52%	0.83%
Rural Areas	677	1,659	1,110	1,620	1,470	2,489	0.07%	0.09%	0.06%	0.09%	0.08%	0.13%
<b>Kitsap County Total</b>	<b>5,509</b>	<b>18,768</b>	<b>11,424</b>	<b>21,081</b>	<b>13,184</b>	<b>12,027</b>	<b>0.55%</b>	<b>1.00%</b>	<b>0.61%</b>	<b>1.13%</b>	<b>0.70%</b>	<b>0.64%</b>
Metropolitan Cities	22,644	65,459	52,546	57,655	48,209	30,464	2.26%	3.50%	2.81%	3.08%	2.57%	1.63%
Core & Larger Suburban Cities	9,781	20,545	16,908	19,299	19,840	14,468	0.97%	1.10%	0.90%	1.03%	1.06%	0.77%
Smaller Suburban Cities & Unincorporated UGA	3,149	5,180	5,808	4,722	6,079	11,563	0.31%	0.28%	0.31%	0.25%	0.32%	0.62%
Rural Areas	544	946	953	890	1,014	2,567	0.05%	0.05%	0.05%	0.05%	0.05%	0.14%
<b>Pierce County Total</b>	<b>9,738</b>	<b>26,166</b>	<b>20,954</b>	<b>26,301</b>	<b>21,061</b>	<b>14,230</b>	<b>0.97%</b>	<b>1.40%</b>	<b>1.12%</b>	<b>1.40%</b>	<b>1.12%</b>	<b>0.76%</b>
Metropolitan Cities	14,234	52,508	37,354	49,576	34,154	27,905	1.42%	2.80%	2.00%	2.65%	1.81%	1.49%
Core & Larger Suburban Cities	12,193	24,130	17,737	21,090	27,889	18,828	1.21%	1.29%	0.95%	1.13%	1.49%	1.01%
Smaller Suburban Cities & Unincorporated UGA	4,962	14,608	10,154	10,532	12,972	14,972	0.49%	0.78%	0.54%	0.56%	0.69%	0.80%
Rural Areas	631	1,927	1,659	1,159	1,219	3,017	0.06%	0.10%	0.09%	0.06%	0.07%	0.16%
<b>Snohomish County Total</b>	<b>7,596</b>	<b>22,031</b>	<b>13,715</b>	<b>19,848</b>	<b>19,989</b>	<b>14,750</b>	<b>0.76%</b>	<b>1.18%</b>	<b>0.73%</b>	<b>1.06%</b>	<b>1.07%</b>	<b>0.79%</b>
Metropolitan Cities	59,877	110,935	93,108	141,694	79,298	70,171	5.97%	5.92%	4.97%	7.57%	4.23%	3.75%
Core & Larger Suburban Cities	11,735	28,544	22,008	26,064	29,852	19,992	1.17%	1.52%	1.18%	1.39%	1.59%	1.02%
Smaller Suburban Cities & Unincorporated UGA	4,795	10,886	9,325	9,294	10,848	13,114	0.48%	0.58%	0.50%	0.50%	0.58%	0.70%
Rural Areas	676	1,513	1,322	1,291	1,433	2,537	0.07%	0.08%	0.07%	0.07%	0.08%	0.14%
<b>Region Total</b>	<b>25,123</b>	<b>46,411</b>	<b>37,582</b>	<b>62,539</b>	<b>36,212</b>	<b>26,652</b>	<b>2.50%</b>	<b>2.48%</b>	<b>2.01%</b>	<b>3.34%</b>	<b>1.93%</b>	<b>1.42%</b>

## 8c. Average Number of Finance, Insurance, Real Estate, Services & Retail Jobs within 10 Minutes of Housing by Walking

Geography	Regional emp. within 10 minutes by walk per HH						% of regional emp. within 10 minutes by walk					
	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Metropolitan Cities	2,588	5,309	2,974	5,911	2,854	2,164	0.26%	0.28%	0.16%	0.32%	0.15%	0.17%
Core & Larger Suburban Cities	873	3,543	1,670	2,909	3,477	1,320	0.09%	0.16%	0.09%	0.16%	0.07%	0.07%
Smaller Suburban Cities & Unincorporated UGA	243	403	404	330	420	955	0.02%	0.02%	0.02%	0.02%	0.02%	0.05%
Rural Areas	31	54	43	40	57	89	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>King County Total</b>	<b>1,461</b>	<b>3,544</b>	<b>1,880</b>	<b>3,756</b>	<b>2,709</b>	<b>1,387</b>	<b>0.15%</b>	<b>0.19%</b>	<b>0.10%</b>	<b>0.20%</b>	<b>0.14%</b>	<b>0.07%</b>
Metropolitan Cities	715	1,731	1,112	2,471	1,547	1,059	0.07%	0.09%	0.06%	0.13%	0.08%	0.06%
Core & Larger Suburban Cities	236	696	344	756	4,131	562	0.02%	0.04%	0.02%	0.04%	0.22%	0.03%
Smaller Suburban Cities & Unincorporated UGA	399	1,236	1,025	716	958	1,425	0.04%	0.07%	0.05%	0.04%	0.05%	0.08%
Rural Areas	26	47	69	63	66	159	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
<b>Kitsap County Total</b>	<b>303</b>	<b>830</b>	<b>628</b>	<b>933</b>	<b>1,423</b>	<b>842</b>	<b>0.03%</b>	<b>0.04%</b>	<b>0.03%</b>	<b>0.05%</b>	<b>0.08%</b>	<b>0.04%</b>
Metropolitan Cities	705	2,953	1,985	2,462	2,320	851	0.07%	0.16%	0.11%	0.13%	0.12%	0.05%
Core & Larger Suburban Cities	677	2,026	1,242	2,384	2,486	1,054	0.07%	0.11%	0.07%	0.13%	0.13%	0.06%
Smaller Suburban Cities & Unincorporated UGA	217	385	396	326	386	1,007	0.02%	0.02%	0.02%	0.02%	0.02%	0.05%
Rural Areas	35	47	58	53	62	155	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
<b>Pierce County Total</b>	<b>419</b>	<b>1,454</b>	<b>961</b>	<b>1,492</b>	<b>1,447</b>	<b>837</b>	<b>0.04%</b>	<b>0.08%</b>	<b>0.05%</b>	<b>0.08%</b>	<b>0.08%</b>	<b>0.04%</b>
Metropolitan Cities	1,034	3,551	2,065	5,439	3,074	1,324	0.10%	0.19%	0.11%	0.19%	0.10%	0.07%
Core & Larger Suburban Cities	789	1,758	1,078	1,662	3,835	1,214	0.08%	0.09%	0.06%	0.09%	0.20%	0.06%
Smaller Suburban Cities & Unincorporated UGA	249	735	507	466	559	1,073	0.02%	0.04%	0.03%	0.02%	0.03%	0.06%
Rural Areas	21	102	39	41	41	149	0.00%	0.01%	0.00%	0.00%	0.00%	0.01%
<b>Snohomish County Total</b>	<b>479</b>	<b>1,417</b>	<b>746</b>	<b>1,740</b>	<b>2,121</b>	<b>950</b>	<b>0.05%</b>	<b>0.08%</b>	<b>0.04%</b>	<b>0.09%</b>	<b>0.11%</b>	<b>0.05%</b>
Metropolitan Cities	2,052	4,407	2,594	5,054	2,718	1,799	0.20%	0.24%	0.14%	0.27%	0.15%	0.10%
Core & Larger Suburban Cities	819	2,947	1,484	2,594	3,443	1,250	0.08%	0.16%	0.08%	0.14%	0.18%	0.07%
Smaller Suburban Cities & Unincorporated UGA	250	593	499	407	507	1,046	0.02%	0.03%	0.03%	0.02%	0.03%	0.06%
Rural Areas	29	64	50	48	56	132	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
<b>Region Total</b>	<b>1,002</b>	<b>2,431</b>	<b>1,350</b>	<b>2,782</b>	<b>2,276</b>	<b>1,133</b>	<b>0.10%</b>	<b>0.13%</b>	<b>0.07%</b>	<b>0.15%</b>	<b>0.12%</b>	<b>0.06%</b>

## 9a. Average Time, Distance, and Speed for Daily WORK Person Trips

Geography of Trip Attractions	Minutes						Miles						Average Speed (MPH)					
	2000	Preferred Growth Targets Extended	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth Targets Extended	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth Targets Extended	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	24.7	28.2	32.2	25.5	26.5	26.2	12.3	12.8	14.2	11.3	11.8	12.3	29.9	27.2	26.5	26.6	26.7	28.2
Metropolitan Cities	24.9	29.3	32.3	26.1	27.5	27.0	12.4	13.3	14.3	11.6	12.4	12.8	29.9	27.2	26.6	26.7	27.1	28.4
Core & Larger Suburban Cities	26.8	26.8	30.4	26.5	25.8	27.0	13.8	12.7	13.6	12.6	12.1	12.8	30.9	28.4	26.8	28.5	28.1	28.4
Smaller Suburban Cities & Unincorporated UGA	26.8	28.0	29.2	27.0	26.5	26.5	14.2	13.7	13.9	13.4	13.0	11.9	31.8	29.4	28.6	29.8	29.4	28.0
Rural Areas	32.2	31.8	32.2	32.2	31.9	29.2	16.3	15.5	15.1	15.8	15.5	12.9	30.4	29.2	28.1	29.4	29.2	26.5
<b>King County Total</b>	<b>25.9</b>	<b>28.3</b>	<b>31.2</b>	<b>26.4</b>	<b>26.7</b>	<b>26.9</b>	<b>13.1</b>	<b>13.1</b>	<b>14.0</b>	<b>12.2</b>	<b>12.3</b>	<b>12.7</b>	<b>30.3</b>	<b>27.8</b>	<b>26.9</b>	<b>27.7</b>	<b>27.6</b>	<b>28.3</b>
Regional Centers	27.7	28.5	25.4	30.6	28.7	38.2	15.4	14.5	12.8	18.1	16.1	20.1	33.4	30.5	30.2	35.5	33.7	31.6
Metropolitan Cities	28.6	30.4	28.3	32.2	31.1	38.1	15.8	15.2	14.1	18.8	17.3	20.0	33.1	30.0	29.9	35.0	33.4	30.7
Core & Larger Suburban Cities	29.2	22.7	27.8	22.5	21.6	34.3	14.3	10.3	13.1	10.3	8.1	13.0	29.4	27.2	28.3	27.5	25.3	22.7
Smaller Suburban Cities & Unincorporated UGA	22.9	23.6	21.3	22.6	21.8	22.4	12.1	11.3	10.3	11.4	10.9	10.2	31.7	28.7	29.0	30.3	30.0	27.3
Rural Areas	28.0	30.9	29.6	30.8	30.0	30.7	13.5	13.7	13.3	14.5	14.1	13.0	28.9	26.6	27.0	28.2	28.2	25.4
<b>Kitsap County Total</b>	<b>26.9</b>	<b>27.5</b>	<b>26.7</b>	<b>28.6</b>	<b>26.9</b>	<b>30.1</b>	<b>14.1</b>	<b>12.1</b>	<b>12.8</b>	<b>15.1</b>	<b>12.4</b>	<b>13.7</b>	<b>31.4</b>	<b>28.6</b>	<b>28.6</b>	<b>31.7</b>	<b>29.8</b>	<b>27.3</b>
Regional Centers	21.1	20.1	20.6	19.3	19.2	22.3	11.7	9.8	9.9	9.0	9.6	11.0	33.3	28.7	28.6	29.5	30.0	29.6
Metropolitan Cities	21.5	20.6	20.9	19.0	19.4	23.2	11.4	9.8	10.1	9.4	9.8	11.5	31.8	28.5	29.0	29.7	30.3	29.7
Core & Larger Suburban Cities	22.1	21.2	22.5	20.1	20.0	22.7	11.5	10.0	10.5	9.8	9.8	10.8	31.2	28.3	28.0	29.3	29.4	28.5
Smaller Suburban Cities & Unincorporated UGA	24.7	24.1	24.5	24.3	23.9	24.6	13.0	11.4	11.1	11.7	11.6	10.6	31.6	28.4	27.2	28.9	28.1	25.9
Rural Areas	29.9	29.6	29.2	28.9	28.7	29.3	16.2	15.1	14.4	15.0	14.9	13.8	32.5	30.6	29.6	31.1	31.1	28.3
<b>Pierce County Total</b>	<b>23.6</b>	<b>22.5</b>	<b>23.2</b>	<b>21.7</b>	<b>21.9</b>	<b>24.7</b>	<b>12.5</b>	<b>10.8</b>	<b>11.0</b>	<b>10.7</b>	<b>10.9</b>	<b>11.3</b>	<b>31.8</b>	<b>28.8</b>	<b>28.4</b>	<b>29.6</b>	<b>29.9</b>	<b>27.4</b>
Regional Centers	21.6	20.3	25.2	19.7	20.2	21.9	11.2	8.9	10.4	9.4	9.6	10.1	31.1	26.3	24.8	28.6	28.5	27.7
Metropolitan Cities	22.4	21.7	28.1	20.9	21.4	23.3	12.2	9.3	11.9	10.3	10.7	11.1	32.7	27.4	25.4	29.6	30.0	28.6
Core & Larger Suburban Cities	21.9	21.7	24.4	21.6	20.3	23.4	11.3	9.7	10.5	10.5	9.5	10.6	31.0	26.8	25.8	29.2	28.1	27.2
Smaller Suburban Cities & Unincorporated UGA	23.3	22.4	24.5	22.8	22.6	22.2	12.3	10.3	10.6	11.3	11.2	10.0	31.7	27.6	26.0	29.7	29.7	27.0
Rural Areas	29.4	28.5	29.3	28.9	28.1	31.1	15.2	13.0	14.5	13.7	13.6	11.5	31.0	27.5	26.4	30.3	30.3	26.0
<b>Snohomish County Total</b>	<b>23.6</b>	<b>22.5</b>	<b>26.2</b>	<b>21.7</b>	<b>21.7</b>	<b>23.8</b>	<b>12.1</b>	<b>10.3</b>	<b>11.3</b>	<b>10.9</b>	<b>10.5</b>	<b>10.8</b>	<b>31.6</b>	<b>27.5</b>	<b>25.9</b>	<b>29.6</b>	<b>29.0</b>	<b>27.2</b>
Regional Centers	24.3	26.4	30.0	24.3	25.2	26.1	12.3	12.1	13.4	11.1	11.6	12.4	30.4	27.5	26.8	27.4	27.6	28.5
Metropolitan Cities	24.5	27.2	34.1	24.5	25.5	22.4	12.5	12.1	13.5	12.1	12.5	12.6	31.2	27.4	26.5	27.4	27.7	28.2
Core & Larger Suburban Cities	25.9	25.6	28.8	25.4	24.4	26.2	13.3	12.0	13.0	12.1	11.5	12.3	30.8	28.1	27.1	28.6	28.3	26.2
Smaller Suburban Cities & Unincorporated UGA	25.4	24.3	25.2	24.3	23.9	23.9	13.0	11.6	11.5	11.9	11.7	10.7	31.8	28.6	27.4	29.4	29.4	26.9
Rural Areas	30.9	30.1	29.9	30.1	29.9	31.3	15.4	14.5	13.3	16.1	14.8	13.3	30.9	28.9	27.9	29.6	29.6	26.5
<b>Region Total</b>	<b>25.4</b>	<b>26.5</b>	<b>29.1</b>	<b>25.4</b>	<b>25.5</b>	<b>26.2</b>	<b>13.1</b>	<b>12.4</b>	<b>13.1</b>	<b>12.1</b>	<b>12.1</b>	<b>12.1</b>	<b>31.7</b>	<b>28.1</b>	<b>27.6</b>	<b>28.7</b>	<b>28.7</b>	<b>27.2</b>

## 9b. Average Time, Distance, and Speed for Daily NON-WORK Person Trips

Geography of Trip Attractions	Minutes						Miles						Average Speed (MPH)					
	2000	Preferred Growth Targets Extended	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth Targets Extended	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities	2000	Preferred Growth Targets Extended	Growth Targets Extended	Metropolitan Cities	Larger Cities	Smaller Cities
Regional Centers	14.7	15.2	17.0	13.9	14.7	15.8	7.3	7.1	8.1	6.2	6.7	7.6	29.8	28.0	28.6	26.8	27.3	28.9
Metropolitan Cities	13.3	14.0	14.8	13.1	13.3	13.4	6.2	6.2	6.6	5.6	5.8	5.9	26.8	26.6	26.8	25.6	26.2	26.4
Core & Larger Suburban Cities	15.5	17.2	15.5	14.7	16.2	17.4	7.2	7.2	7.8	6.8	6.8	6.8	27.2	26.8	27.2	26.0	26.5	27.0
Smaller Suburban Cities & Unincorporated UGA	14.8	15.9	16.1	15.7	15.2	14.8	6.8	6.8	6.9	6.8	6.4	5.8	25.9	25.7	25.7	26.0	25.3	23.5
Rural Areas	20.0	21.0	21.3	21.6	21.4	20.9	8.7	8.7	9.0	9.2	9.0	7.9	25.6	24.9	25.4	25.6	25.2	22.7
<b>King County Total</b>	<b>14.6</b>	<b>15.3</b>	<b>16.2</b>	<b>14.7</b>	<b>14.5</b>	<b>15.3</b>	<b>6.8</b>	<b>6.8</b>	<b>7.2</b>	<b>6.4</b>	<b>6.2</b>	<b>6.6</b>	<b>27.9</b>	<b>26.7</b>	<b>26.7</b>	<b>26.1</b>	<b>25.7</b>	<b>25.9</b>
Regional Centers	12.4	11.7	10.6	9.7	10.1	12.9	5.3	4.7	4.0	3.7	3.8	5.2	25.6	24.1	22.6	22.9	22.6	24.2
Metropolitan Cities	10.8	11.4	11.5	10.5	11.1	15.6	4.3	4.4	4.5	4.1	4.4	6.4	23.9	23.2	23.5	23.4	23.8	24.6
Core & Larger Suburban Cities	12.4	11.8	13.6	11.6	9.3	12.6	4.1	3.7	4.6	3.6	2.5	4.2	19.8	18.8	20.3	18.6	16.1	20.0
Smaller Suburban Cities & Unincorporated UGA	13.0	12.7	11.7	11.8	11.5	14.1	5.4	5.0	4.4	4.6	4.4	5.6	24.9	23.6	22.6	23.4	23.0	23.8
Rural Areas	18.3	20.6	19.6	19.6	19.6	24.8	6.7	7.4	7.0	7.2	7.3	10.2	22.0	21.6	21.4	22.0	22.3	24.7
<b>Kingston County Total</b>	<b>14.0</b>	<b>14.6</b>	<b>14.5</b>	<b>13.7</b>	<b>13.2</b>	<b>18.4</b>	<b>5.4</b>	<b>5.4</b>	<b>5.3</b>	<b>5.1</b>	<b>4.8</b>	<b>7.4</b>	<b>23.1</b>	<b>22.2</b>	<b>21.9</b>	<b>22.3</b>	<b>21.8</b>	<b>24.1</b>
Regional Centers	12.6	11.1	11.5	10.5	11.1	12.7	5.4	4.4	4.6	4.1	4.5	5.3	25.7	23.8	24.0	23.4	24.3	25.0
Metropolitan Cities	12.2	10.9	11.0	10.4	10.9	12.4	5.3	4.4	4.4	4.1	4.5	5.3	26.1	24.2	24.0	23.7	24.8	25.6
Core & Larger Suburban Cities	13.0	12.3	13.1	12.1	11.8	13.2	5.5	4.9	5.3	4.8	4.6	5.3	25.4	23.9	24.3	23.8	23.4	24.1
Smaller Suburban Cities & Unincorporated UGA	14.9	14.9	15.2	15.3	15.3	15.2	6.3	5.9	5.9	6.2	6.1	5.5	25.4	23.8	23.3	24.3	23.9	21.7
Rural Areas	19.6	19.6	19.4	19.2	19.2	20.9	8.7	8.3	7.9	8.1	8.1	8.2	26.6	25.4	24.4	25.3	25.3	23.5
<b>Pierce County Total</b>	<b>14.3</b>	<b>13.4</b>	<b>13.9</b>	<b>13.2</b>	<b>13.5</b>	<b>15.3</b>	<b>6.1</b>	<b>5.4</b>	<b>5.6</b>	<b>5.3</b>	<b>5.5</b>	<b>5.8</b>	<b>25.6</b>	<b>24.2</b>	<b>24.2</b>	<b>24.1</b>	<b>24.4</b>	<b>22.7</b>
Regional Centers	13.3	11.9	14.3	11.5	12.3	13.4	5.9	4.5	5.8	4.6	4.9	5.3	26.6	22.7	24.3	24.0	23.9	23.7
Metropolitan Cities	12.5	11.6	13.5	11.2	12.0	12.9	5.7	4.6	5.7	4.7	5.2	5.3	27.4	23.8	25.3	25.2	26.0	24.7
Core & Larger Suburban Cities	12.9	13.1	13.9	13.0	12.2	14.2	5.5	5.1	5.5	5.3	4.6	5.6	25.6	23.4	23.7	24.5	22.6	23.7
Smaller Suburban Cities & Unincorporated UGA	14.7	14.5	15.2	15.0	14.9	14.4	6.3	5.7	6.1	6.4	6.2	5.4	25.7	23.6	24.1	25.6	25.0	22.5
Rural Areas	22.1	21.3	22.5	22.4	22.2	24.5	9.6	8.8	9.1	9.7	9.6	9.9	26.1	24.8	24.3	26.0	25.9	24.2
<b>Snohomish County Total</b>	<b>14.7</b>	<b>14.5</b>	<b>15.7</b>	<b>14.4</b>	<b>14.1</b>	<b>16.1</b>	<b>6.4</b>	<b>5.8</b>	<b>6.4</b>	<b>6.0</b>	<b>5.7</b>	<b>6.3</b>	<b>26.1</b>	<b>24.0</b>	<b>24.5</b>	<b>25.0</b>	<b>24.3</b>	<b>23.5</b>
Regional Centers	14.2	13.9	15.4	12.9	13.6	14.9	6.8	6.2	7.1	5.6	6.0	6.9	26.7	26.8	27.7	26.0	26.5	27.8
Metropolitan Cities	13.0	13.0	13.9	12.4	12.7	13.3	6.0	5.6	6.0	5.2	5.4	5.8	27.7	25.8	26.9	25.9	25.5	26.2
Core & Larger Suburban Cities	14.8	14.9	16.1	14.8	13.8	15.4	6.7	6.5	7.1	6.4	5.6	6.8	27.2	26.2	26.5	25.9	24.3	26.5
Smaller Suburban Cities & Unincorporated UGA	14.6	14.7	15.0	14.9	14.7	14.7	6.2	5.9	6.0	6.2	6.0	5.6	25.5	24.1	24.0	25.0	24.5	22.9
Rural Areas	20.1	20.7	20.8	20.7	20.6	22.8	8.5	8.3	8.3	8.6	8.5	9.0	25.4	24.1	23.9	24.9	24.6	23.7
<b>Region Total</b>	<b>14.5</b>	<b>14.8</b>	<b>15.5</b>	<b>14.3</b>	<b>14.2</b>	<b>15.7</b>	<b>6.5</b>	<b>6.3</b>	<b>6.6</b>	<b>6.1</b>	<b>5.9</b>	<b>6.4</b>	<b>26.9</b>	<b>25.5</b>	<b>25.5</b>	<b>25.6</b>	<b>24.9</b>	<b>24.5</b>

Note: SOV skins for the MID-DAY period used to calculate average time and distance.







## Appendix 4: Summary of Public Review and Comment on the Draft Environmental Impact Statement

*This appendix summarizes the results of the public review and comment period on the Draft Environmental Impact Statement. It also provides the summary responses on which the Growth Management Policy Board took an action-to-proceed in September 2006; these summary responses guided the work of staff in their development of a Preferred Growth Alternative and in the development of the Draft VISION 2040.*

*In the Final Environmental Impact Statement, the Regional Council will respond to the substantive comments received on the Draft and Supplemental Draft Environmental Impact Statements.*

*NOTE: This Growth Management Policy Board took an action-to-proceed on this appendix (presented to them as a stand-alone report at that time) at their September 2006 meeting. The content of this appendix has not substantively changed since the Board action, and does not reflect work done since that time developing the draft VISION 2040 and Preferred Growth Alternative.*

### CONTENTS OF APPENDIX

The following material is contained in this appendix:

- Overview
  - A. Overview of Public Comment Period
  - B. Outreach to Environmental Justice Communities
  - C. Description of Stakeholders Who Submitted Comments
  - D. Key Themes from Comments
    - 1. Key Messages Regarding the Alternatives
    - 2. Key Themes by Topic Area
  - E. Conclusions
  - F. Attachment
    - 1. Complete List of Outreach Presentations



## OVERVIEW

This appendix summarizes public comment on the Draft Environmental Impact Statement and is meant to assist in the selection of a preferred growth alternative for accommodating forecasted growth. The summary of public comment is one tool among many to help in this selection.

This appendix provides information regarding outreach activities and public comments received. It also provides a summary response by the Regional Council for the topics raised in the comments. Comments received are summarized as key messages regarding the alternatives and key themes by topic area.

- **Outreach and comments received:** The extended public comment period was successful, with Regional Council staff having been able to present the results of the Draft Environmental Impact Statement to the majority of jurisdictions and a variety of interest groups. Also, comments were submitted by a broad cross-section of jurisdictions across the region. (*See sections A and B*)
- **Key message in comments regarding alternatives:** Comments expressed strong support for focusing growth. Commenters, in nearly equal amounts, preferred the Metropolitan Cities and the Larger Cities alternatives or a hybrid alternative that uses the best elements of these two. And, a number of commenters expressed opposition to the Smaller Cities alternative. (*See section D.1*)
- **Key themes in comments by topic area:** Comments were provided on a wide variety of topics. Some relate directly to the *analysis* of impacts, others suggested what should or should not be included in the updated multicounty planning *policies*, and still others focused on the update *process*. (*See section D.2*)
- **Summary responses:** In September 2006, the Growth Management Policy Board took an action-to-proceed on a series of summary responses for each of the comment areas. As noted in the summary responses, the issues raised will primarily be addressed in the updated multicounty planning policies, preferred growth alternative, or in the subsequent environmental impact statements.

Overall, the comments demonstrate a substantial level of agreement in the region to grow in a focused and coordinated manner, and they support an approach to updating the VISION that provides regional leadership on a variety of issues while being careful to recognize local circumstances and respect local control.

The official response to comments will be published in the Final Environmental Impact Statement.

## A. OVERVIEW OF PUBLIC COMMENT PERIOD

The public comment period on the Draft Environmental Impact Statement lasted 60 days, beginning on May 31, 2006 and ending on July 31, 2006. The comment period exceeded the public comment period requirement of 30 days under Washington law.

The public comment period was designed to inform the public, interest groups, affected tribes and government agencies about the project, and to gather comments about the key issues that the region's stakeholders feel should be addressed. Specifically, the public comment period focused on the findings in the Draft Environmental Impact Statement.

Over 1,000 copies of the executive summary of the Draft Environmental Impact Statement were mailed to stakeholders. The summary also included a compact disk containing the full contents of the document. Hard copies of the full document and appendices were distributed to libraries throughout the region. The document was also available on the Regional Council's website, both through a table of contents webpage, as well as an interactive webpage that allowed for submitting comments.

At the beginning of the public comment period, the Regional Council held an all-day kick-off meeting, which included an in-depth review of the Draft Environmental Impact Statement by a four-person Peer Review panel, and table group discussions.



## B. OUTREACH TO ENVIRONMENTAL JUSTICE COMMUNITIES

*This section provides a description of outreach to low-income and minority populations (referred to as environmental justice populations) and a summary of findings.*

### Outreach

Between June and September 2006, PSRC staff conducted five facilitated conversations to explore community reaction to the impacts disclosed in the VISION 202 Draft Environmental Impact Statement. In June 2006, two workshops were held in King County that included participants from the community, local and state governments and social service agencies. In late July two focus group sessions were held, one each in Kitsap and Snohomish Counties. In early September, a focus group session was held in Pierce County. These sessions in Kitsap, Pierce and Snohomish counties were primarily attended by representatives from social service and government agencies, as well as special interest groups. In total, approximately 100 people attended these discussion groups.

After a general introduction to regional planning under the Growth Management Act, an introduction to VISION 2020, and a presentation centered on specific impacts disclosed in the Environmental Justice chapter of the VISION 2020 Update Draft Environmental Impact Statement, facilitated discussions followed. These discussions particularly highlighted the issues of affordable and adequate housing, employment, transportation, access to facilities and services, air quality and environmental health.

Below are findings regarding common opinions, thoughts and ideas expressed at all five Environmental Justice outreach sessions.

### Findings

When asked to express a preference for one of the alternatives analyzed in the Draft Environmental Impact Statement, a clear majority at each meeting favored creating a hybrid alternative from the Metropolitan Cities and Larger Cities alternatives. Overall, participants viewed more focused growth patterns as having advantages in terms of providing job and housing opportunities to existing communities, facilitating more efficient service delivery, protecting rural, natural resource and undeveloped areas, and presenting opportunities for environmental clean up and improvement of existing urban areas. Participants generally concurred with the overall Environmental Justice impacts as disclosed in the Draft Environmental Impact Statement.

However, participants also recognized that while there were perceived advantages to redevelopment, such as more variety of goods and services, better transportation and more cultural richness and variety, more opportunity for small businesses, and beautification of existing urban areas, redevelopment without explicit and directed programs to existing disadvantaged communities was generally viewed as gentrification – with an overall negative impact on minority communities and low-income communities. Displacement from current neighborhoods due to the high cost and competition for affordable housing is perceived as contributing to the erosion of existing low-income communities and some historic minority communities.

The majority of participants who preferred a more focused hybrid alternative also emphasized that more dispersed regional growth options would spread public and special need services too thin around the region, and place increasing strain on limited resources.

Mitigation of any impacts from growth was perceived as a key component of how the region accommodates growth, for with adequate programs, negative aspects that might be associated with redevelopment and more focused growth patterns might be avoided.

## C. DESCRIPTION OF STAKEHOLDERS WHO SUBMITTED COMMENTS

By the end of the public comment period, 84 letters, emails, or faxes were received. Comments were submitted from a wide range of stakeholders and geographic locations (see Figures 2, 3 and 4).

The majority of comments were received from local governments, followed by organizations and individuals, with a more limited set of comments received from businesses. Comments were submitted from stakeholders in all four central Puget Sound counties, with the majority arriving from King and Snohomish. Comments from organizations representing regionwide interests or from outside the region are included as part of other in the *by County* pie chart.

Figure 2: Breakdown of Commenters

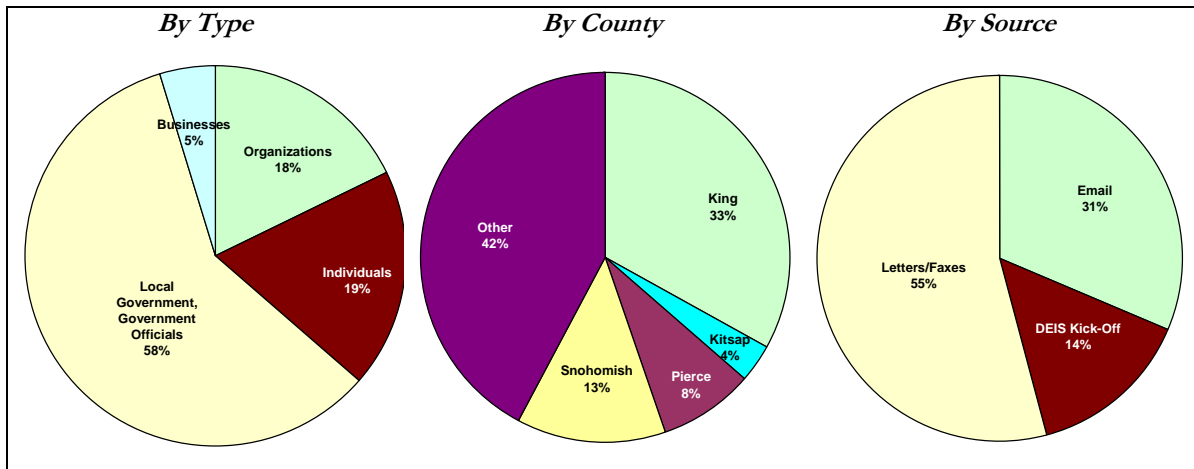


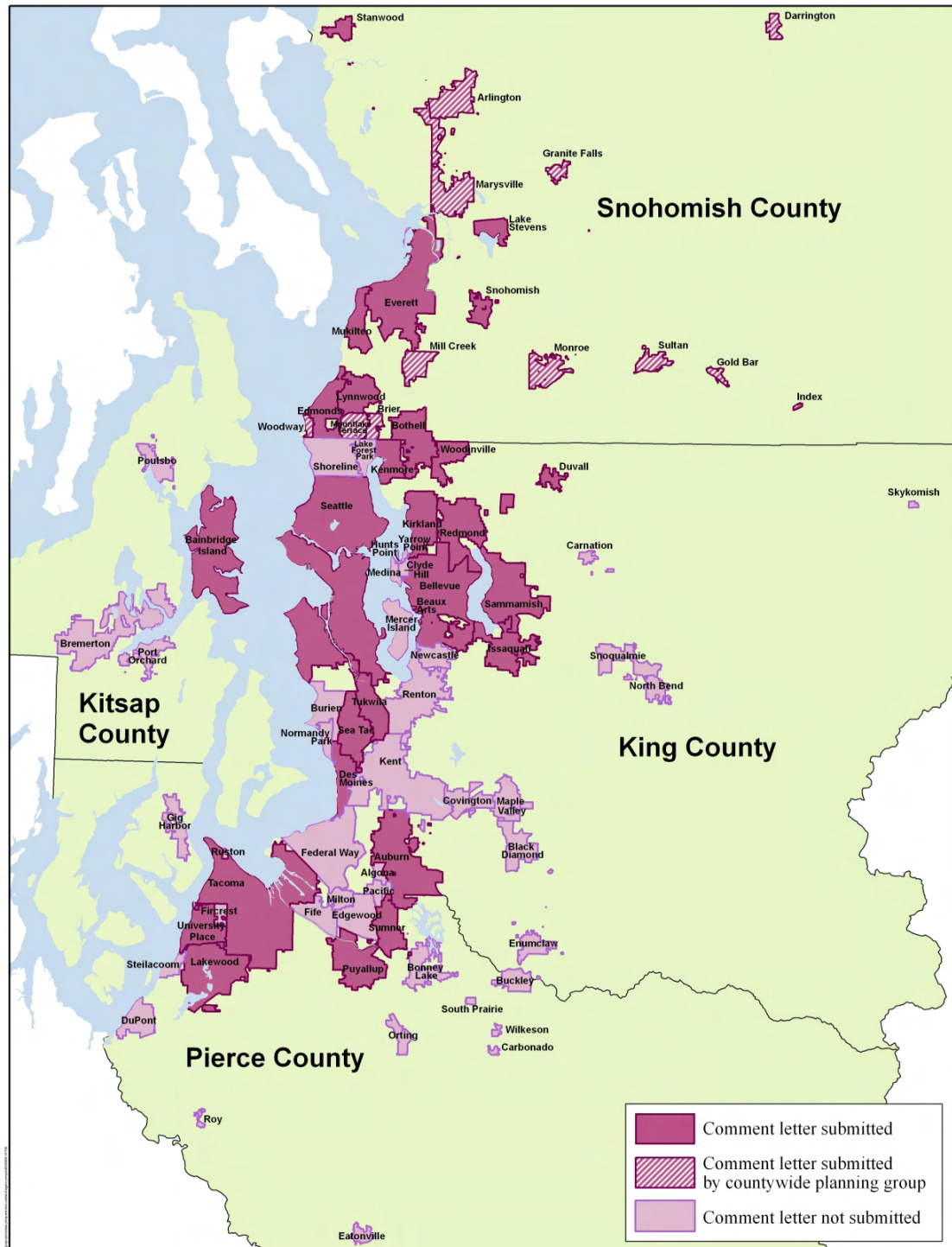
Figure 3 shows the complete list of commenters by stakeholder type.

**Figure 3: List of Commenters**

<p><b><u>Federal Government (1)</u></b></p> <ul style="list-style-type: none"> <li>• U.S. Environmental Protection Agency, Region X</li> </ul> <p><b><u>State Government (4)</u></b></p> <ul style="list-style-type: none"> <li>• Department of Community Trade and Economic Development</li> <li>• Department of Ecology</li> <li>• Department of Fish and Wildlife</li> <li>• Department of Transportation</li> </ul> <p><b><u>Regional Government/Agency (8)</u></b></p> <ul style="list-style-type: none"> <li>• King County Water District #111</li> <li>• Port of Seattle</li> <li>• Puget Sound Clean Air Agency</li> <li>Seattle/King County Public Health</li> <li>• Snohomish County Tomorrow</li> <li>• Soos Creek Water and Sewer District</li> <li>• Suburban Cities Association of King County</li> <li>• Thurston Regional Planning Council</li> </ul> <p><b><u>County Government (8)</u></b></p> <ul style="list-style-type: none"> <li>• King County, Council on Aging</li> <li>• King County, Office of the Executive</li> <li>• Kitsap County, Public Works</li> <li>• Kitsap County, Community Development</li> <li>• Pierce County, Planning and Land Services</li> <li>• Snohomish County, Office of the Executive</li> <li>• Snohomish County, Planning and Development Services</li> <li>• Snohomish County, Public Works</li> </ul> <p><b><u>City Government (30) (by county)</u></b></p> <p><b><u>King</u></b></p> <ul style="list-style-type: none"> <li>• Auburn</li> <li>• Bellevue</li> <li>• Bothell</li> <li>• Des Moines</li> <li>• Issaquah</li> <li>• Issaquah, Redmond, Sammamish joint letter</li> <li>• Kenmore</li> <li>• Kirkland</li> <li>• Newcastle</li> <li>• Redmond</li> <li>• Sammamish</li> <li>• SeaTac</li> <li>• Seattle</li> <li>• Seattle Planning Commission</li> <li>• Tukwila</li> <li>• Woodinville</li> </ul>	<p><b><u>City Government (by county) - continued...</u></b></p> <p><b><u>Kitsap</u></b></p> <ul style="list-style-type: none"> <li>• Bainbridge Island</li> </ul> <p><b><u>Pierce</u></b></p> <ul style="list-style-type: none"> <li>• Lakewood</li> <li>• Puyallup</li> <li>• Sumner</li> <li>• Tacoma</li> <li>• University Place</li> </ul> <p><b><u>Snohomish</u></b></p> <ul style="list-style-type: none"> <li>• Edmonds</li> <li>• Everett</li> <li>• Lake Stevens</li> <li>• Lynnwood</li> <li>• Mukilteo</li> <li>• Snohomish</li> <li>• Stanwood</li> </ul> <p><b><u>Business (4)</u></b></p> <ul style="list-style-type: none"> <li>• AHBL</li> <li>• Halcyon Planning and Urban Design</li> <li>• Miravest, Inc.</li> <li>• Puget Sound Energy</li> </ul> <p><b><u>Civic Organizations (2)</u></b></p> <ul style="list-style-type: none"> <li>• Pierce County Chamber of Commerce</li> <li>• Seattle Chinatown Chamber of Commerce</li> </ul> <p><b><u>Interest Groups (11)</u></b></p> <ul style="list-style-type: none"> <li>• Cascade Bicycle Alliance</li> <li>• Cascade Land Conservancy</li> <li>• Coalition for Effective Transportation Alternatives</li> <li>• Feet First</li> <li>• Futurewise</li> <li>• Housing Development Consortium</li> <li>• League of Women Voters</li> <li>• Puget Sound Urban Design Team</li> <li>• Seattle-King County Acting Food Policy Council</li> <li>• Sustainable Seattle</li> <li>• Transportation Choices Coalition</li> </ul> <p><b><u>Education Institutions (2)</u></b></p> <ul style="list-style-type: none"> <li>• University of Washington</li> <li>• Bellevue Community College</li> </ul> <p><b><u>Individuals (16)</u></b></p> <p style="text-align: right;"><i>As of August 17, 2006</i></p>
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Figure 4 provides an illustration of the geographic breadth of the jurisdictions submitting comments. In addition to all four counties, the figure shows all of the jurisdictions in Snohomish County, because these jurisdictions were co-signers to the letter submitted by Snohomish County Tomorrow. Collectively, the jurisdictions below are home to 71 percent of the region's residents.

Figure 4: Jurisdictions That Submitted Comments



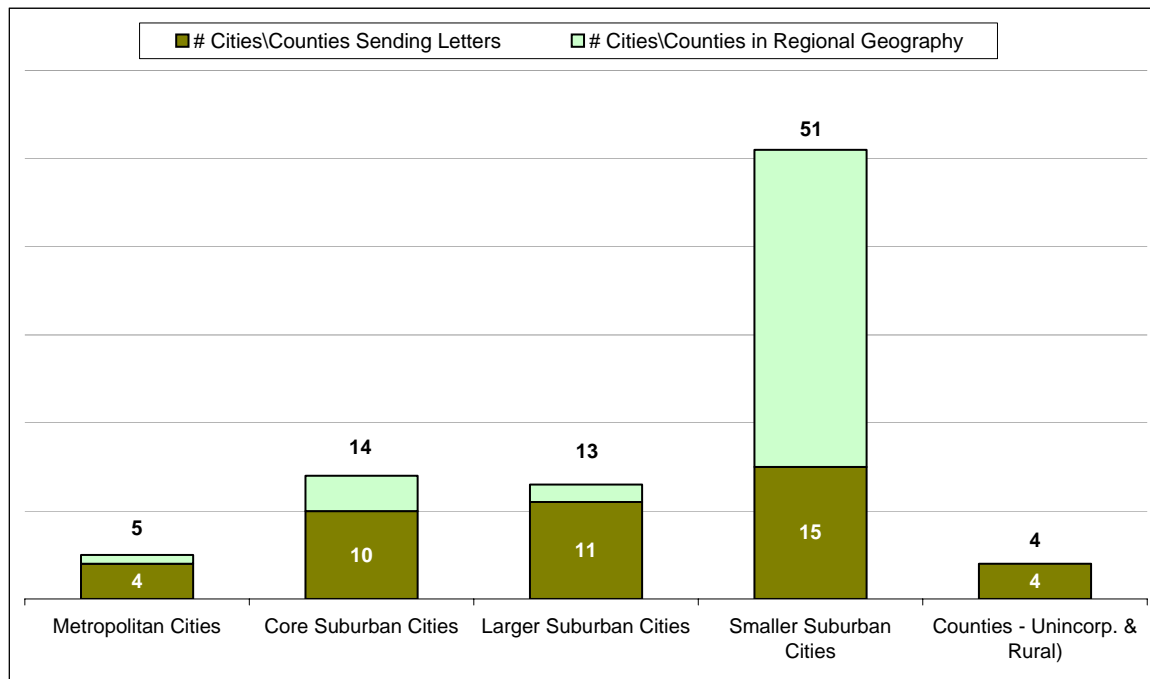
*Notes: all four counties submitted a comment letter(s).*

A key feature of the VISION 2020 Update is the classification of the region's jurisdictions into regional geographies. The regional geographies are the primary unit of analysis that define the four growth distribution alternatives studied in the Draft Environmental Impact Statement.



As shown in Figure 5, a higher proportion of the metropolitan, core suburban, and larger suburban regional geography cities submitted comment letters than smaller suburban cities. The totals include all of the jurisdictions in Snohomish County, since these jurisdictions were co-signers to the letter submitted by Snohomish County Tomorrow.

**Figure 5: Commenters by Regional Geography**



*Note: the figure includes all cities in Snohomish County.*

## D. KEY THEMES FROM COMMENTS

The comments received cover a wide range of issues and represent a cross-section of the regional community, particularly its local government sector. In total, 84 comment letters were received. Comments received after July 31, 2006 have been included in the official record of comments.

To facilitate review by the Regional Council's boards and other interested parties, the comment letters were numbered and placed in binders. Each binder contains a table of contents and the complete set of letters and all attachments. Binders were made available for the Growth Management Policy Board and the other boards and the public through the Regional Council's Information Center. These comments will be included in the Final Environmental Impact Statement along with the Regional Council's responses to the issues raised.

This section of the appendix contains two parts – key messages regarding the alternatives and key themes by topic area. Responses that received an action-to-proceed by the Growth Management Policy Board at its September 2006 meeting are also included in the subsequent text.



### **Need to Revisit Adopted Plans**

"The analysis of the Growth Targets Extended strongly points to the need to re-think our current direction and the implications of accommodating 1.7 million more people under our current growth plans...

Development of a preferred alternative will require each jurisdiction to seriously consider and analyze the regional centers, growth targets, and planned infrastructure improvements currently in place."

*- Pierce County*

### **Respect Diversity of Local Plans**

"We want to emphasize that each county has developed in different ways and at different rates and the value of diversity should be embraced in the development of the preferred plan.

We would like to see a coherent and positive regional vision, but one that recognizes our differences. It is in the details that the region can make a realistic assessment of opportunities, capacities and constraints."

*- Snohomish County Tomorrow*

### **Praise for Environmental Justice**

"Thank you for your thoughtful exploration of environmental justice implications. Often the environmental documents ... have a very superficial treatment of environmental justice, when it is sometimes the poorest and most marginalized populations who are most affected.

Please consider how the affordable housing dilemma...can be meaningfully probed within this chapter."

*- City of Lakewood*

### **Consider Role and Vocabulary of Regional Design**

"The concepts of design go beyond the aesthetic; design is what ties things together. Design assembles component parts into larger structures...

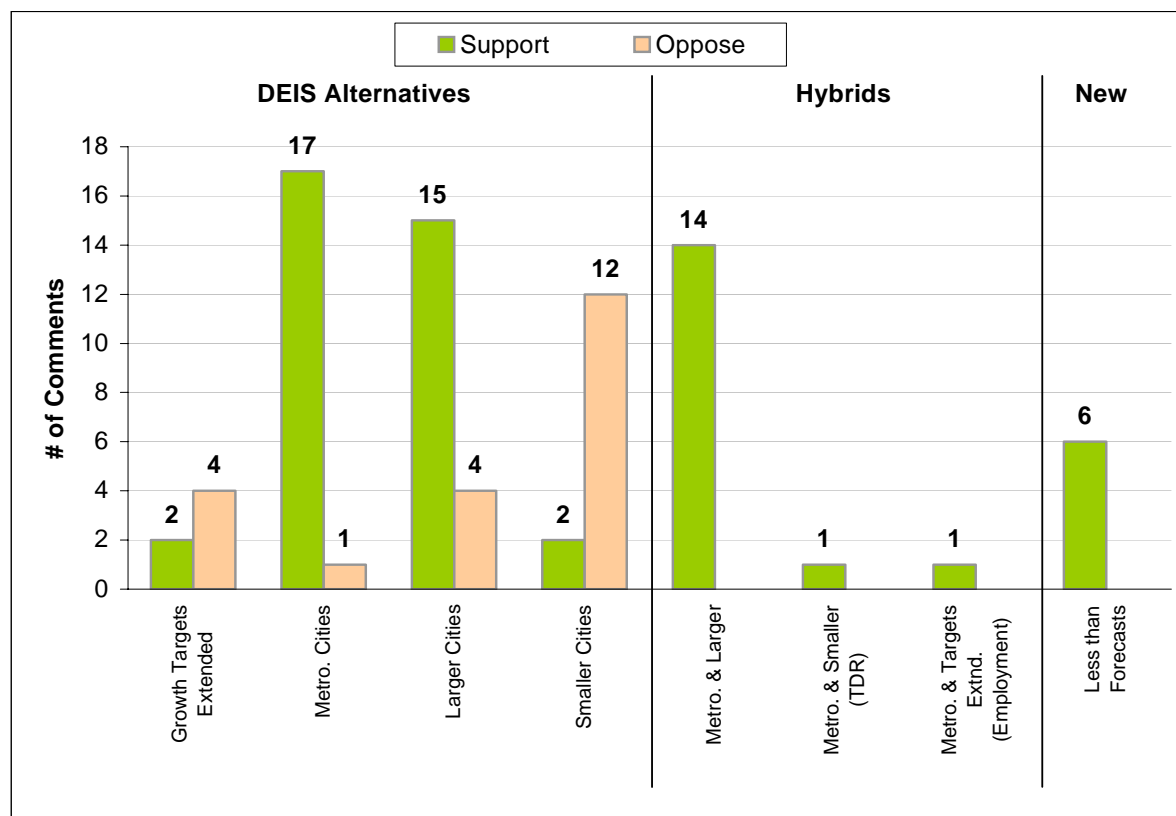
Assertive, proactive initiatives will be necessary to use urban and regional design as a means to create and drive a regional vision."

*- Puget Sound Urban Design Team*

## 1. Key Messages Regarding the Alternatives

Almost all of the letters included a comment related to the alternatives. Comments included support or opposition to the four growth alternatives in the Draft Environmental Impact Statement, suggestions for a number of hybrid alternatives, and a few suggestions for a new alternative. Figure 6 provides a quantitative assessment of the comments regarding the alternatives and is followed by bullets describing the comments.

Figure 6: Comments on the Alternatives



### Comments on DEIS Alternatives

- Growth Targets Extended Alternative:*** More commenters opposed this alternative than supported it. Those supporting this alternative generally stated that the levels of growth were most consistent with their adopted local comprehensive plan, and therefore this alternative was most likely to fit with the existing plans for transportation, infrastructure, economic development, services, and more. Those opposing stated the negative aspect of having population and housing far from employment. Some of these comments related to the estimated high levels of vehicle miles traveled and the resulting environmental impacts, and the level of growth in and near more pristine areas.
- Metropolitan Cities Alternative:*** This alternative received the largest number of letters of support and the fewest letters of opposition. However, many of the supporters also expressed support for the Larger Cities alternative (sometimes stating support equally, sometimes saying the Metropolitan Cities alternative was the best, and sometimes saying it was the second best). The rationale for support generally focused on the transportation benefits, protecting of rural and natural resource areas, and the efficiency of focusing growth where higher levels of infrastructure exist (such as high-capacity transit or human services agencies) or are planned. While expressing support, many stated the need to improve on issues such as affordable housing, job/housing balance, and urban ecology programs. Those opposing stated that these areas were already too crowded and had too many existing adverse impacts.

- ***Larger Cities Alternative:*** This alternative received a similar amount of support as the Metropolitan Cities alternative (again, noting that many supporters of this alternative also expressed support for Metropolitan Cities or a hybrid of the two). Supporters expressed similar reasons as for the Metropolitan Cities alternative; however, in choosing this alternative, many noted that it had greater potential for affordable housing and for more widespread economic benefits throughout the region. Those opposing primarily focused on the amount of growth in the larger suburban cities, expressing concerns that the level growth would create too many impacts, potentially changing the character of these cities, which, they stated would be built-out under existing adopted plans.
- ***Smaller Cities Alternative:*** More commenters opposed this alternative than supported it. This alternative received the least support (tied with Growth Targets Extended) and by far the most opposition. Supporters generally stated a goal of moving growth to outlying areas to protect their cities from more growth and/or to spread out growth and therefore avoid additional transportation congestion in their area. Those opposing cited a wide range of concerns, including high levels of growth near more-pristine areas, the difficulty of serving this growth pattern with transit, the high cost of extending infrastructure to these areas, and the negative impact it could have on low-income residents.

#### **Comments on Hybrid Alternatives**

- ***Metropolitan Cities and Larger Cities:*** Commenters stated a preference for a focused growth alternative that represented the best parts of these two alternatives. Sometimes the commenters were specific as to what portions of each alternative they wanted in the hybrid and sometimes they were not. Also, some of the supporters for this hybrid also expressed support for either of these two alternatives individually (i.e., there is some duplication between the hybrid and these alternatives separately). In general, those supporting this hybrid expressed desire for focusing both population and employment inside the urban growth area, supporting a jobs/housing balance, minimizing environmental impacts, and promoting strong local economies by shifting some of the employment growth to the larger suburban cities. On specific issues, such as parks, infrastructure, concurrency, or land capacity, supporters suggested that there were distinctions between these alternatives, and therefore a hybrid of the two was best.
- ***Metropolitan Cities and Smaller Cities (Transfer of Development Rights):*** This alternative was suggested by one commenter with a specific purpose – to permit flexibility for smaller cities to grow through accepting development rights from their surrounding rural areas (and then facilitating the transfer through infrastructure funding). This hybrid envisions the majority of residential and job growth occurring in urban centers to create vibrant cities. It also permits/incentivizes growth in these smaller cities to reduce development pressure on rural and resource lands while still providing an economic return for landowners in these areas.
- ***Metropolitan Cities and Growth Targets Extended (Employment):*** This alternative was suggested by one commenter in response to the definition of the four alternatives, wherein the Metropolitan Cities alternative allocated less growth to Pierce County (based upon the number of cities within the different regional geographic classes) than did the Growth Targets Extended alternative. While supporting a focusing of growth within Pierce County's largest cities, this hybrid envisions assigning more growth to Pierce County overall, noting that these cities are generally less dense and therefore have a greater capacity to accommodate increased residential and employment growth. Part of the rationale for this hybrid is to help shift more of the employment growth to Pierce County to create a better jobs/housing balance.



## Comments on New Alternative

- **Less than Regional 2040 Forecasts:** Supporters of this new alternative generally expressed sentiment around two issues – concurrency and sustainability. For concurrency issues, supporters suggested that if transportation (and perhaps other infrastructure) concurrency could not be met then, consistent with their interpretation of state law, growth should not be allowed. For sustainability issues, supporters generally questioned whether the region's natural resources could accommodate the adverse impacts of the full amount (1.6 million population and 1.1 million employment) of forecasted growth. The commenters suggested that an alternative that planned for substantially less growth should be included in the analysis.

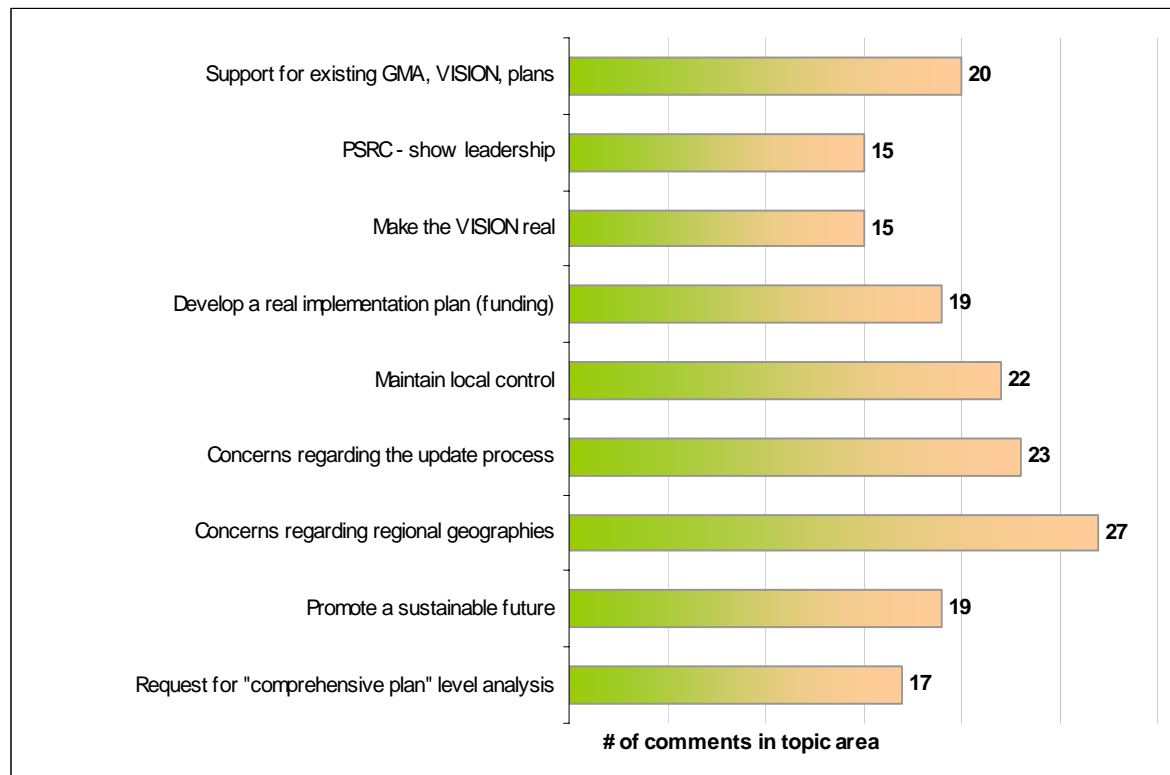
**SUMMARY GROWTH MANAGEMENT POLICY BOARD'S (GMPB) RESPONSE REGARDING A NEW ALTERNATIVE:** (action to proceed on response take in September 2006)

*The Regional Council does not intend to analyze a new alternative that assumes less growth than the 2040 regionwide forecast of 1.6 million new residents and 1.1 million new employees. This decision recognizes the charge of the state Growth Management Act to manage rather than control growth and the desire to remain consistent with the State Office of Financial Management (OFM) population forecast process. Studying alternatives are consistent with the OFM process makes the regional vision more useful and understandable to local governments as they apply regional guidance in developing growth targets.*

## 2. Key Themes by Topic Area

Comments were given on a wide variety of topics. Figures 7 and 8 provide a quantitative assessment of the comments, and are followed by bullets describing the comments.

**Figure 7: Comments by Topic Area - Big Picture/Process**



**Description of Big Picture/Process Comments:**

- **Support for existing GMA, VISION, and plans:** Throughout the comment letters, support for existing planning processes was expressed. Almost none of the letters suggested an alternate approach, although on specific issues comments did suggest that some additional work and heightened focus might be needed.

**GMPB SUMMARY RESPONSE:**

(action on response taken 09/06)

*The Board expressed reassurance regarding the strong amount of support for existing plans, the state Growth Management Act, and VISION 2020. This support represents a large constituency for building on existing regional agreements, and reinforces the findings from previous outreach.*

- **PSRC – show leadership:** These comments ranged from general support for regional leadership in implementing the updated VISION, to suggestions such as better coordinating with special purpose districts, forming a climate change and environment board, establishing a regional transfer of development rights program, and setting mode split/vehicle miles traveled reduction goals.

**GMPB SUMMARY RESPONSE:**

(action on response taken 09/06)

*The Board agreed that the Regional Council, through the VISION update, should continue to show leadership. This involves continuing to build on existing processes and plans, rather than maintaining the status quo. Similar to the outcomes of past outreach, the VISION update intends to continue to focus on addressing new issues, seeking to clarify the VISION, and establishing actions and measures where appropriate.*

- **Make the VISION real:** These commenters strongly indicated the need for a clearer, more implementable VISION, suggesting that that VISION should identify specific ways to mitigate housing costs, should include or lead to the identification of important habitat lands for permanent conservation, should include technical assistance and plan monitoring approaches, and more.

**GMPB SUMMARY RESPONSE:**

(action on response taken 09/06)

*The Board agreed with the comments to make the VISION real, stating that the update will stress clarity, action, and measurement, should seek to offer tangible solutions, and should continue to follow the path of the State Growth Management Act (from the general - 13 Planning Goals - to the specific - growth targets, for example). Further the VISION process intends to develop a numeric preferred growth alternative, clearer multicounty planning policies, and perhaps a stronger monitoring program.*

- **Develop a real implementation plan (funding):** With a focus on funding for transportation and infrastructure, these commenters expressed a strong desire for an investment strategy for accommodating growth. This strategy should be based on incentives and reward jurisdictions for achieving targets and taking growth. If funding cannot be found, some suggested that growth be redistributed or limited.

**GMPB SUMMARY RESPONSE:**

(action on response taken 09/06)

*The Board agreed with the comments to develop a real implementation plan for the VISION. The Regional Council intends to explore a regional funding initiative that considers state, regional, and local revenue to address the impacts of growth as part of the VISION's future work. Also, the VISION will seek to advance types and locations of growth that come closest to paying for itself. Last, the Regional Council intends to better explain the use of funds distributed by PSRC, including the regional and countywide funds, and explore the concept of seeking to reward jurisdictions in the funding process for doing the right thing in accommodating growth.*



- **Maintain local control:** Receiving the second most comments, this topic ranged from providing flexibility in the preferred growth alternative in order to respect adopted comprehensive plans, to stating opposition to *any* directive policies. These also urged that no minimum density standard be discussed or adopted, that no new certification responsibilities or mandates be developed, and expressed the need for a clearer explanation of the role of the VISION in the planning processes.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments regarding the need to respect local control, stating that "this is a given" in the VISION update process. The Board noted that as a membership organization, the members govern the Regional Council, that issues should be addressed at the lowest jurisdictional level appropriate, and stated their desire for the VISION to balance regional needs with local interests.*

*Further, the Board noted that the VISION seeks regional agreement and areas within which to work together, and that the regional role is to help local governments achieve objectives that they cannot accomplish working alone such as the designation of Regional Growth Centers. The Board recognized that new areas of regional agreement are possible, for example addressing affordable housing or job/housing balance.*

- **Concerns regarding regional geographies:** This topic received the most comments – some general and some very specific. General comments included support or preference for continuing a centers-based approach in the preferred growth strategy, questions regarding how the preferred growth alternative numbers will work, and concerns that the regional geographies approach is flawed in that it doesn't reflect the differences between cities within a regional geography class. Specific comments were given regarding the individual city numbers published in the Draft Environmental Impact Statement, the placement of individual jurisdictions into specific geographic categories, and concerns regarding whether the numbers were feasible given that some cities believe they will be fully built-out by their comprehensive plan horizon year or are limited in accepting growth given funding constraints and issues such as concurrency.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board intends to clarify the purpose of the regional geographies in the VISION update process, noting the following:*

- 1. The Board recognizes that character differences exist within cities included in each regional geography. The regional geographies are defined only by population and employment thresholds. Local differences will be sorted out by the localities as they work together to establish targets in the countywide process. This approach incorporates local perspectives and choices while providing a unifying regional message.*
- 2. Regional geographies should be used in the preferred growth alternative to meet the goals of being more specific, measurable, and clear, but that the growth strategy should remain centers based.*
- 3. Regional geography numbers are important, but the percentage will be used more often.*
- 4. Population and employment numbers should be published in the Supplemental Draft and Final Environmental Impact Statements, but they should be at the regional geography level, rather than at the individual jurisdiction level. This involves painting the alternatives at the grid-cell level and then aggregating the data to the Transportation Analysis Zone level. It also involves working closely with a technical committee of local jurisdiction staff. This approach is fully consistent with the approach used in the Draft Environmental Impact Statement.*
- 5. Future work will be done by the Regional Council to provide a technical amendment to the preferred growth alternative at a time that coincides with and informs future countywide targeting work. This amendment will reflect changes within regional geographies categories based on annexations, incorporations, or other changes.*

- **Concerns regarding the update process:** Related to many of the previous bullets (such as support for existing planning, show leadership, or maintain local control), these include the need to be cautious and work closely with local jurisdiction staff, provide more time for outreach and comment, and to more fully include Thurston County and other neighboring counties in the analysis and process. A few comments questioned the results of the transportation model, suggested there was a bias against sprawl and rural growth, and that there was bias shown in the outreach activities.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Regional Council intends to better explain a number of items regarding the update process in its upcoming work:*

1. *The outreach process and timing.*
2. *The charge from the Regional Council's Executive Board from the initial scoping process, and the regional role, the roles of the VISION.*
3. *The role of the preferred growth alternative.*

- **Promote a sustainable future:** These comments suggested that sustainability must be a central goal that includes living and growing in a way that does not diminish resources or take away options from future generations. Other aspects include building community and places for social interaction, and going beyond protecting or improving the environment to taking actions that led to fully-functioning and self-sustaining natural systems.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Regional Council intends to advance the concept of sustainability in the VISION document. This includes the long-term perspective of not taking options or resources away from future generations, and a shorter-term perspective of the sustainability of cities in the face of forecasted growth, which should include issues such as concurrency, and selecting a preferred growth alternative that comes closest to having growth pay for itself. Last, the Board noted that growth can provide a benefit that advances sustainability; an example was given of the Thea Foss Waterway in Tacoma, where growth allowed the city to finance cleanup and remediation actions that might have been otherwise unaffordable.*

- **Request for comprehensive plan level analysis:** Commenters identified a wide range of issues that they believed should be better addressed in the environmental impact statement. General comments suggested new approaches to the definition and analysis of alternatives that would be based on buildable lands, policy assessments, fiscal analysis, feasibility studies, concurrency standards, and more. Others asked for analysis of issues such as ferry loadings/unloadings, micro-scale health analyses, or for the documentation of which local governments had historic preservation ordinances and programs.

GMPB SUMMARY RESPONSE:

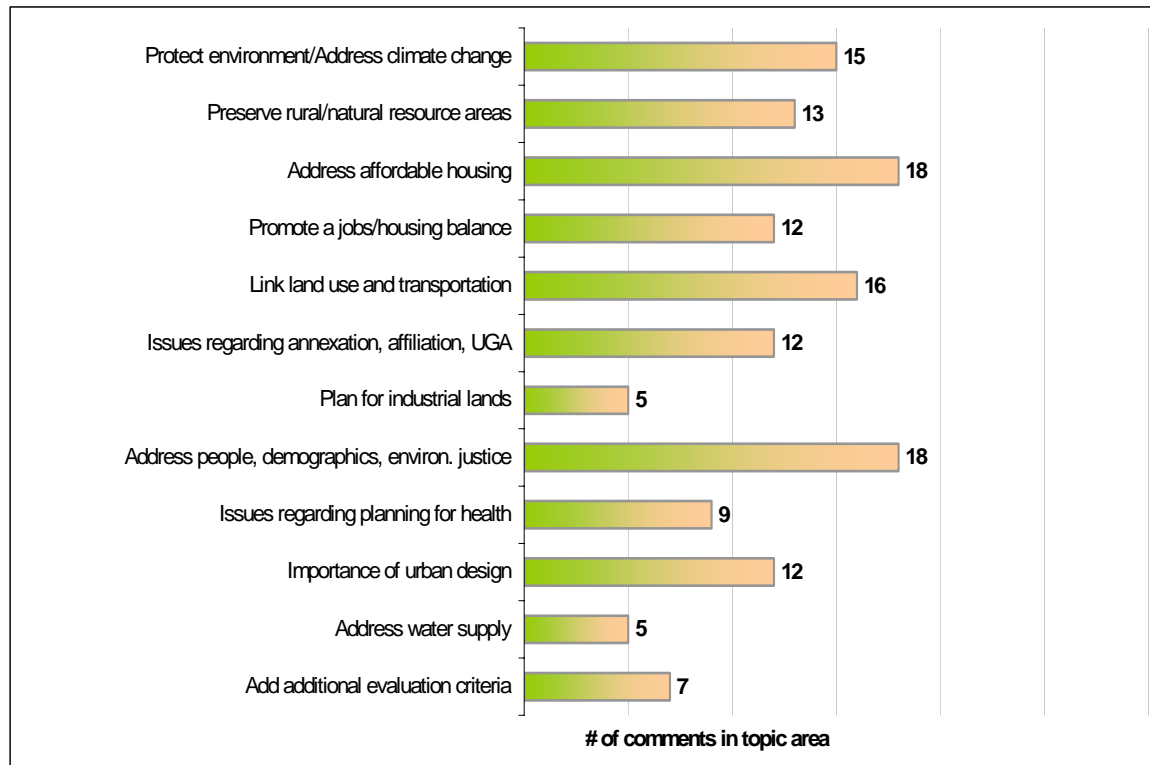
(action on response taken 09/06)

*The Regional Council does not intend to undertake any local or comprehensive plan level of analysis, but rather to clarify a number of issues. First, the Board stated that the regional role is to develop a long range VISION for a preferred growth distribution that covers a very large geography, looks very long range, and is much less detailed than local comprehensive plans. Subsequently, the appropriate local role is for local comprehensive plans and the targeting process to then determine how it works in each jurisdiction.*

*As an illustrative example, the Board pondered a "what if" question regarding costs, resources, and impacts to the timeline of the VISION update if the region attempted to set land capacity analysis in motion, or attempted to account for all costs, benefits, and sources of funding (for example, for sewers, water, and more); this pondering reaffirmed the Regional Council's decision.*



Figure 8: Comments by Topic Area - Specific Issues



**Description of Specific Issue Comments:**

- **Protect environment/Address climate change:** Expressing a similar intent to the previous bullet, but with a focus on the environment and climate change, these comments suggested protecting the health of the Puget Sound, growing in a manner that minimizes air pollutants, protecting habitat, and reducing energy consumption. Comments on climate change asked that the issue be addressed more fully in the environmental impact statement, in the updated policies, and in future Regional Council activities.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to protect the environment and to address climate change. Early in the process, the Board directed that the revised VISION should be developed within an environmental and sustainability framework, and that future work could include the Regional Council developing a regional environmental planning program.*

- **Preserve rural/natural resource areas:** These comments also had an environmental theme. However, commenters supported the value of rural and natural resources areas for their benefit to the region's overall quality of life, to the region's food supply, and, in part, to the region's economy. Suggestions for accomplishing this preservation included limiting growth, transferring development rights and using approaches such as low-impact development or clustered growth into rural villages.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to preserve rural and natural resource areas in the VISION update. Elements of how to accomplish this could include a limit on rural growth as part of the preferred growth alternative, a stronger definition of rural lands, and recognition of the importance of maintaining the economic viability of rural lands in order to preserve rural character.*



- **Address affordable housing:** These comments asked that the issue be addressed more fully. Connected to showing leadership, these comments included a call for PSRC to develop a stronger housing component in the update process.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to better address issues surrounding affordable housing. Elements of how to accomplish this could include policies requiring local jurisdictions to document their efforts to implement housing targets, and setting housing goals and then monitoring them. This also includes better explaining the true cost of housing based on location, land supply versus unit production in housing supply/demand, and a stronger housing monitoring effort that considers issues such as rents, presence of housing programs and/or organizations, and overall housing production.*

- **Promote a jobs/housing balance:** Commenters indicated the need for addressing the issue. As noted in the previous section on the alternatives, many of these comments dealt with encouraging jobs to housing rich areas and adding housing to jobs rich areas, while still focusing economic and population growth in the urban growth area and in cities.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to promote a better jobs/housing balance. This is to be addressed through a preferred growth alternative that promotes adding housing to job rich areas and adding jobs to housing rich areas. It is also addressed in updated policies. This also includes better explaining the appropriate scale for jobs/housing balance as well as the complexity of the issue.*

- **Link land use and transportation:** A strong theme in these comments was to link transportation plans to the updated VISION – both the *Destination 2030* and Sound Transit-Phase 2 investments. Other suggestions included more analysis of high-occupancy-toll (HOT) lanes and congestion pricing, focusing growth in corridors, and promoting good transportation planning principles (such as connectivity and multimodal approaches) to help support growth objectives.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to better link land use and transportation. Elements of how to accomplish this could include strengthen existing policies, emphasizing and supporting the regional growth strategy, and explaining that Destination 2030 will be better aligned with the revised growth strategy when it is updated.*

- **Issues regarding unincorporated urban growth area annexation and affiliation:** The primary sentiment in these comments related to the ability and, in the commenters' opinions, the appropriateness of focusing more growth into the unincorporated urban growth area, noting that growth in these areas should not be overlooked. They noted that density in some of these areas is higher than in the adjacent cities and that cities are already planning with their respective counties for annexing these areas. Commenters suggested being ambitious but realistic in limiting growth and supporting policies to affiliate these areas with cities for future annexations.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to better address issues related to annexation and affiliation of unincorporated urban growth areas. Elements of how to accomplish this could include supporting annexation, supporting a limited number of incorporations, and affiliating the entire unincorporated urban area. This also includes showing both population and employment for each regional geography with and without annexation as part of the updated VISION.*



- **Plan for industrial lands:** Commenters stated their views on the importance of these areas for industrial (and military) employment that pay higher-level wages. They focused both on the analysis in the environmental impact statement and on the need for strong policies that limit encroachment, non-compatible adjacent uses, and the overall need to zone and permit in a manner that protects these lands.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to plan for industrial lands. Elements of how to accomplish this include maintaining current policy (which includes protection of these land from incompatible uses, seeking to maximize the use of existing lands before establishing new lands, and more), and potentially undertaking future work to update the Industrial Lands analysis that the Regional Council completed in the late 1990s.*

- **Address people, demographics, environmental justice:** A wide range of related issues were raised in these comments, including strong statements of support for having an environmental justice component as well as disappointment that the impacts of changing demographics was not more widely considered in the environmental impact statement. Some issues raised included better assessing the needs of the elderly, addressing issues of homelessness, considering food security, and more fully addressing issues of crime, poverty, and segregation.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to address issues related to people, demographics, and environmental justice. This includes better explaining the environmental justice analysis and public outreach. Also, it includes promoting a focused growth alternative, which better support the needs of the region's changing demographics.*

- **Issues regarding planning for health:** These comments primarily cited the importance of planning for healthy communities, stating their support for what is included in the environmental impact statement, interest in more analysis/documentation, and for promoting this issue in the updated multicounty policies.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to address issues related to the linkage between land use and health, noting that this is now a state requirement under the Growth Management Act. Elements of how to accomplish this could include distributing research findings that show the land use/health relationship, and recognizing that health is an added benefit of focused growth. This linkage could also be addressed in the updated multicounty planning policies.*

- **Importance of urban design:** Nearly all of these comments related to the importance of high-quality design in accommodating growth. Elements of urban design included preserving historic assets and character, protecting open space (both in jurisdictions and as a way to frame jurisdictions), using a systems-approach to planning for growth, and creating an urban form with defined edges based on natural systems.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments regarding the importance of urban design, stating that this is a major part of the implementation question in the update. The Board noted that a team of professional urban designers are working to provide input, and that this issue could also be addressed in the updated multicounty planning policies.*

- **Address water supply:** A small number of comments were submitted with a central theme of better analysis on the multiple aspects of this topic (flooding, river flows, imperviousness, adequacy of capacity for serving growth) in the environmental impact statement. The commenters pointed out that this issue needs regional attention and could be a major barrier to achieving the VISION.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board agreed with the comments to address the issue of water supply. The Board noted that coordination work at the regional level is needed and appropriate, and that the Regional Council could do future work on this issue.*

- **Add additional evaluation criteria:** Comments for the most part suggested additions to the published criteria. Specific examples include the rate of land consumption, improving or restoring ecological connectivity, and impacts on natural resource-based industries. General comments included concerns regarding the use of qualitative assessment, better aligning the criteria with the environmental impact statement chapters, explaining how the criteria are to be used/scored/ranked, and discussing how the criteria would or could be used at future decision stages.

GMPB SUMMARY RESPONSE:

(action on response taken 09/06)

*The Board directed staff to investigate some of the suggestions for additional transportation-related measures. Other requested additions were determined to be either not sensitive to growth distribution alternatives, more appropriate for monitoring, or redundant to current measures.*

## E. CONCLUSIONS

As the region looks forward and plans for growth out to the year 2040, support for focusing growth exists among the majority of the region's local jurisdictions and others that commented on the Draft Environmental Impact Statement.

- **Alternatives:** Comments expressed strong support for focusing growth for a wide variety of reasons – environmental, infrastructure efficiency, environmental justice, and sustainability. There was nearly an equal amount of support for the Metropolitan Cities and the Larger Cities alternatives, or a hybrid of these, to serve as the preferred growth alternative. In selecting these alternatives, as opposed to Growth Targets Extended, jurisdictions and others seem to have indicated support for re-assessing adopted plans.
- **Topics:** Comments were given on a wide variety of topics. Some relate directly to the content in the Draft Environmental Impact Statement *document*, others suggested what should or should not be included in the updated multicounty planning *policies*, and still others focused on the update *process*. Similar to comments received during the initial scoping process in 2003, many commenters reiterated the theme of being bold, showing leadership, and making the VISION more real and implementable. At the same time, many commenters in 2006 supported being cautious and respecting a bottom-up process for managing growth.

Overall, the comments demonstrate a solid level of agreement in the region to grow in a focused and coordinated manner. They also support an approach to updating the VISION that provides regional leadership on a variety of issues while being careful to recognize local circumstances and respect local control.

Key issues in the preferred growth alternative, updated policies, and the Supplemental Draft Environmental Impact Statement will likely be jobs/housing balance, linking land use and transportation, the impact on local plans and countywide growth targets processes, support for urban design and a varied urban form, and protection of the environment.



## F. ATTACHMENT

The following attachment is provided to support the analysis of the results of public review and comment:

### APPENDIX 4 - ATTACHMENT 1: COMPLETE LIST OF OUTREACH PRESENTATIONS

<u>Local Jurisdictions - Presentations Given</u>	<u>Local Jurisdictions - Presentations Given - continued</u>
<ul style="list-style-type: none"> <li>• Arlington</li> <li>• Auburn</li> <li>• Bellevue</li> <li>• Bothell</li> <li>• Bremerton</li> <li>• Burien</li> <li>• Des Moines</li> <li>• Dupont</li> <li>• Duvall</li> <li>• Edgewood</li> <li>• Edmonds</li> <li>• Everett</li> <li>• Federal Way</li> <li>• Fife</li> <li>• Granite Falls</li> <li>• Issaquah</li> <li>• Kenmore</li> <li>• Kent</li> <li>• King County</li> <li>• Kirkland</li> <li>• Kitsap County</li> <li>• Lake Forest Park</li> <li>• Lakewood</li> <li>• Lynnwood</li> <li>• Mill Creek</li> <li>• Milton</li> <li>• Mountlake Terrace</li> <li>• Mukilteo</li> <li>• Newcastle</li> <li>• Pierce County</li> <li>• Port of Seattle</li> <li>• Poulsbo</li> <li>• Puyallup</li> <li>• Redmond</li> <li>• Renton</li> <li>• Sammamish</li> <li>• SeaTac</li> <li>• Seattle</li> <li>• Snohomish</li> <li>• Sultan</li> <li>• Sumner</li> <li>• Tacoma</li> <li>• Tukwila</li> </ul>	<ul style="list-style-type: none"> <li>• Woodinville</li> <li>• Yarrow Point</li> </ul> <p><u>Local Jurisdictions - Scheduled</u></p> <ul style="list-style-type: none"> <li>• Kitsap County Public Meeting</li> <li>• Lake Stevens</li> <li>• Marysville</li> <li>• Shoreline</li> <li>• Woodway</li> </ul> <p><u>Organizations - Given</u></p> <ul style="list-style-type: none"> <li>• American Society of Women Accountants</li> <li>• Cascade Land Conservancy</li> <li>• Community Coalition for Environmental Justice (Seattle and South Seattle)</li> <li>• City of Issaquah Staff</li> <li>• King County Council Committee of the Whole</li> <li>• King County Growth Management Planning Council</li> <li>• King County Staff</li> <li>• Kitsap Regional Coordinating Committee</li> <li>• Pierce County Growth Management Coordinating Committee</li> <li>• Pierce County Regional Planning Council</li> <li>• Port of Seattle</li> <li>• Snohomish County Tomorrow</li> <li>• WA Chapter American Planning Association</li> </ul> <p><u>Organizations - Scheduled</u></p> <ul style="list-style-type: none"> <li>• Sammamish Rotary</li> </ul> <p><u>Environmental Justice Focus Groups - Given</u></p> <ul style="list-style-type: none"> <li>• South Seattle - June 3 - Open House/Workshop</li> <li>• Tukwila - June 24 - Open House/Workshop</li> <li>• Silverdale - July 25 - EJ Focus Group</li> <li>• Everett - July 31 - EJ Focus Group</li> </ul> <p><u>Environmental Justice - Scheduled</u></p> <ul style="list-style-type: none"> <li>• Pierce County</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>• May 23rd Draft Environmental Impact Statement Kick-Off</li> </ul> <p><i>Status as of August 15, 2006</i></p>

### **Need to Address Climate Change**

"The key question facing PSRC should be "How can the region absorb another 1.6 million people and 1.1 million new jobs by 2040 while protecting the environment and our overall quality of life *in the face of projected changes in regional climate?*"

If the PSRC (and the VISION 2020 Update) is truly to create a regional environmental vision, it must consider both of the major drivers of regional change: regional growth and regional climate change."

*-University of Washington Climate Impacts Group*

### **Importance of Housing Affordability**

"Housing affordability has a direct impact on the region's growth and economic prosperity...

By placing the same level of importance on housing as is currently given to transportation and environmental impacts, we will be one step closer to achieving responsible growth and long term economic prosperity throughout the Puget Sound region."

*- Housing Development Consortium*

### **Need to Preserve Resource Lands**

"We commend PSRC for its history of recognizing the importance of resource lands. Preservation of Snohomish County's agricultural, mineral, and forest lands must be supported in the preferred growth alternative.

Care must be taken to not unravel years of work by diverse interest groups to reach agreement that resource lands and uses are a fundamental part of the fabric of Snohomish County and must be protected for current and future generations."

*- Executive Reardon, Snohomish County*

### **Value of Environmental Review**

"Ecology supports the efforts of PSRC to better integrate environmental issues/planning with land use planning.

We believe understanding and addressing the long-term indirect environmental ramifications of early planning decisions can effectively avoid or reduce many potential indirect and cumulative environmental effects that eventually occur with projects. We believe these effects would be much more difficult to address if thorough environmental analysis only occurs at a project stage."

*- Washington State Department of Ecology*

### Challenge of Growth

"The Commission commends the PSRC on its comprehensive approach and thorough analysis of how the Puget Sound region will grow in the next twenty years [beyond the comprehensive plan], as well as its development of several scenarios of how that growth might be accomplished.

Seeing the ... growth scenarios has given the Commission a new perspective on our challenge as a city to accommodate increases in population and employment."

*- Seattle Planning Commission*



## **Appendix 5: Regional Design Strategy (Issue Paper Series - Information Paper)**

*This new paper, A Regional Design Strategy for the Central Puget Sound, has been added as the 4th paper in the Information Paper Series, found in Appendix E in the Draft Environmental Impact Statement.*

# A Regional Design Strategy

## In Support of VISION 2040 for the Central Puget Sound Region

*June 2007*

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*Prepared for:*

Washington State Department of  
Community, Trade, and Economic  
Development

*Prepared by:*

Puget Sound Regional Design Team

*In Collaboration with:*

Puget Sound Regional Council



*Cover Graphic:*

[Victor Steinbrueck](#), Courtesy Peter Steinbrueck

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# Chapter One: Introduction

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## Background

The central Puget Sound region is graced with a spectacular natural setting, and many of its cities and towns are known for their beauty, livability, and dynamic economies. All of this makes Puget Sound one of the most desirable metropolitan regions in the country. However, much of the urbanized area is characterized by auto-oriented development typical of the mid to late 20<sup>th</sup> Century. Increased listings of endangered species indicate that human activities threaten the regional ecosystem, and current development patterns are overtaxing the region's transportation and infrastructure systems. With projected growth, the region will accommodate a forecasted 1.6 million new residents and 1.1 million new jobs within the next 35 years.

This dramatic region-wide forecast presents both challenges and opportunities for harnessing the energy of incoming residents. To this end, the Puget Sound Regional Council (PSRC) is updating VISION 2020 (adopted in 1995), the region's long-range strategy for growth, transportation, and the economy. The product of this update, VISION 2040, aims for an environmentally friendly and economically successful growth pattern that can be efficiently served by infrastructure, services, and amenities. The updated vision will provide a common framework for the region's leadership to coordinate efforts that support the needs of a growing population by promoting a preferred growth pattern.

The Regional Design Strategy supports the goals of VISION 2040 by providing design concepts, strategies, and tools to implement VISION 2040's policies at the local level. Successful growth management requires the application of design, which is distinct from planning in the role that it plays in shaping the physical environment: creating livable communities, integrating land use and transportation systems, restoring habitats, and providing an intentional connection between human built structures and the natural environment. This strategy addresses the design issues that a regional long range plan, such as VISION 2040, will face in accommodating dynamic change in the central Puget Sound region. And, as PSRC Growth Management Policy Board Member and Seattle City Council Member Peter Steinbreuk has pointed out, "you can't have quantity without quality." This is a strategy to help local governments maintain and strengthen that quality on a regional scale.

# Purpose and Intent of a Regional Design Strategy

## Scope of Work

In July 2006, the Washington State Department of Community Trade and Economic Development (CTED) awarded a grant to the Puget Sound Regional Design Team for 2006 through 2007. Money was granted, through PSRC as the fiscal agent, for two purposes. The first, create a Regional Design Strategy that would link urban design to regional long range planning in a way that would be useful to other regions and communities throughout Washington State. The second charge was to help PSRC by providing them with design assistance during the development of VISION 2040.

## Process

This Regional Design Strategy is the result of a highly collaborative process. Initial grass roots efforts from a dedicated group of volunteer urban design professionals and academicians from the University of Washington resulted in the formation of The Puget Sound Regional Design Team and a committed partnership with the Puget Sound Regional Council. The Design Team actively sought assistance from the urban design community throughout the region through a series of workshops and outreach events. The Design Team Steering Committee worked collaboratively to craft the Regional Design Strategy. *(For a more detailed description of this process, please refer to Appendix A.)*

## The Intent of a Regional Design Strategy: What *is* Regional Design?

The notion of regional design is a new one, so a further description of its make-up and intent is warranted. In detailing the characteristics of regional design, it is especially useful to describe what it is not.

Regional design, as practiced in this project, is **not a master plan** with a preconceived set of built elements. Nor is it aimed at a steady-state, unchanging vision of a regional Tomorrowland. Just as values, physical context, economic forces, and other conditions change, so must the physical setting change and, with it, design objectives, models, and strategies. Design provides a framework within which markets act and react. Therefore, the ultimate goal of regional design is to allow Puget Sound communities to evolve in a variety of ways that meet local objectives through preferred development practices, providing enough direction for better coordination of activities, greater compatibility between jurisdictions, increased efficiency of regional infrastructure systems, and more effective achievement of overarching regional goals. In conceptual terms, the desired outcome of design efforts is a dynamic, changing physical environment which responds to changing values and conditions.

In this regard, regional design is **not a top-down effort**, with some regional entity setting standards for local governments. The Regional Design Strategy does recommend a set of multicounty planning policies to be included in VISION 2040; however, private investment and civic projects (guided by local governments), agency and institutional activities, and public efforts will still be the primary shapers of the region's environment. A regional design strategy will provide a conceptual framework and a means of better coordinating these activities. Regional design is primarily about coordination and cooperation. It is about better integrating physical elements into a functional and attractive pattern, but, even more, it is about bringing ideas, disciplines, governments, organizations, and interests together to address the broader challenges facing the region.

Design, especially regional design, is **not simply about aesthetics**. Functional, ecological, economic, and social objectives are equally of concern, if not more, than mere physical beauty. However, it is the premise of this work, so far upheld by recent experience, that achieving economic, ecological, and community-based objectives involves enhancing the physical and visual environment, and that all of these objectives are intimately related.

## The Value and Importance of Regional Design

### The Value of Design

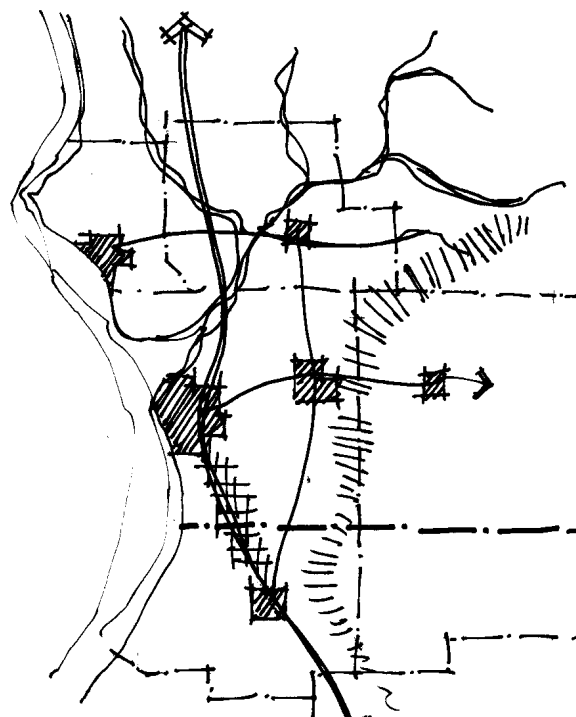
Urban design, distinct from planning, focuses on physical form, sensory characteristics, and guides implementation at a full range of scales. Because of this emphasis, design can be invaluable for at least five reasons:

1. Design can be used as a problem solving tool to integrate diverse objectives and elements. For example, design solutions have proven effective in integrating land use and transportation (station area planning involves design measures), fitting transportation improvements to the local community (context sensitive design), increasing the compatibility between uses (mixed-use centers), and incorporating environmental restoration in development.
2. Design can be used to translate regional scale policies and strategies to a local level. For example, the VISION 2020 strategies from 1995, when calling to develop a range of urban centers, relied heavily on design measures at the local level to create desirable places to attract growth.
3. Design is the discipline that most directly addresses livability objectives. Designers have long emphasized creating walkable neighborhoods, providing urban amenities, protecting cherished resources and views, enhancing visual qualities, and revitalizing business districts to provide local commercial and community services.

4. Design can be used to paint a picture of what larger policy directives and quantitative planning parameters will look and feel like (for example the number of dwelling units per acre) by translating for the public what those numbers will mean in their communities. During the past decades, designers have used graphics to illustrate proposed conditions or design guidelines that will reduce negative impacts; these techniques have helped communities make increasingly proactive and participatory decisions about accommodating growth. Similarly, protecting and enhancing ecological systems at the regional scale will require design solutions that can both accommodate growth and enhance individual environmental assets.
5. Design tools facilitate effective public participation in planning issues. Because design illustrations help people to understand the issues, design provides solutions to resolve apparent conflicts. Designers have developed a number of participation techniques, such as visual preference surveys and alternative evaluation exercises. As a result, design has proven invaluable in meaningful public participation.

### Why Design is Important at the Regional Level

While local governments have used design measures in comprehensive and sub-area planning to build urban districts and central places, design large public facilities, maintain rural corridors, and accomplish a variety of other objectives, there are numerous challenges and opportunities for design at the regional scale and at least three reasons for undertaking a regional design strategy. First, many of the region's most cherished elements, ecological systems and characteristics—such as rural valleys, shorelines, foothills, and river corridors—extend well outside municipal boundaries. Similarly, many of the region's human-made systems, such as arterials and highways, transit corridors, clusters of emerging centers, and industrial areas, traverse multiple jurisdictions, as illustrated by Figure 1. Indeed, they are the connective tissue that ties the region together.



*Figure 1: Many design issues and regional systems transcend jurisdictional boundaries*

Second, many planning challenges are shared by communities throughout the region. For example, several cities are undertaking innovative steps to radically improve their urban centers to provide affordable housing, better link transportation and land use, and upgrade their civic identities. Sharing the experiences and information at the regional level can facilitate these local efforts and create a body of successful practices for others to use.

Third, there is the question of regional character. All communities would benefit from a more clearly defined sense of regional character. A strong identity or “sense of place” increases a sense of belonging to and caring for a community and is an asset for increasing economic activity, livability, and collective action. More clearly defined regional character will give local communities clearer perspective on how they fit within the regional setting and will help them to define their own unique identities. Finally, exploring the region’s physical, social, and cultural identities will begin to identify the common values and objectives that are common throughout Puget Sound, providing a stronger basis for a broad range of management and enhancement activities.

## **Potential Leadership Role for Regional Planning**

The regional design proposals in this document primarily address regionally scaled issues. The recommendations (in Chapter Five) focus on activities wherein PSRC can play a leadership role or at least participate meaningfully. These encompass three roles for PSRC:

1. Extending PSRC’s tradition of regional research to design issues. PSRC should be recognized as an entity for generating design research and for disseminating design assistance to local jurisdictions. PSRC is ideally positioned to play a much larger role in strengthening a sense of regional identity among citizens by building awareness of the region’s unique characteristics. Part of this support will include monitoring achievements and providing local governments with examples of successful processes.
2. Coordinating group activities and providing information and guidance. Some of the recommendations begin with a step that explores identified issues and then addresses the concerns by supporting collective action from local governments. This coordination will also serve to foster continued dialogue among urban design professionals across the region.
3. Funding transportation and economic development projects that advance regional design objectives. Parts of the Regional Design Strategy could provide design and development criteria for evaluating proposed transportation or economic development projects that uphold design and livability objectives.



Together this Regional Design Strategy points to a more active commitment on the part of PSRC to address the physical quality of the region's environment. This is a dramatic step that would take full advantage of an invaluable growth management tool which is critical for addressing the many challenges and opportunities that currently face the central Puget Sound region.

## Document Organization

Figure 2 shows how the chapters in the Regional Design Strategy, in blue, relate to each other. It also shows how the Design Strategy provided design assistance to PSRC's VISION 2040, in red. Each box represents a chapter as follows:

- **Four Guiding Principles** (Chapter Two) – These basic principles are modes of thought, or ways of thinking about regional planning and design issues. They are themes that surfaced repeatedly during Design workshops with members of the region's professional urban design community. They provide both the basis for the policies the Design Team recommended to PSRC's VISION 2040 and the conceptual underpinnings for the rest of the document.

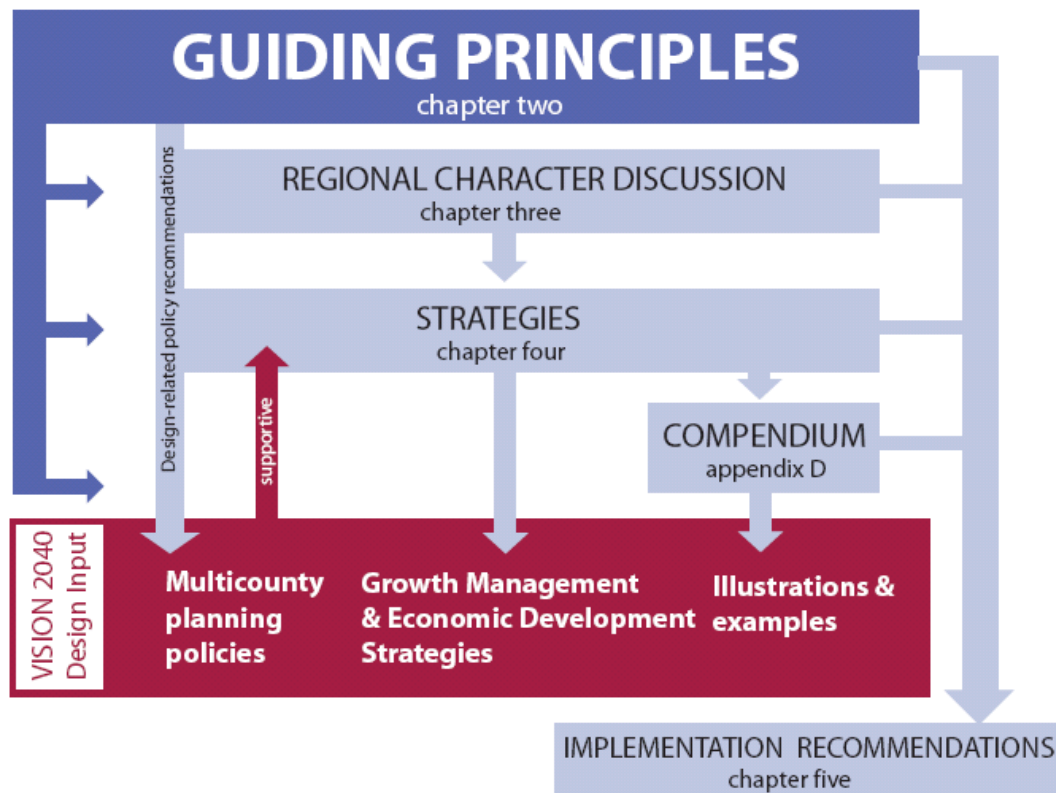


Figure 2: This organizational chart shows relationships among chapters in the Regional Design Strategy (in blue), and how those elements have impacted PSRC's VISION 2040 (in red).

- **A Guided Discussion about the Character of a Region** (Chapter Three) – This chapter provides a compelling narrative that begins to identify regionally critical characteristics, identifies the values embedded in VISION 2040 policy language, and ties regional character to issues of policy implementation on the local level. This guided discussion has the potential to assist local planning practitioners by providing them with means for supporting on-the-ground implementation of regional policies.
- **Strategies to Shape the Region’s Physical Structure** (Chapter Four) – This chapter identifies six integrated sets of recommended actions to address geographically specific challenges and opportunities within the central Puget Sound region. Each strategy focuses on a geographic setting or land use element, such as urban centers, linear systems, industrial estuaries and floodplains, suburban-to-rural transitions, or automobile-oriented suburban areas. These strategies have been chosen because they reinforce the values and important regional characteristics in the Chapter Three discussion on regional character.
- **Compendium Examples** (Appendix D) – This appendix is an initial collection of models, concepts, and examples of best practices that illustrate ways in which pieces of the strategies are being implemented in the region. As this piece continues to be expanded through collaborative process, it will become an additional practical resource for planning and design practitioners.
- **Implementation Recommendations** (Chapter Five) – This chapter provides a listing of the Regional Design Team’s top priority recommendations, with suggestions regarding how actions may be pursued.

As Figure 2 shows, all of these chapters form the basis for the design assistance that the Regional Design Strategy has provided to VISION 2040. The Design Team recommended design-related multicounty planning policies to PSRC’s Regional Staff Committee and Growth Management Policy Board. A number of these design policies were incorporated into VISION 2040’s draft multicounty planning policies, and the design team in turn used all of the VISION 2040 draft multicounty planning policies to support the recommended strategies (Chapter Four) and the discussion on regional character (Chapter Three).

The strategy outlined in this document involves new ideas, changes in current development trends, ambitious collective action, and sustained effort over time. But the rewards for undertaking such a program will be great, for it will pass on to future generations the wonderful legacy we have enjoyed.

# Definitions

Terms used in this document are defined as follows:

- **Region:** King, Kitsap, Pierce, and Snohomish counties, along with their cities and towns.
- **Eco-region:** All lands within central Puget Sound's watershed, extending beyond the four counties.
- **Design:** As used here, design, commonly called urban design or community design, refers to the manipulation of the built environment through a public process that responds to all stakeholder interests, considers a range of scales (human, building, neighborhood, city, region), and addresses the sensory environment (i.e., what the results of an action will look and feel like). Thus, design is distinct from planning in the conscientious role it plays in shaping physical environment. Because of its emphasis on linking physical

Design is, in essence,  
giving form to values

*-Rueben Rainey*

design to social, economic, and ecological objectives, urban design has proven invaluable in coordinating diverse disciplines (such as science, engineering, and planning), facilitating public participation, and mobilizing civic action.

- **Regional Design:** The extension of urban design practices to the regional level in order to support regional planning objectives.
- **Regional Systems and Landscapes:** Elements or processes that function at a regional scale and extend beyond jurisdictional boundaries. A systems approach creates an integrated whole from more than one component and multiple objectives.
- **Corridors:** Linear elements or features including natural elements, such as river corridors and ridge lines, and human made features, such as transportation routes and linear development patterns.

## In summary

This Regional Design Strategy provides:

- A conceptual framework of principles, policies and strategies that will support city and county efforts to meet both local and regional objectives,
- A mode of communication and coordination to integrate individual local and organizational efforts to achieve greater success.
- A method for discussing regional image and character and taking collective steps to enhance the region's sense of place.
- A portfolio of examples, models, best practices and information resources to assist local governments, and communities in their efforts.

## Chapter Two: Four Guiding Principles

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The following fundamental principles were developed during the three Puget Sound Regional Design Team work sessions in the summer of 2006 (see *Appendix A*). These workshops involved gathering together urban design professionals and recording their collective design experience in the central Puget Sound region. Each workshop revealed thematic ways of thinking about regional scale issues, and these themes have been distilled into four principles to guide the approach to design at a regional scale. Thus, these principles provide goal statements and guiding concepts that give rise to the strategies and actions recommended in this Regional Design Strategy.

### Four Guiding Principles

#### Principle 1

**The natural environment - and the ecological processes that support it - is a primary basis for regional form and is fundamental to regional character.**

This principle acknowledges that protecting and enhancing the region's ecological system is a primary challenge. Because these systems are regional in scale (e.g., watershed systems), design efforts must be applied at the regional as well as the local level, such as the examples illustrated in *Figure 3*. Objectives falling within this principle include:



#### Balance Ecology with Human Settlement

The central Puget Sound region will be characterized by the physical beauty of natural features integrated with the built environment.

#### Regional Open-space

The region will feature an integrated park-open-space-trail system that links urban, rural, and resource lands, provides amenities to all citizens, sustains environmental systems and contributes to the region's visual character.

*Sustainability* meets needs of the present without compromising the ability of future generations to meet their own needs. *United Nations Brundtland Report, 1987.*

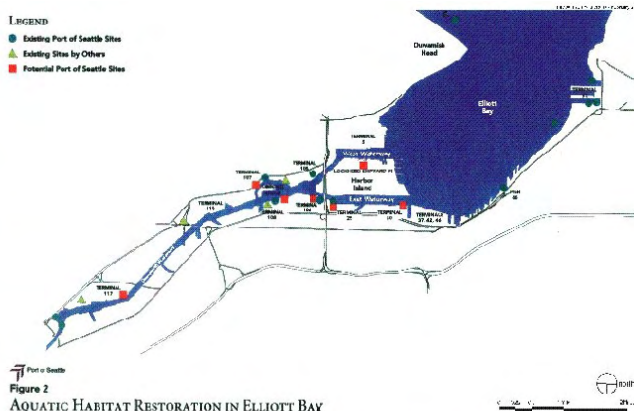
## Resiliency

The region's ability to cope with adverse trends, economic cycles, and disasters will be enhanced by creating more sustainable communities able to adapt to change and by reducing dependency on non-renewable resources. The region will anticipate climatic and economic changes related to global warming and use technological innovation and or low-impact development strategies to address those challenges.



The 1997 Snohomish Estuary Wetland Integration Plan (SEWP) is being through The Everett's and Marysville's Shoreline Master Programs and several restoration projects

Environmental scientists and designers are learning to create more successful restoration plans in estuary and nearshore habitats such as at the Dickman Mill site at Tacoma (Courtesy: Anchor Environmental)



The Port of Seattle has a comprehensive restoration plan which it is implementing as part of their facilities development. (Courtesy: Port of Seattle)



Figure 3: *Environmental restoration is becoming an increasingly important part of shaping the urban environment. The challenge for planning is to make local improvements that accomplish the most in restoring landscape scale ecosystems. The challenge for design will be to better integrate environment restoration with recreation improvements and private development opportunities.*



## Principle 2

### **Apply a systems approach.**

A systems approach considers planning issues in a multidimensional, multidisciplinary manner and seeks to understand the intertwined relationships between elements and systems to better address issues in a holistic manner.

Urban design generally applies the systems approach to address land use, transportation, environmental, morphological, and social concerns holistically. However, design (and systems thinking) at the regional scale involves larger, more complex systems, such as watersheds, clusters of communities, regional land use allocation, and more integrated transportation systems. A systems approach is broader than a single-issue or individual jurisdictional perspective from which problems are usually addressed: for example, if we think in terms of larger systems, we consider not just “transportation systems” but “land use-transportation systems.” Design has not usually been applied at the regional scale because of both jurisdictional constraints and the lack of key elements, such as funding, information, and a conceptual framework. Therefore, a systems approach, seeking to integrate various systems and elements through design measures, is a fundamental principal of this work and is of critical importance. The following objectives adhere to this principle:



*Systems:* a set of related elements that interact with at least one other element in the set

*In terms of regional design...* systems might include ecological systems, social systems, transportation systems and other similarly interactive and regionally relevant structures.

#### Regional Design through an Integrated Systems Approach

Systems that cross jurisdictional boundaries (ecosystems, topographical systems, transportation systems, economic systems, development systems) will be treated at a regional scale.

#### An Interconnected Mobility Network

Transportation networks will be well connected, region-wide, multi-modal, and inextricably integrated with land use, population density and infrastructure. Transit and multi-purpose trails and a comprehensive pedestrian system will assume greater prominence.

### Principle 3

#### **Reflect design values equally at all scales, from the site to the region; the big is reflected in the small.**

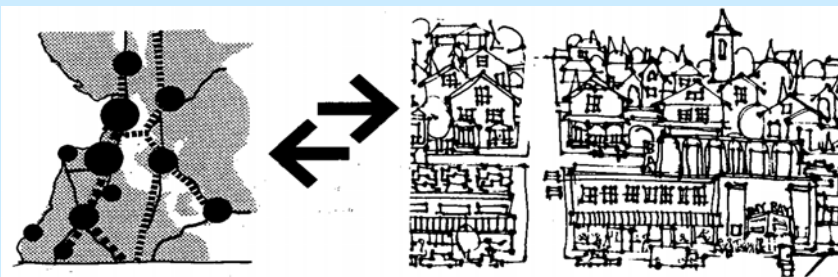


There should be an identifiable sense of place at the neighborhood, city, and regional level, achieved through human-made and natural networks linking a diversity of individual communities. Communities draw a sense of identity both from the complex social and historical influences unique to local context and from a shared sense of belonging to and impacting regional character. Systems such as open space, pedestrian networks, and

community structures should function equally well at the regional, municipality, community, neighborhood, and individual scales. Regional design should identify common values that shape our regional character and ways to support those values at all scales.

#### Livability on a Regional Scale

Individual communities will be distinct, each with unique physical character, yet share common characteristics such as a safe, walkable blend of land uses and a supportive public realm. Regional-scale mobility will be enhanced, connecting new and existing neighborhoods while maintaining a high level of social cohesion. Open space will be connected across jurisdictional boundaries in a



The Residential Development Handbook for Snohomish County Communities notes that regional design efforts can address the relationship between the human environment and growth management strategies. For example, the design of individual single and multiple family residences greatly affects the structure and qualities of our communities and vice versa. Building layout, site plan, appearance and density of residential development affect how far we travel to work, the cost of our homes, how we interact with our neighbors, how much rural farmland is retained and how well the region supports transit systems.

regionally planned network, neighborhoods will be connected to fingers of the network, and smaller-scale open spaces will be included within neighborhoods.

#### Coherent Sense of Character on a Neighborhood, City-wide and Regional Scale

Individuals will be able to identify a coherent sense of place on a neighborhood scale because communities throughout the region are assisted in capitalizing on social and historical assets. Cities will have a central focus for public activity such community buildings and other facilities that support civic engagement and advance public benefits. Citizens will feel part of a regional community, one that can be identified by its special character, physical features, and lifestyle choices.

### Principle 4

#### **Transition from a landscape of competition to a landscape of cooperation.**

Until now in the region's development, urban and economic landscape has been shaped by competition: businesses competing for the prime locations that will ensure customers and efficient production, municipalities competing for development that will bring in revenue, developers competing for land at the lowest price. More efficient land use, effective governance, economic vitality, and environmental sustainability depend on the competitive activities being augmented by cooperative efforts. Principle 4 identifies several areas where greater cooperation, communication, and coordination could advance these objectives and create a greater sense of regional citizenship (see Figure 4).



#### Regional Citizenship

Regional planning and decision-making foster regional citizenship and resource sharing across jurisdictional boundaries. The region's physical form and distribution of resources will contribute to the social, environmental and economic equity for all citizens.

#### Partnership

Jurisdictions, non-profit agencies and private businesses will participate in collaborative efforts to strengthen regional character.<sup>1</sup> The mutually dependant relationship between urban, rural, agricultural and resource areas will be strengthened for the benefit of the region.

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<sup>1</sup> Training sessions for Integrated Design Process have been very successful for green building and development. This kind of training could also benefit the collaborative process of regional design.



	<b>Competitive Environment</b>	<b>Cooperative Environment</b>
<b>Land use development practices</b>	Market Driven. Short term "highest and best" use	Market forces shaped: greater long term efficiencies & collective benefits
	Businesses compete for land and access	Businesses still compete but in more stable and varied environment (opportunities for broad range of business and development models)
	Communities compete for high cost land uses & revenue sources	Strategic inter-jurisdictional cooperation: development standards, service provision & business incentives, potential revenue sharing.
<b>Competing interests</b>	Pitched battles: environmentalists vs. developers & resource industries	Cooperative agreements (e.g.: Fish & Forest agreement)
	Neighborhood interests vs. comprehensive objectives and systems	Mechanisms for communication & cooperation between local interests and larger governments or agencies. (top down + bottom up)
	Urban interests vs. rural interests	More explicit focus on resolving conflicting perceptions and interests.
<b>Organizational roles and practices</b>	Narrowly focused, single objective agency missions	Coalitions between agencies and governments
	Inflexible or confrontational project review & permitting processes	Cooperative agreements. More flexible project review and permitting mechanisms (E.g.: PUDs, contract rezones)
	Restrictive, circumscribed private & government roles	Active government actions and cooperative agreements.
	Uncoordinated activities by individual governments	Cooperative inter-jurisdictional agreements (E.g.: rural corridor planning)

*Figure 4: This table considers the comparison the competitive and cooperative environments that impact planning, design, and livability*

### Monitoring

Goals and benchmarks for physical conditions are established and periodically monitored (such as the example in Figure 5). Basic growth management and planning assumptions as well as regional design strategies are re-evaluated periodically to determine if modifications to policy or practice are necessary. Measurable indices for the following general characteristics are:

Livability

Community vitality

Open space

Ecological health

Non-motorized vehicle access

Visual quality

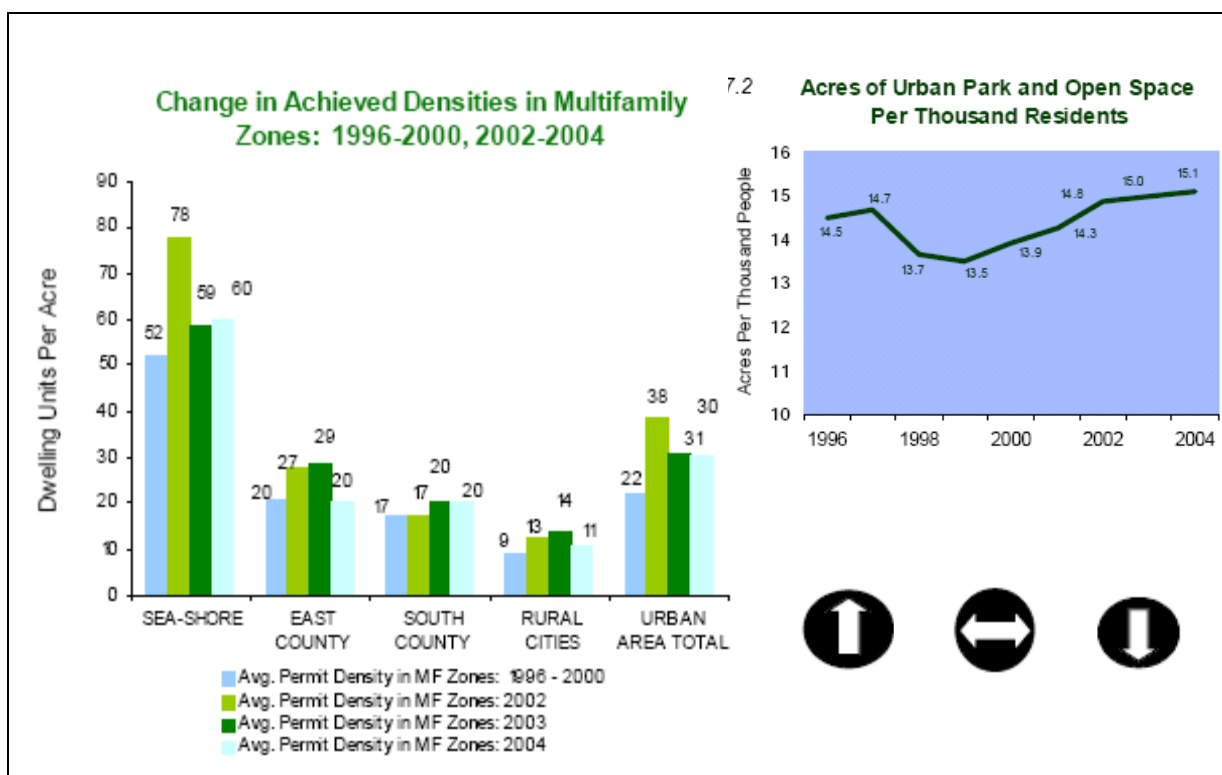


Figure 5: King County has a well-established benchmark and monitoring program that might be a useful model for monitoring and program assessment.



# Chapter Three: A Guided Discussion about the Character of a Region

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## Purpose of this Section

In Chapter One, design was defined as the relationship between values and form. Because the relationship between value and character (or identity) is important in any design process, this chapter discusses the relationship between regional values and regional character. Activities affecting local character overwhelmingly happen at the local level. Additionally, generating a regional long range plan, such as VISION 2040, means that there is a need to answer certain questions: As a region, what do we want to become and who are we now? As residents of this region we ask ourselves:

- Who are we?
- What makes this place “*this* place?”
- How do we identify ourselves and how do others identify us?
- What do we cherish and value?
- How can we identify the values that we share?
- How are those values being expressed now and how will they be expressed later?
- How do we make sure that the things we cherish about this region are sustained in the future?

Other parts of this Regional Design Strategy and many parts of PSRC’s VISION 2040 suggest actions to take: policies, strategies, implementation recommendations, actions, measures, work programs, and compendiums. Embedded in these actions and policies is a set of values, and these values are intrinsically related to our sense of who we think we are as a region. By exploring the relationship between values and character, this chapter will supply the reader with one possible argument to support policy implementation.

Over the next 35 years, planning practitioners may find themselves confronted with the question “Why should our local community implement a particular policy or expend resources to take a particular action?” The goal of this chapter is to provide a baseline discussion that might prove helpful in such a situation by considering two points:

- Regional policies come from a regional sense of who we are.
- Regional policies support and will eventually shape a regional sense of who we are.

It is our hope that this structure will provide a useful analytic tool for explaining and supporting VISION 2040 policies and strategies. This chapter will proceed in three sections:

- **What do we mean by regional character, and why is it important?**  
This section presents definitions of regional character and visual image as well as a framework to consider how design is related to the notion of regional character.
- **Steps for discussing regional character.** This section describes the steps that the Regional Design Team took in exploring how regional character is related to design and policy implementation
- **Illustrating the connection between regional character and policy implementation.** Building on the steps listed above, this section illustrates potential design outcomes for the central Puget Sound region.

Identity is a major factor in the quality of life; it represents that synthesis of the relationship between the individual and his or her city. Identity, self esteem, a feeling of belonging-all are closely connected to points of reference that people have about their own city.

*Jaime Lerner*

*From a forward to 2007 State of the World : Our Urban Future*

## What do We Mean by Regional Character, and Why is it Important?

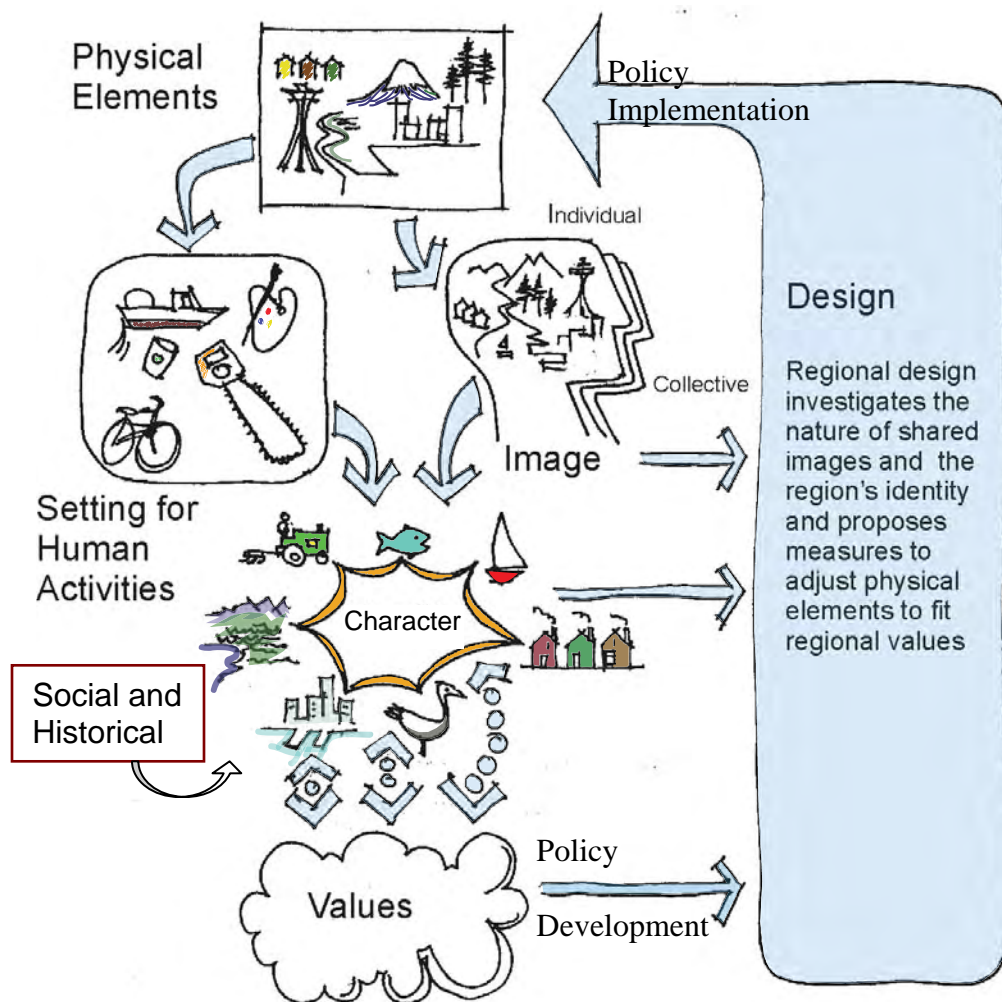
The fundamental idea of a regional character and identity itself is a difficult one. How can one person or one group begin to say *what* it is? How can the idea of regional identity take into account different perspectives of a large and diverse regional population? How can it accommodate changing attitudes and perceptions over time? To explore these questions, a clear vocabulary is needed which can describe the conceptual framework.

### Definition: Visual Image

The term visual image is used to describe the sum total of mental pictures or impressions that describe a region. While the visual image of the central Puget Sound region varies from one person to another, there may be a set of mental pictures held in common by a preponderance of the region's citizens that describes a collective image of the region. While it may not be possible to sharply define this collective regional image, the concept is useful because it allows for discussion of shared perceptions about the landscape and how they contribute to a regional sense of character.

## Definition: Regional Character

Figure 6 illustrates that the content of regional character includes: the historical, physical, social, economic, and cultural elements that make a place unique; how those elements are arranged; and how those elements relate to the passage of time and the inevitable complexity and change within a region. The content of a region's character goes beyond identity (a potentially over-simplified collection of icons, symbols, and the latest funky styles). Changes within this inevitable complexity give us our stories of who we are in this place. It is through these stories, and this culture, that we teach ourselves how build the environment around us.



*Figure 6: Our perception of regional character is influenced by the region's distinctive physical elements, the images we have of our region, the activities we engage in, our complex socio-historical context, and the values we hold. There is a circular relationship where our perception of regional character influences our policy development choices, and in turn, implementation of those policies and strategies impacts the way regional character will be perceived in the future. At both large and small scales, design is informed by perception of regional character, and design shapes the physical setting of the region project by project.*

We use this cultural context to learn how to read the environment, meaning that we tend to assign cultural values to physical standards. Through time, our values change, our understanding of the world changes and our physical standards change correspondingly. This is one way to describe the way our sense of regional character can shift as new ideas come into existence. (For example, currently, no one familiar with the Bay Area around San Francisco today can conceive of that region without the BART system, but it was nearly impossible for most people to conceive of the BART system before it actually became a physical reality.) Therefore design and policy implementation both have critical roles in influencing the content of regional character.

However, it is rare that people have the luxury to fully examine the links between values, design, and policy development or implementation. There is a tendency instead to want to keep pace with examples from other cities and other regions, rather than to analyze what would be best in *this* place. And even those good examples that we compare ourselves to or try to imitate are themselves often the result of luck, opportunity, fortune and well-timed events (and not the result of a careful, collective investigation and application of principles and values). The more that individual places can honor the unique history and psychology of a place, at that point in time, by defining who they are and where they are trying to go, the more likely they will be to maintain the political will necessary for long term implementation of policies. This leads to the importance of regional policies and principles as a common baseline from which to start this discussion.

### **Framing the role of design in this discussion**

As the diagram in Figure 6 illustrates, the region's physical elements and characteristics give rise to visual images (individual and collective) of the regional landscape and, at the same time, support characteristic activities. These two, combined with the region's complex socio-historical context, inform regional character, which is intimately tied to how we see ourselves as a region and how we identify our collective values. Of course, these values are not consistent from person to person or through time. But to an extent, a design strategy for an urban region can identify key aspects of a shared character and supporting actions, which in turn enhance the physical environment.

## **Steps for Discussing Regional Character.**

This section describes the steps the Puget Sound Regional Design Team took in order to explore the issue of regional character. These steps are provided here both as an explanation for the illustrations in following section (which uses the Puget Sound as a test case), and to provide a basis for future discussions.

## **Listing Regional Qualities and Characteristics**

Through the course of numerous workshops and events in recent years, we asked ourselves as urban design professionals, “What are the things that make central Puget Sound region distinct? What are the qualities and entities that distinguish the character of this place? How do we see ourselves as a region? How do others see this region from the outside?” To get at these questions, we first compiled a working list.

We recognize that this is not *the* list which can summarize the identity of this region. This list is not comprehensive, and this list represents only those things that urban designers think about in the course of their profession at this juncture in time. This list does not claim to represent what everyone in the region thinks, or even what the design community will still think years from now. Rather, this list is most valuable as a starting point for future discussions with other groups and communities to begin to answer the question “How do we see ourselves?” If this discussion were to be held by active environmentalists, or festival organizers, or Boeing and Microsoft employees, or a community group from a distressed neighborhood, or by even by the same urban design community in 20 years, it would have different components as a result of each discussion; and some components would overlap. And the idea that these components might shift with time empowers people to know that this list can change. (*To see a complete version of this list, please refer to Appendix B.*)

## **General Observations**

What can we say about these characteristics now that we have them in one place? We found it easier to divide the list into five subcategories so we can consider the qualities and characteristics that we as urban design professionals commonly associate with the following elements of regional character:

- A. The natural environment
- B. The built environment
- C. The intersection of the natural and the built environments
- D. The social, cultural, and economic organization of the region
- E. The history of place

Under these subcategories, we found it easier to look at smaller, related sections of the list and derive some general observations. What patterns can we see by looking back at our list? What do these patterns say about the way the region functions now? What do they say about how we think about ourselves as a region?



## Review of Relevant Regional Policies and Principles

What are the ways to connect these general observations to policy development and implementation? Regional identity and character are reinforced by policy decisions, and policy decisions and implementation will in turn have an impact on regional identity and character in the long run. The Design Team turned to the regional planning policies, statements of intended regional action, and matched them to the characteristic subcategories. We looked for common threads between the characteristics and observations, which help define a picture of the region, and the policies, which speak to intended regional action and implementation. We also correlated the subcategories to relevant principles (from Chapter Two) to guide our thoughts (see Figure 7). In a case where current regional policies are unavailable, this juncture could be an ideal place to set up a framework for crafting or updating them.

		Subcategories of Regional Characteristics				
		A Natural Environment	B Built Environment	C Natural and Built Environment	D Organization	E History
Principles	1 Nature	✓		✓		
	2 Systems		✓	✓	✓	✓
	3 All Scales			✓	✓	
	4 Cooperation		✓	✓	✓	✓

Figure 7: This table shows the influence of the principles over the way the steering committee dealt with the subcategories of regional characteristics.

## Generating illustrative examples: What we can imagine

This final step uses creative, yet rational, narrative to establish a connection between regional character (in the characteristics and observations) and policy development and implementation. Each subcategory from the original list gets its own set of illustrative examples: **What we can imagine**. Each example is a collaborative attempt by the Design Team to picture the kind of character our region could have if those policies are implemented, if principles are adhered to, if cherished regional characteristics are passed forward. Each illustrative example looks at future patterns (what the region might look like) and processes (how the region might function on a daily basis within those patterns) at a variety of scales.

# Connecting Regional Identity and Character with Policy and Implementation

This section applies all four of the above steps to the central Puget Sound region as a test case and example. The four steps are applied to each of the five subcategories (taken from the initial list of regional qualities and characteristics): natural environment, built environment, intersection between the natural and built environments, social structures, and history.

## A. The natural environment

### Characteristics we associate with the natural environment

- Water surrounds us (proximity to ocean, the Sound, the lakes, the estuaries, the rivers, the rain)
- Mountains (views of the Olympics, the Cascades, the silhouettes of Mt. Rainier, Mt Baker or Mt. Hood)
- Trees and plants (the evergreens, the silhouette of evergreens on hilltops and bluffs, blackberries, bull kelp)
- Salmon and other aquatic life
- Wildlife diversity (orcas & whales, starfish, otters, seabirds, eagles, deer, protected species)
- Colors (green, gray, brown)
- Topography (many hills and valleys, particularly north-south orientation)
- The rare sunny day (secret gift to those who live here)

*This list was generated as the product of numerous Design Team workshops.*

### 1. Observations:

These are all powerful visual images that are used again and again to represent the central Puget Sound region. The sheer physical magnitude of these natural features has impressed these elements on the collective imagination of many who live here, yet the vitality of many natural systems is being threatened.

This region has strong natural edges and extensive shorelines, making it easier for people to orient themselves and for people to get a visual and spatial sense of the region from numerous vantage points. The region also has many strong linear physical elements, which are ways to consider linking various landscapes.

## 2. Summary of Relevant Multicounty Planning Policies and Principles:

Several of the VISION 2040 draft multicounty planning policies describe the protection and enhancement of: air and water quality, open space, natural resources, critical areas, native vegetation, freshwater and marine shorelines, watersheds, and the long-term integrity of the natural environment. (*For a complete listing of relevant policies, please refer to Appendix B.*)

Relevant principle: Principle1 – The natural environment is a primary basis for regional form (see Figure 7).

## 3. What we can imagine:

Our region is known around the world for its intimately accessible and dramatic natural landscape and for its exemplary stewardship of natural systems. As a society, we have invested substantial amounts of human, fiscal, and regulatory capital in the reparation and protection of the natural environment. Numerous private, non profit and government activities are organized to repair damaged parts of the region's natural systems, caring for both small and large scales, using adaptive management to sustain landscape-scale ecological processes. This care is reflected in our region's design aesthetics, which seek to incorporate natural systems and environmental responsibility into all aspects of the built environment (see Figure 8). Socially, we have changed our daily process from one which collectively lives *on* the environment to one that lives *with* uncompromised ecological systems.

As a result, natural systems have vigorous integrity and it is easy to see the way ecological systems are fully fused and interconnected with one another in a way that is functional and successful. For example, waterways are cleaner, providing



healthy habitat for salmon and other wildlife, restored estuaries are used both as urban buffers and urban amenities, and the region has a comprehensive greenspace network.

*Figure 8: There is a more intimate relationship between the urban and natural environments in Puget Sound than in most other regions. For example, marine habitat restoration is an important part of the Olympic Sculpture Park on Seattle's Central Waterfront. Photo courtesy Anchor Environmental.*

## B. The built environment

### Characteristics we associate with the built environment:

- Architectural monuments (The Tacoma Glass Museum, the EMP, the Seattle Central Library)
- The Space Needle and the Seattle skyline (Smith Tower, Columbia Tower)
- Infrastructure: ferries, north-south freeways, locks, bridges
- Industrial global contributions (Boeing, Microsoft, Starbucks, Weyerhaeuser) and national contributions (microbrews, biotech and hi-technology, music, wood industry)
- Military influence
- Tribal influence on space (dichotomy and dialogue, role of tribal lands on regional land use patterns)
- Emphasis on quality residential neighborhoods (fine grained urban form)
- Trends towards mixed use development *and* tendency to favor big box centers to augment tax base
- Housing affordability is decreasing (renter population on the rise, mobility of young people)
- Increasing density and the desire to become an important regional center (young wealthy and retired moving to downtown areas and condos).
- The linear development along a number of our thoroughfares

*This list was generated as the product of numerous Design Team workshops.*

### 1. Observations:

Our infrastructure is the most substantive and unique aspect of this region's built environment. This region had a tradition of investing in innovative, high quality, well designed, large scale infrastructure projects (see Figure 9). However, in recent years we have viewed infrastructure mainly in functional terms for only one use, forgetting its importance in the landscape and in our everyday lives.

Our current architecture emphasizes the modern and dynamic. However, corporate driven styles tends towards the repetitive. Our architectural monuments are iconic but not necessarily grand. Some unanswered questions remain as to the existence of a neo-northwest architectural style, possibly one which combines native and natural materials with contemporary, high-tech building systems and traditional craftsmanship.



*Figure 9: The region has a legacy of excellent public works designed by engineers who care for a project's aesthetics as well as its function. This tradition should be continued as new systems are constructed.*

Another big design challenge in this region is the large portion of our built environment that is structured around poorly designed linear arterials. A large amount of our landscape is devoted also to big box center typology, scattered throughout the region. This pattern is likely to change; the structures are temporary, waiting for a future higher and better use of that land. On the other hand, we are currently witnessing an explosion of highly innovative green building technology. Even if the building technologies we currently use in most situations are antiquated in comparison to the latest green

building innovations, these industry standards seem poised to change dramatically in the near future.

Overall, urban design plays an important role in understanding the way the built environment is perceived and interpreted, and then in applying that knowledge to the way the built environment continues to be built. The urban design challenge is to create a cohesive unit from a variety of public and private efforts. This goal has been tackled in Tacoma, both along the Thea Foss waterway and at the UW Tacoma campus around Union Station (see Figure 10).

## 2. Summary of Relevant Multicounty Planning Policies and Principles:

Several of the VISION 2040 draft multicounty planning policies focus on the continued development of regional growth centers and compact urban communities. The policies seek to improve or transform underutilized lands, local street patterns, and linear systems. The policies place a high value on sense of place, housing choice, diversity, quality public spaces, urban design, historic preservation, arts, visual and cultural resources and the protection of both manufacturing-industrial centers and military lands from the encroachment of adjacent incompatible use. *(For a complete listing of relevant policies, please refer to Appendix B.)*

Relevant Principles: Principle 2 – Apply a systems approach, and Principle 4 – Balance competition with cooperation (see Figure 7).

## 3. What we can imagine

On a local scale, communities are vibrant: people can walk to recreation or take an easy bus ride to a nearby center and job site. Jurisdictions are encouraged to

develop and nurture non-natural identifiers, localized icons and symbols which are authentic to their settings and local in scale. We can perceive that the pieces of our urban environment are integrated into our central places and neighborhoods. For example, large institutional complexes fit into their surroundings and new developments work together, resulting in a whole greater than the sum of its parts.

This integration of built elements also occurs at a large scale so that individual communities are linked to larger urban compositions. Additionally, efforts are made to improve the quality of public investment in infrastructure projects and civic buildings by: holding design competitions, refining rather than ornamenting projects, designing for more than just one use and relating every project to the human scale.

Arterials function better at a human scale because activities are concentrated along a string of well connected centers. One gets a sense of sequence traveling along the arterials or boulevards, which are broken down into a series of nodes. Such facilities make more effective and efficient use of the land and are more thoughtfully seamed and stitched into adjacent neighborhoods.

Big box centers have been adapted to integrate mixed use, residential and commercial space, and improved street patterns in a compact, pedestrian, transit-oriented manner consistent with regional vision. Our region provides guidelines and assistance so that centers can successfully undertake this task.

Our region is capitalizing on its population growth. By focusing nearly 1.6 million people within the urban growth area, we are adding built environment (houses, streets, schools, hospitals, etc.) that takes every opportunity to integrate innovative change. Our development is energy and resource efficient, low impact, and environmentally responsible. Our development is lean and our buildings are healthy.



*Figure 10: A key challenge in upgrading the built environment is integrating new development components into a cohesive whole. Tacoma's recent redevelopment in the UW Campus-Museum District-Convention Center-Thea Foss Waterway illustrates how several elements (not to mention the diverse but compatible) activities can be combined to create an exciting new urban district.*



## C. The intersection of the natural and the built environments

### Characteristics we associate with the intersection of the natural and built environments:

- Get outside (REI, outdoor sports, recreation, parks that encourage interaction with natural amenities, bike to work, leave urban areas on weekends)
- Interact with the wildlife (aquarium, whale watching, explore tidal pools and touch starfish, watch the salmon runs, visit zoos and botanical gardens)
- Respond to the rain (It rains a lot, tourists see the rain first, cozy wooden interiors, covered walkway, the importance of interior lighting, *real* Pacific North westerners don't own umbrellas)
- Respond to the water and views (preserve views, limited public and private access to water, proximity to natural amenities increases property value)
- Agriculture
- Fishing industry
- The water-based ports and industrial areas
- Salmon culture (in festivals, in restaurants, as activists)
- Seismic and Flooding hazards (impact on built environment and development)
- Increasing interest in both growing and consuming local and organic foods and products
- Green Building increasingly desired
- Connections among these natural environments (Burke Gillman trail, Mountains to Sound Greenway, Interurban Trail) and historical environments (historic or heritage routes and trails).

*This list was generated as the product of numerous Design Team workshops.*

### 1. Observations:

Beyond its visual presence and power, the region's natural environment has shaped human activity and local history, and therefore has influenced the regional approach to urbanism. The natural environment is a part of even our most intense urban areas, such as the aquatic habitats which exist along cultural waterfronts (see Figure 8).

Water bodies and topography fragment the urban environment, forcing this region towards multi nucleated forms rather than a highly centralized one.

We have great tradition of excellence in horticulture and landscape architecture. We place a high value on views, sometimes to the point of overbuilding our steep slopes.

Climate change is on our doorstep and impacts on our water supply seem inevitable.

## 2. Summary of Relevant Multicounty Planning Policies and Principles:

Several of the VISION 2040 draft multicounty planning policies support agriculture and forestry, walking and bicycling, food systems, regional identity, natural boundaries, rural and natural resource areas, environmentally sensitive land use management and development practices, health and well-being, and the region's role in international economy. *(For a complete listing of relevant policies, please refer to Appendix B.)*

Relevant Principles: Principle 1 – Natural environment is a primary basis for regional form, Principle 2 – Apply a systems approach, Principle 3 – Design at all scales, and Principle 4 – Balance competition with cooperation (see Figure 7).

## 3. What we can imagine:

In a flight over the region, we see a configuration of well defined centers responding to natural elements and corridors. Natural systems are incorporated within the centers, and the edges of major urban areas are a well defined regional open space network of parks, trails, restored habitats, greenbelts, bluffs, and resource lands (see Figure 11). Our communities, separated by edges, give us definition of space and a span of control.



*Figure 11 Restoration of linear environmental systems, such as rivers can be combined with regional trails. Photo of Sammamish Slough restoration taken from the Sammamish Trail.*

The identity of individual places builds on indigenous character, both natural and human made. The region is not as Seattle-centric as it was; other centers have more individual cultural services and resources. Because local communities are only loosely connected to each other physically, there is heightened value to



integrating and balancing the built environment with natural systems at the local scale. Our urban fabric includes natural systems as valued amenities, whether these are daylighted creeks or restored shorelines in the middle of dense urban form. By restoring a shoreline as the central focal point for a downtown area (be it Tacoma, Bremerton, Edmonds, Kirkland, or Seattle), this region showcases the high value we place on balancing the human built and natural environments.

On smaller scales, we are no longer content for generic store-bought yards to dominate our region's landscapes. Our notions of landscaping are shaped by rediscovering and capitalizing on regionally indigenous plants. This is amplified by a regional tradition of excellent landscape architecture and horticulture related to Seattle's globally significant system of Olmstead parks and boulevards.

Culturally, we put public investments into the acquisition of damaged lands for restoration and protection. We are more restrictive in how we think about development in environmentally sensitive areas, further limiting an intrusion of the built environment into the natural ecological systems that we value, whether they are steep slopes, estuaries, or riparian buffers. This comes from a recognition that the preservation of those areas is as critical as the technical ability to build there.

Resource lands are a treasured and valuable part of the regional landscape. The region has a viable agricultural system; local food is produced on working farms. Sustainable farming and timber harvest are economically viable and important parts of the regional open space system.

Climate change affects nearly all of our defining regional characteristics, including water and rain. The possible decrease in water supply will have a profound impact on fire hazards as well as on native flora and fauna. How we respond to this major event that is taking place over time speaks to how regional resiliency figures into our decision making.

#### **D. The social, cultural, and economic organization of the region.**

##### Characteristics we associate with the way we think about things and the way we get things done

- Growth Management (Urban Growth Areas, Comprehensive Plans)
- Activism is important (many grassroots movements, importance of neighborhoods within cities)
- Grand plans and strong leadership are lacking, but high profile market individuals are not (Bill Gates, Paul Allen, Howard Schultz)
- Dynamic information and technology-oriented economy and creative class (cosmopolitan, outward and forward looking, high quality of life attracts people to move here and stay here).
- The Seattle Process (political action takes a long time, even outside of Seattle itself)
- Seattle-centrism (results, both positive and negative, of tension between one major city and its surrounding metropolitan and rural areas)
- Cultural diversity with a public goal of inclusionary society
- Funding services and facilities and other economic forces shape our region's identity and drive internal competition within the region
- Imitation and use of local examples (one Hot Spot competing with another for vitality)
- Community that sustains dynamic arts and culture (high arts such as symphony, ballet and theater, but *a/so* underground musical vibrancy and glorious past, literary community)
- Center for new immigration and addition of new cultures
- An informal atmosphere (polar fleece and jeans to work)
- The scale of the physical features feels impressive
- Strong culture of youth
- Highly educated population

*This list was generated as the product of numerous Design Team workshops.*

## 1 Observations:

One of the region's characteristics is its dynamic, information and technology

oriented economy.

While an original attraction for moving to the region was the resource based jobs and perhaps later the attractive setting, currently the region is seen as a cosmopolitan, outward and forward looking place. The region has historically been a center for in-migration and the addition of new cultures, adding to the region's outward-looking perspective (see Figure 12).

The region has a history of local grassroots activism and a general antipathy toward strong leaders, grand plans and top-down governmental structures. It seems that leadership in this

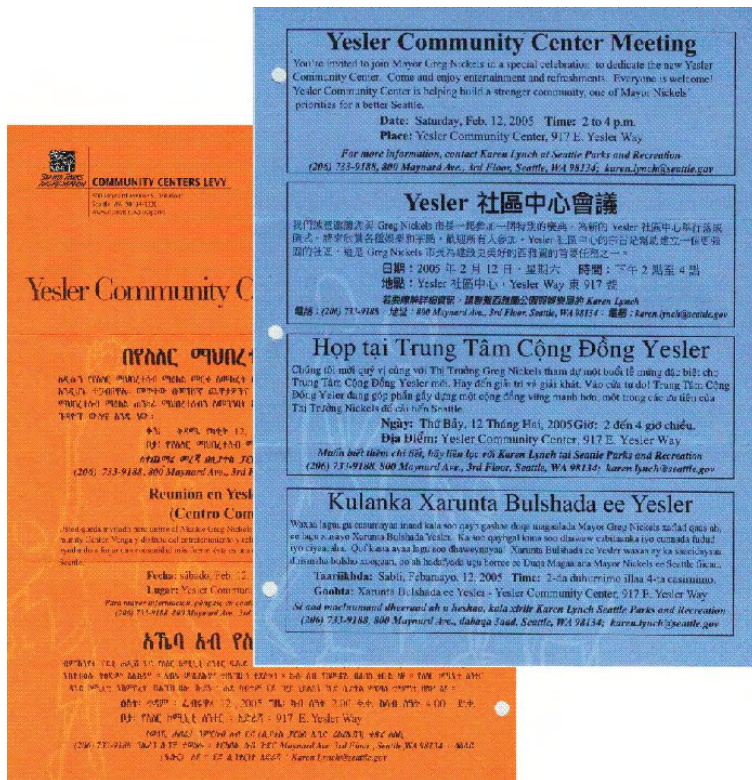


Figure 12: The region's growing global role has meant increased social and cultural diversity. The reopening of Yesler Community Center was announced in 7 languages, all commonly spoken in the neighborhood.

region, when it does happen, starts with efforts from below. Many of the region's defining artistic, business and cultural activities occur outside the arena of formal cultural institutions or large scale organizations.

It seems likely that virtual communities will create tension with more traditional notions of community as related to physical, geographically-defined space.

We evaluate the financing of public infrastructure on a short term and local basis and have a tendency to ignore the long term return on investment and regional benefits. We are currently living with the decisions 20 to 30 years ago *not* to support the long term investment in regional facilities, such as transit systems and water treatment facilities.

## 2. Summary of Relevant Multicounty Planning Policies and Principles:

Several of the VISION 2040 draft multicounty planning policies address the ways in which schools, rural areas, and regional capital facilities support the regional vision. The policies favor transit-supportive densities, a diversity of family-wage jobs, services for a diverse population, innovative planning techniques to keep growth within urban areas, strategies for strengthening the regional stock of affordable housing, community development as components of transportation projects, and targeted economic opportunities in distressed areas. The policies encourage high performance, energy efficient, and environmentally friendly development standards. *(For a complete listing of relevant policies, please refer to Appendix B.)*

Relevant Principles: Principle 2 – Apply a systems approach, Principle 3 – Design at all scales, and Principle 4 – Balance competition with cooperation (see Figure 7).

## 3. What we can imagine:

This region takes measures to include human and cultural diversity in its vision. In-migrations of new people are able to find those communities which accommodate a wide range of cultures. Lifestyles and activities that fall outside the mainstream are incorporated into pre-existing communities, creating more vibrant new communities and building on local cultural and historical amenities. This cultural and creative diversity adds a dynamism to the region, expanding its economic base as well as strengthening its sense of identity.

Across the region, communities incorporate inclusionary infill-development to ensure that affordable incubator spaces are available to low and moderate levels of income and that these spaces are integrated with market rate development in addition to being close to services, transit, and employment options. Through region-wide and consistent inclusionary policies, our regional culture promotes an equitable quality of life for all.

Everyone has good creative access to an open and transparent decision making process. On a large social scale, people maintain an open dialogue about the ways in which virtual community impacts more traditional definitions of community. Our tax and fiscal policies support growth management and quality urban design.

The region has made a dramatic investment in transportation improvements to simultaneously enhance region-wide mobility and inter-jurisdictional cohesion.

## E. The history of place

### Characteristics we associate with the history of this place:

- Settlement clustered near and interacted with water (water as transportation)
- Both borrowing from and ignoring native cultural precursors to European culture (appreciation of natural setting, salmon festivals, overfishing, ignorance of prior uses of landscape)
- Extraction (Logging, Mining)
- Volatile boom and bust economic cycles
- Rapid post-war expansion: most of the communities already existed, and they expanded outwards and grew together; some retained their historical core while others did not (opposed to California, expansion put new built environment where nothing had been before)
- Historic districts and cultural landscapes
- Agricultural roots
- Denny Hill sluicing (total willingness to reshape the land)
- Vestiges of original platting of small lots and tight streets on hillsides and early settlement and development patterns

*This list was generated as the product of numerous Design Team workshops.*



*Figure 13: The region's working landscapes are an important part of its identity. We will all lose a part of our history when the last saw mill closes down.*

### 1. Observations:

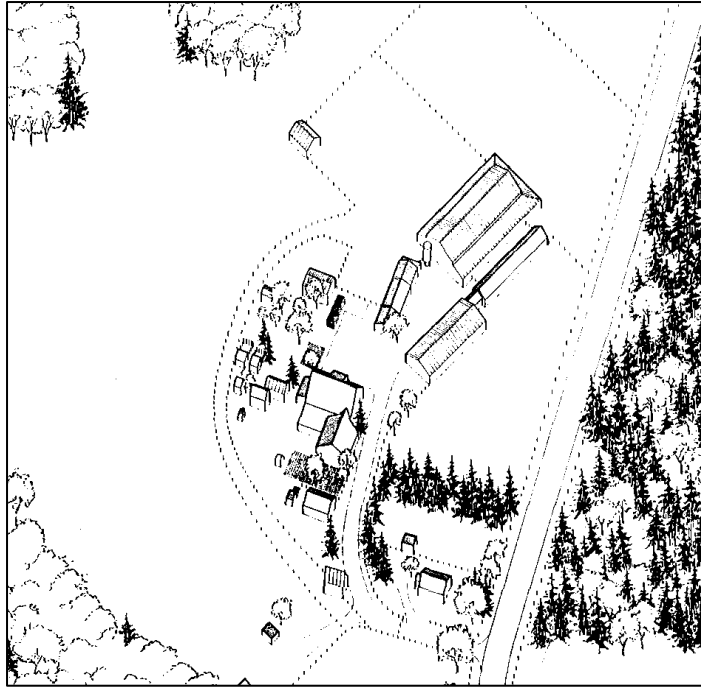
Regional character and identity flow from history and culture as well as physical setting. Our character now is determined by the sequencing of events that have come before, as well as the extent to which we collectively acknowledge or ignore those events (see Figure 13). Historical influence on the present can be thought of as a working landscape to be passed to future generations holistically and systematically, rather than as a collection of items to be preserved individually.

Many of the region's historic and cultural resources are concentrated in urban centers, which are particularly susceptible to change given the current growth strategies and our history of volatile boom and bust cycles. On the other hand, our rural and agricultural landscapes are an important part of our historic legacy and they are also susceptible to changes and development (see Figure 14).

Many communities have lost their traditional commodity base. We are experiencing a new kind of cultural settlement pattern now; the suburbanization movement now is different from post WWII suburbanization. Growth used to follow infrastructure, and now infrastructure is trying to match outward patterns of growth migration.

We have not always recalled the sense of place which the region provided to native peoples and cultures prior to the arrival of European settlers.

We are revitalizing our historic town centers and communities.



*Figure 14: Steve Juroszek has analyzed the characteristics of the Puget Sound agricultural landscape and notes that the region's farms have unique physical characteristics but can vary depending on the local setting and type of farming. This kind of information is useful in exploring ways to retain historical landscape characteristics. From Juroszek, Steve, The Characteristics and Patterns of Rural Environments in South Central King County, Masters Thesis, University of Washington 1991.*

## 2. Summary of Relevant Multicounty Planning Policies and Principles:

Several of the VISION 2040 draft multicounty planning policies preserve regional historic, visual, and cultural landscapes and support urban design, historic preservation, and the arts. *(For a complete listing of relevant policies, please refer to Appendix B.)*

Relevant Principles: Principle 2 – Apply a systems approach, and Principle 4 – Balance competition with cooperation (see Figure 7).

### 3. What we can imagine

In the same way that the region values natural amenities by daylighting creeks, this region also daylights its own unique cultural history. There is high emphasis on education that connects us to a better understanding of native perspectives on the surrounding landscape. We invest resources on the identification, location and preservation of cultural, working and Native American landscapes; these are integrated into our perceived heritage as historical or thematic districts rather than as disconnected points. This appreciation and conservation of our history counterbalances the future-oriented advances of regional development

On a local scale, spaces are enhanced so that this social and historical narrative can be articulated. Communities value the spaces that can host festivals, parades, and events that celebrate the regional relationship to diverse history. Pieces of our regional past are preserved and become a complex but integral part of our current character and identity.

## General Outcomes and Conclusions

Based on this preliminary exploration of regional character, we can draw a number of tentative general conclusions about what is important to urban design professionals when thinking about the future of this region:

- **Diversity** is a key attribute in all senses of the word: diversity of culture, space, design, use patterns, perspectives, and natural systems. The challenge will be maintaining diversity in as rapid growth patterns and corporate and marketing dominate regional development.
- This region is **dynamic**. Tension between opposing perspectives lends vitality to regional character:
  - Natural environment vs. intense urban environment – the two are relatively close in proximity here as compared to other US regions.
  - Regional design style vs. corporate architecture
  - Neighborhood autonomy vs. city governments
  - Outward looking cosmopolitan view vs. insular focus on local concerns
  - Virtual community vs. traditional face-to-face communities
  - Historical context vs. rapid development
  - Outward, international influences vs. the traditional resource-based economy and emphasis on an individualistic, outdoor-oriented lifestyle.

The challenge will be sustaining a balance among these characteristics so that diversity and dynamism are maintained.



# Chapter Four: Strategies to Shape the Region's Physical Structure

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## Overview

Participants at the summer 2006 work sessions suggested numerous actions to achieve regional design and planning objectives. The Design Team found that actions can be grouped by their physical settings and thus developed a series of strategies to address various components of the regional landscape. Each strategy outlines a program for innovative and collaborative action on issues which would benefit from a regional approach and which include components to protect and enhance valuable local and regional resources.

The Design Team detailed measures to initiate these strategies, compiling a Compendium of examples, models, programs, and resources to assist local governments and organizations in pursuing them (see *Appendix D*). The map in Figure 15 is a working visualization of the general geographic locations for all six of the strategies, which include:

### 1. Continue the development of a hierarchy of urban centers and focal points.

The region has made impressive progress implementing a vision<sup>2</sup> to create more intense, pedestrian and transit-oriented mixed-use urban centers. This strategy focuses on continuing that effort by sharing information and local experience from the last decade and by coordinating the growth of neighboring centers for greater efficiency and mutual benefit.



There are new models for concentrating growth that are proving effective but are not recognized in PSRC's regional planning. Some of these models are presented here as a means of developing mixed-use communities outside current centers. Several groupings of regional centers, such as Tukwila, Renton, Burien, and SeaTac, are emerging that could act as frames for exciting metropolitan complexes, and this strategy explores such possibilities.

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<sup>2</sup> The original VISION 2020 strategy was adopted in 1990 and updated in 1995.



## **2. Create a green infrastructure and open space network.**



A network of open spaces—including wild, rural, and urban open spaces, marine and fresh waters, agricultural and forest lands, critical areas, parks, trails, greenbelts, and green streets—is critical for the region’s environmental sustainability, recreation, visual identity, and community livability. Numerous local governments, public agencies, and interest groups are working on individual elements of this system. This strategy advocates

coordinating these efforts for greater efficiency and preparing a collaborative open space plan for the region that identifies priority actions, implementation tools, and funding mechanisms. Examples and information sources are presented to suggest methods for such integration.

## **3. Recycle Existing Urban Areas.**



Many of the land forms, ecological systems, land use patterns, and transportation and infrastructure systems are essentially linear in nature. Because they usually extend beyond jurisdictional boundaries, they can best be addressed at the regional level. Moreover, these are the systems that connect communities, sustain the ecology, frame landscapes, define our visual character, and, in general, tie the region

together. This strategy calls for more focused attention and collaborative efforts on these elements, particularly on restructuring or upgrading land use and transportation systems where development and multi-modal transportation improvements should be better integrated.

## **4. Transform industrialized estuaries and floodplains.**



The region’s industrialized estuaries and floodplains, such as the Duwamish, Green, Cedar, Snohomish and Puyallup Rivers, are critical to both the regional economy and ecology and offer opportunities for redevelopment and environmental restoration. They are also generally located on geologically hazardous and flood-prone areas. The long-term use of

industrial lands is an open question because there has been no comprehensive regional study of future industrial activities and their needs. Therefore, this strategy begins with identifying short and long-term industrial land use needs and proposes measures to better integrate ecological

restoration, economic development, recreational facilities, and gray field redevelopment of urbanized estuaries and floodplains.

**5. Protect threatened rural areas and resource lands.**

Retaining the rural and resource-based land uses outside the urban growth area has long been recognized as a particular challenge. At the September 2007 workshop, participants exploring this issue noted that some edges of the urban growth area are more susceptible to urban encroachment than others. This strategy calls for identifying those areas in greater detail and focusing efforts on protecting them through a variety of measures, including, land use controls, transfer of development rights, purchase of development rights, and rural design guidelines.



**6. Restructure portions of automobile-oriented suburban areas.**

The large area encompassing the arc of suburban development around the Puget Sound includes portions of many of the elements listed above, such as linear land use and transportation systems. While the urban center strategy has been quite successful, vast portions of this area remain in low-intensity, auto-oriented land uses and residential areas without walkable access or local services. This strategy recommends a variety of techniques to diversify and intensify portions of automobile-oriented suburban areas to create more livable communities. Because restructuring much of the suburban single-family areas will be difficult, the strategy emphasizes identifying special opportunities, such as near high capacity transit stations and transitioning commercial strips.



Figure 15: Compilation Map

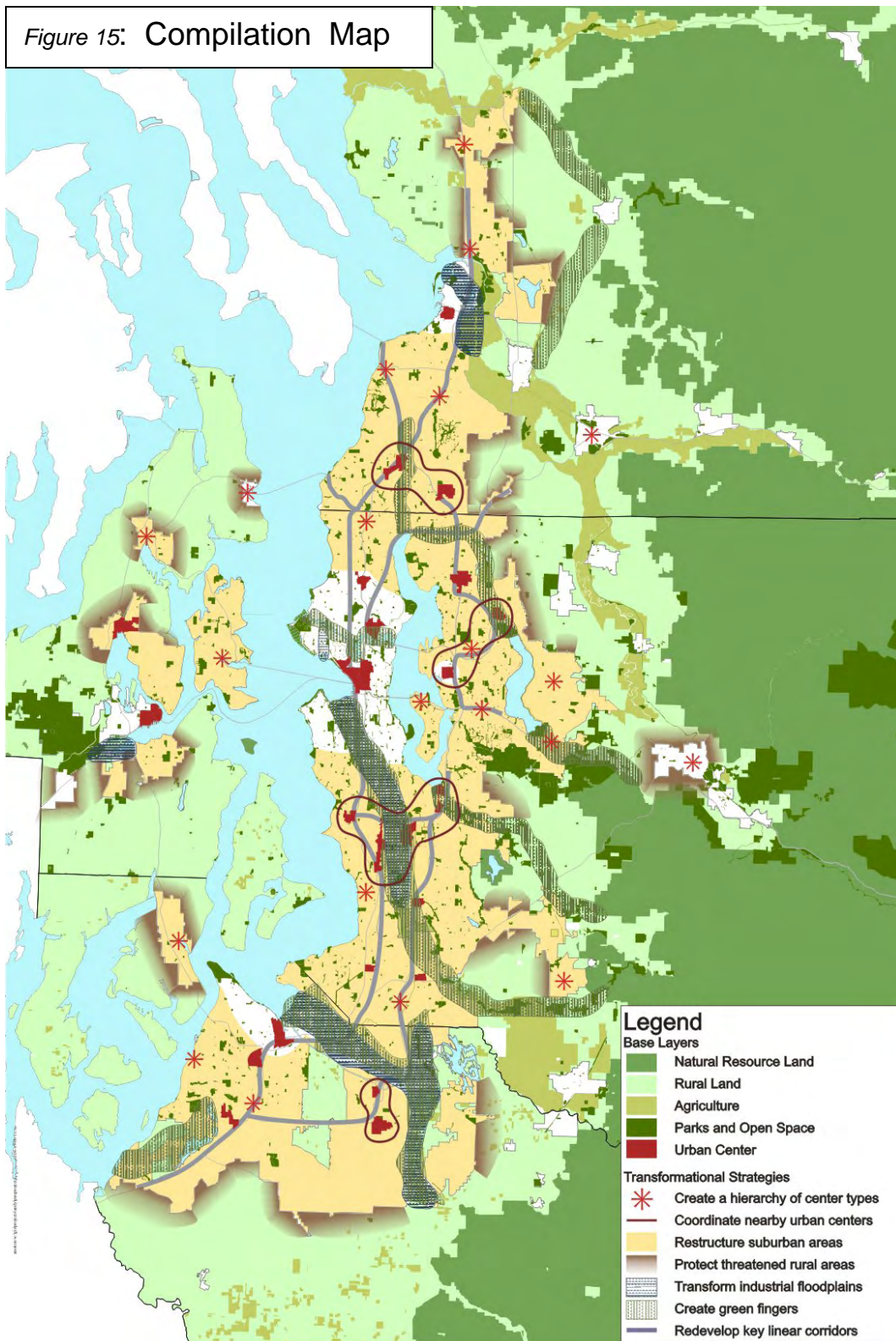


Figure 15: This map compiles the conceptualized geographic extent of all six of the strategies detailed in this chapter. (Full versions of each strategy map can be found in Appendix C.)



## Recommended Strategies

The description of each of these strategies includes:

- Issues and context: The conditions that are to be addressed and the reasons for the strategy.
- A statement of what the strategy entails and an explanation of some basic concepts.
- Goals and policies supporting the strategy. These are summarized from VISION 2040's draft multicounty planning policies.
- Priority actions. Recommended actions that PSRC or other entities can undertake to initiate the strategy's implementation.
- *Initial examples to illustrate how design elements of the strategy can be applied are compiled in the Compendium, Appendix D. Some of the models are new conceptual ideas while others describe practices and projects that exemplify the types of actions recommended.*

***Note on all the maps illustrating these strategies:***

*The maps which accompany this chapter are conceptual and do not necessarily accurately indicate the location or extent of features shown. For example, the brown strips indicating where priority should be given to protect threatened rural areas are not based on the extensive analysis that would be required to map such areas. Additionally, the colors do not imply that the strategy would be directed to the whole area shown. For example, it is not the intent to create open space throughout the “green fingers” shown on the map. The strategy is to protect, enhance, create and connect open spaces within those fingers, but it is acknowledged that the open spaces would only encompass a modest portion of the land uses within those areas shown in green.*

# 1. Continue the Development of a Hierarchy of Urban Centers

## Issues and Context

The 1990 VISION 2020 plan and the 1995 Update emphasized the establishment of higher intensity mixed-use centers connected by a multimodal transportation network. These earlier editions presented compelling descriptions of the way in



*Figure 16: Walkable streetscape in Bremerton's urban center. Courtesy PSRC Design Guidelines Manual.*

which centers could provide for more efficient land use and transportation systems and attractive living conditions. This strategy has worked well. Many municipalities have taken ambitious steps to create urban mixed-use centers. These range from the dramatic revitalization of urban centers, such as Bremerton (see Figure 16) and Tacoma, the continued intensification in Seattle, Bellevue, and

Kirkland, and the development of new downtown districts, such as in Kent and Renton, and the creation of an all new center in Mill Creek.

## Recommendations

While the creation and enhancement of urban centers is accomplished by individual municipalities and is proceeding well, there are a few opportunities where regionally based support and facilitation could enhance local efforts, namely:

- 1. Create, or at least support, means of sharing urban center development techniques to assist local efforts.** Individual municipalities have learned many practical lessons about urban center development. These lessons, tools, and best practice examples should be compiled and made available to other communities. Information sharing activities might include: mini-conferences, workshops or symposiums to discuss a special topic; research reports; case studies to explore new techniques; or compilation of relevant examples. Special topics could include:

- Public-private partnership techniques (example: Kent Station, see Figure 17)

- Methods of providing open space and guidelines for urban open space
- Building an urban center near a large institutional or regional facility
- Multicriteria analysis of public actions (e.g., public costs of encouraging urban center development vs. long-term revenues)
- Use of market and feasibility analyses in urban center development
- Design review techniques
- Funding of public improvements

PSRC, in its role as an information source and coordination organization, would be a likely initiator of this activity. The Municipal Research Center, local American Planning Association chapter, Futurewise, or CTED are likely partners and may lead certain efforts.



Figure 17: Kent Station, courtesy PSRC

- 2. Encourage new models for urban centers.** PSRC has established particular definitions for regional growth centers. Some of the counties have more extensive hierarchies of central places, while other established areas would benefit from creating walkable, mixed-use concentrations of development. For example, there are potential nodes along arterials and commercial strips (especially at transit stops) where there is currently no opportunity to meet urban center criteria but where increased pedestrian-oriented mixed-use development would serve regional growth management and local neighborhood interests. Similar situations occur in outmoded shopping centers, shopping centers being redeveloped, key locations in large suburban residential tracts, and unincorporated urban areas within the urban growth area.

These areas should be recognized, particularly as places where the urban center development techniques recommended above are also appropriate. Part of this recommendation is also to recognize the important contribution of these different types of urban concentrations and to ensure that they receive appropriate levels of funding and support, especially when opportunities for redevelopment occur as part of transportation improvements.

- 3. Coordinate the development of nearby urban centers and integrate their functions for greater efficiency.** Within the region, there are several

groupings of urban centers which are in close proximity to one another, especially in suburban areas; these groupings would benefit from inter-jurisdictional coordination, improved transportation links, and integrated economic development and land use planning strategies. (See Figure 18 as well as Figure 36 in Appendix C for the full map.)

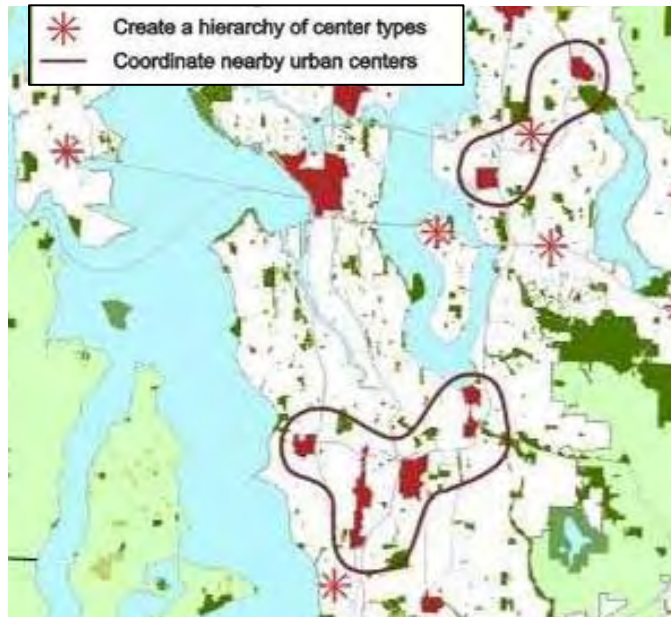


Figure 18: Potential spatial groupings of nearby centers. (See also Figure 36 in Appendix C for the full map.)

For example, in some cases one city's center has a larger population base, while another acts as an employment or retail center. Linking these two or three centers together with high-capacity transit might benefit each jurisdiction. Or perhaps two jurisdictions with close urban centers might collaborate on a regional park with trails to both communities.

Cooperative efforts might begin with discussions regarding mutual interests and progress to cooperative planning,

intergovernmental agreements regarding land use and infrastructure (such as the Bellevue Redmond Overlake Transportation Study), and finally, where appropriate, some form of revenue or cost sharing. Admittedly, this is an ambitious goal, but the rewards for such an effort could be great. For example, by working together and thinking of themselves as spatially connected, a group of municipalities along a transit line could more effectively lobby and increase their priority for high capacity transit improvements.

### Supporting Policies

VISION 2040's draft multicounty planning policies call for providing a regional framework for designating and evaluating centers. Additional policies address the development of other types of centers and activity nodes, as well as priority funding for centers.

### Priority Actions

1. PSRC, the University of Washington, or other agencies or institutions should prepare guidance materials to assist local governments in developing centers, including new concepts in different types of centers.

## 2. Create a Green Open Space Network

### Issues and Context

Open space is critical for the region's ecological sustainability, livability, resource conservation, and visual identity. Open space accomplishes many functions, including those addressing:

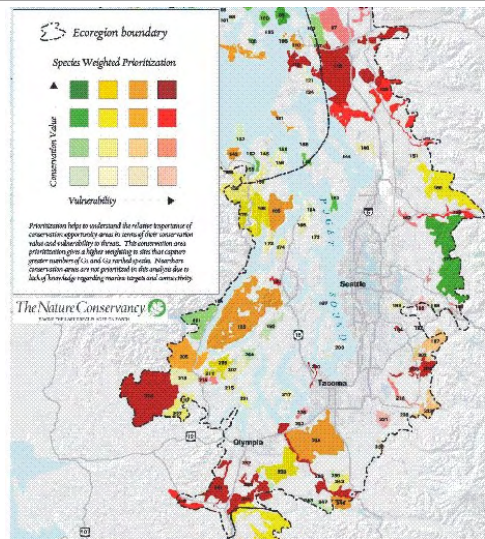
- Ecological systems
- Recreation and human health
- Access and circulation
- Visual identity
- Resource land preservation
- Livability, especially in urban centers

The region is especially blessed with open space resources. Wide areas in the Cascade Mountains are in public ownership. The sound and lakes act as large visual and recreational open spaces. Agricultural valleys still maintain some of their open, rural character. The beginnings of an extensive regional trail system are in place, and local governments have developed a spectrum of much loved public parks.

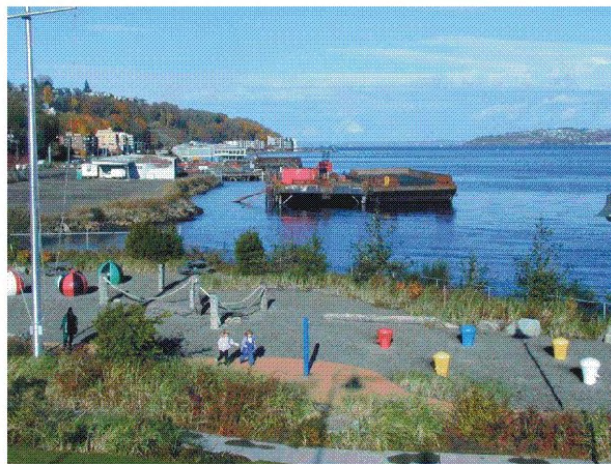
However, in order to further achieve the open space functions noted above, the region must take further action to upgrade its open space systems as a comprehensive whole. The following challenges still remain:

- **Connectivity.** Open spaces are more used if they are connected in linear networks and trail systems. While the region has made great strides in this regard, there are critical missing trail links and unrealized opportunities for extending greenbelts and linear open spaces.
- **Enhancement of Ecological Systems.** Open space protection and enhancements are needed for protection of wildlife habitats, salmon recovery, and, more fundamentally, the general health of aquatic systems.
- **Integration.** To be most effective in achieving recreation and community livability, open spaces must be integrated with surrounding development. In these instances, the design, location, and relationship to surroundings are important.
- **Use of Streets, Boulevards, Utility Easements, and Other Resources.** Because open space is so expensive, especially in urban areas, the use of streets and other lands—as well as public-private partnerships—is key to meeting local and regional greenspace needs.
- **Protection of Existing Resources.** Many of the region's most loved open spaces are privately owned agricultural lands and forested areas. Actions may be required to ensure that these lands remain in resource-based uses.





The Nature Conservancy has identified areas most critical for biodiversity. This information will be useful in setting open space acquisition priorities



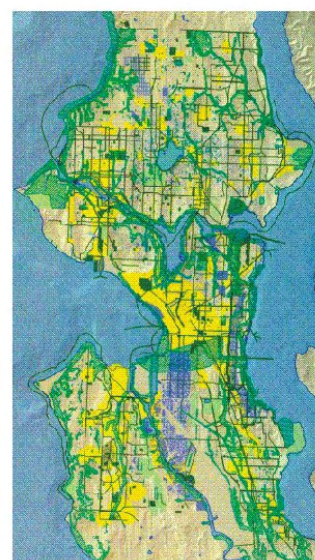
Ports and other agencies are including parks and open space as part of their projects such as this park constructed as part of a Port of Seattle Container terminal development.



Many trails have been built throughout the region, but there are still critical missing links that should be prioritized regionally



The City of Kirkland has identified priority areas for habitat restoration as part of their SMP planning (Courtesy: The Watershed Co.)



Seattle 2100 is a volunteer effort to plan for the City's "green infrastructure needs."

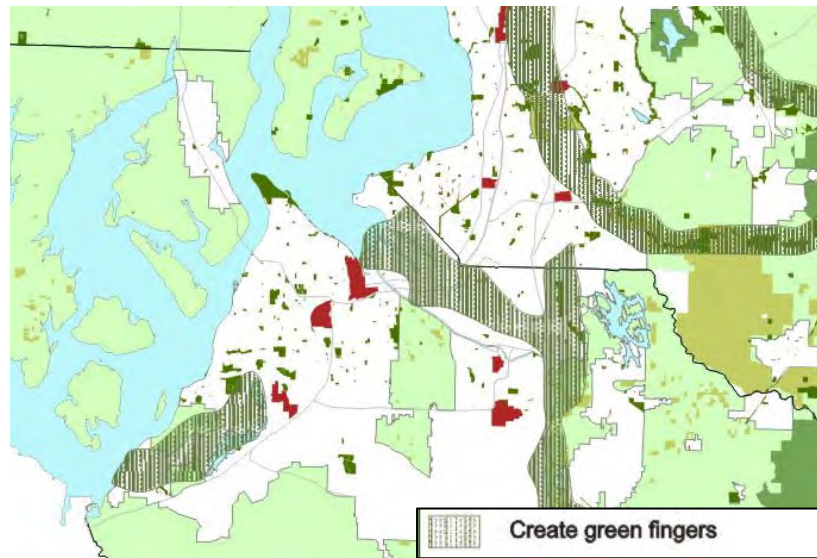
**Figure 19:** Several non-government organizations and local governments are actively working on elements of open space planning. Some are for specific jurisdictions, others focus on trails and still others pursue ecological objectives. The key is to combine these efforts and establish a more comprehensive approach maximizing all objectives, setting priorities, leveraging opportunities and building regional consensus for action.



Numerous local governments, agencies, and volunteer groups are currently working to upgrade the amount and quality of open space in the region (see Figure 19). Most parks departments are implementing comprehensive park plans, and some local planning departments are ensuring that new development either contributes funds for or includes usable open space. Several regional trails are being improved segment by segment, and some new highway improvements, such as the SR 520 bridge replacement, include separated bikeways and open space improvements. In terms of environmental efforts, Watershed Resource Inventory and Assessment teams have prepared habitat conservation plans that identify protection and restoration measures in each watershed, and The Nature Conservancy has identified priority habitats most important to the region's biodiversity that are threatened with development. Snohomish, King, and Pierce County have each undertaken a separate sustainable agriculture program. Non-governmental organizations such as the Cascade Land Conservancy, Seattle 2100, and land trusts are working on their own initiatives.

### Recommendations

Figure 20 shows the geographic conceptualization of what a regional open space plan could look like which would organize and support these various efforts for maximum benefit. Such a plan would:



*Figure 20 Initial conceptual identification of key green corridors.  
(See also Figure 37 in Appendix C for the full map.)*

- Present a clear vision of how the various efforts and recommended actions would result in a regional open space system serving ecological, visual, recreational, economic, and community objectives.
- Create greater collaboration between the various entities improving the area's open spaces.

- Identify priorities for regional funding, including key missing links in trail systems, shoreline restoration projects, projects for communities deficient in open space, and special opportunities.
- Include a funding and implementation mechanism, such as a Regional Open Space Investment District, similar to the Regional Transportation Investment District. Other implementation measures might include a regional transfer of development rights or purchase of development rights program or incentives to keep resource lands in active production.
- Develop tools and techniques to address common issues within the region, such as measures to provide open space in highly urbanized areas and in unincorporated urban areas outside the urban growth area, agricultural land retention, use of streets and other resources as open space, and bicycle facility design in downtown situations.
- Create regional open space linkages. A fundamental concept from the Design workshops was the notion of water systems and associated open spaces extending upland with the arc of agricultural, forested, and park lands, while fingers of green from those lands extend in towards the water.
- Integrate open space improvements with land use, transportation, and economic development planning. For example, the transformation of industrial estuaries will provide an opportunity to extend some of the green infrastructure along the region's waterways. While open space should be a part of urban center and station area development, the green space should be leveraged to provide development incentives and economic benefits as well.

PSRC, because of its regional coverage and comprehensive growth management and transportation responsibilities, would be a likely entity to lead in the preparation of a regional open space plan.

### Supporting Policies

VISION 2040's draft multicounty planning policies call for identifying, preserving, and enhancing significant regional open space. The VISION 2040 draft plan includes a proposed implementation action calling for the development of a regional open space strategy.

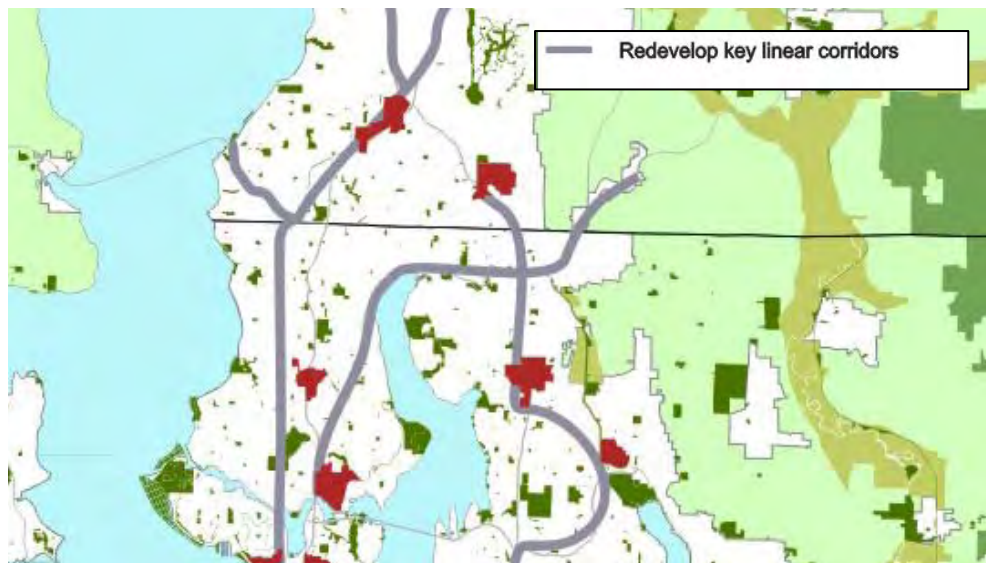
### Priority Actions

1. In conjunction with other entities, develop a regional open space plan integrating current open space, environmental, and comprehensive planning activities.
2. Initiate funding mechanisms for regional open space acquisition and development.

### 3. Redevelopment Opportunities – Recycling Existing Urban Areas

#### Issues and Context

Major portions of the urban region have significant vacant or underutilized land in previously developed areas – these sites used to have, or may still have, buildings, parking, and other uses. Given the pattern of historic development along our waterways and transportation routes, many areas for possible redevelopment or infill are linear in character and function. (See Figure 21 and also Figure 38 in Appendix C for a full map.) This pattern has granted unbalanced emphasis on transportation systems at the expense of the land use development that those systems infringe upon.



*Figure 21 Areas to focus redevelopment opportunities. (See also Figure 38 in Appendix C for the full map.)*

This strategy, which rethinks the more linear-type development of the region's past, is critical because:

- Much of our current linear land use patterns, especially along roadways, is counterproductive to community development and degrades the performance of transportation systems.
- Even using current planning and design practices, it has proven very difficult to redevelop the land along these linear systems into configurations which are more suitable for a human scale and which are better integrated into surrounding neighborhoods

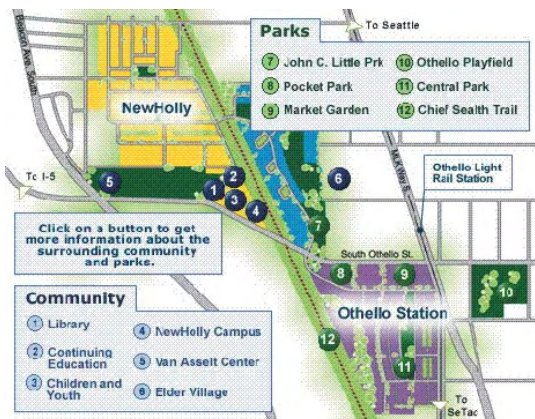
- Transit and transportation will continue to connect nodes from one jurisdiction to the next, so we need collaborative and shared strategies.
- There is the opportunity to create a distinct sense of place and integration of land uses and transportation systems at individual activity nodes and transit station areas.
- Movement is primarily point-to-point. Because it is important to integrate mobility, land use, and the environment, we need strategies to seam the mobility systems from activity nodes into adjacent neighborhoods and districts.

Where redevelopment opportunities occur along natural systems, such as rivers, shorelines, valleys and ridgelines, infill and new development can be designed and constructed in a way that helps to enhance the natural functions of these systems. Along key arterials and thoroughfares, opportunities for infill and redevelopment should be pursued in a more holistic manner that coordinates land use and transportation planning. For example, roadways should be reconstructed to become multimodal facilities that better accommodate transit, walking, biking and the movement of goods, in addition to automobiles. Previous strip development should be refocused around nodes and activity points along linear travel routes.

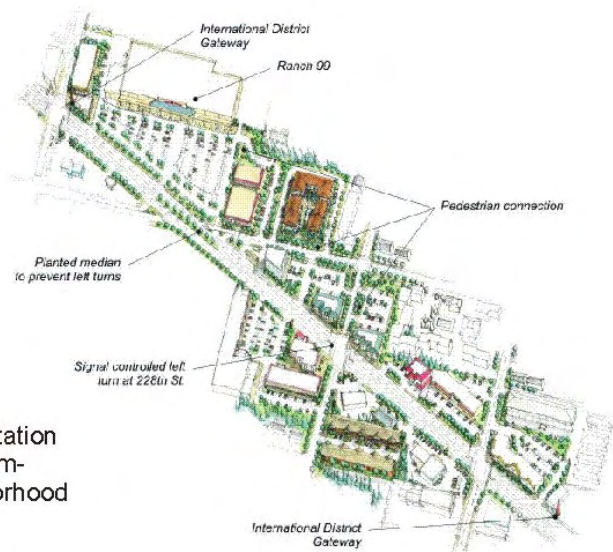
Context-sensitive design is a desired approach for considering the total community and environmental setting, thereby linking transportation decisions with land use and vice versa. Such an approach is collaborative and interdisciplinary and involves various stakeholders to ensure that transportation facilities (and adjacent properties) are redeveloped in a manner that fits the given physical setting while preserving scenic, aesthetic, historic, and environmental resources.

Numerous municipalities and communities in the region are attempting to redevelop commercial strips (see Figure 22). Examples of successful street reconstruction projects and redevelopment of strips into higher density nodes and hubs exist throughout the region, such as in University Place in Pierce County and Shoreline in King County. The recommendations below build on these efforts and are intended to help create more efficient, more functional, and more livable districts that complement our primary regional growth centers.





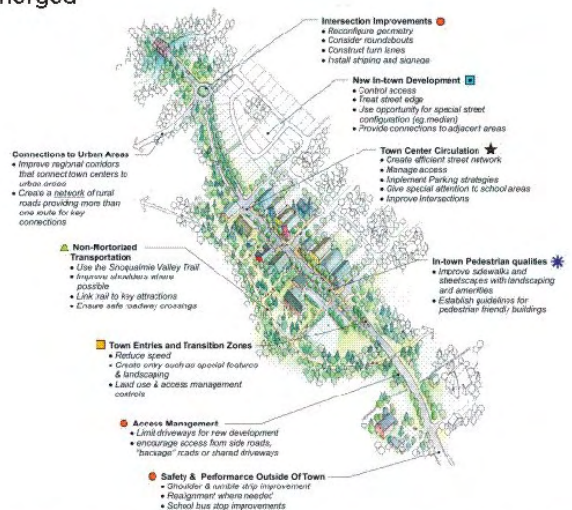
Seattle Housing Authority's New Holly and Othello Station leverages a comprehensive set of LRT, park, and community development actions to create a new neighborhood in the Rainier Valley corridor.



Edmonds is working with property owners to revitalize portions of the Aurora corridor. Innovative ideas such as a "North International District have emerged



Lake City Way illustrates how street improvements and rezoning/community development efforts can transform an auto-oriented strip; although it took nearly 20 years to achieve the high density mixed use development.



PSRC conducted the "Rural Town Centers and Corridors study which identified practices to better combine highway design and rural community development and resulted in funds for similar rural corridor improvements

Figure 22: Examples of strip redevelopment projects

## Recommendations

- 1. Focus on specific areas that provide opportunities for redevelopment and transit.** While properties along many stretches of older highways and arterials are sometimes sandwiched between the street in front of them and single family neighborhoods to their rear, there are some nodes and intersections where larger, mixed use development could occur. Additionally, there are other sections with near by amenities or institutions that might support desirable residential neighborhoods. Frequent and reliable transit can also serve as a catalyst for redevelopment.
- 2. Consider all major transportation projects as community development projects.** Part of the funds for any major arterial, highway or transit corridor project should include a significant community redevelopment component that employs the full complement of public and private land use redevelopment strategies. Redevelopment of poorly performing properties may be cost effective for the local community in the long run. A pilot project would be useful for initiating this proposal. In addition to allocating resources to community development, other techniques would set a strong framework for integrating transportation and land use. For example, Seattle's street classification system includes a consideration of adjacent land uses and community setting, and Tacoma's street reconstruction supporting its light rail link is creating a much more attractive development setting.
- 3. Reconstruct automobile-dominant arterials as multimodal facilities.** In the urban region, thoroughfares should be redesigned and rebuilt to better accommodate transit, bicycles, pedestrians, and goods movement, along with vehicular traffic. Redesigning arterials to become multimodal boulevards provides an increased impetus to foster redevelopment and infill that is more transit-oriented. Models for new clusters of development may be similar to those being built in response to the LINK light rail system. A recent example is the reconstruction of Aurora Avenue in Shoreline with a Business and Transit (BAT) access lane which makes transit more efficient. Landscaping improvements along the segment create a better environment – both physically and aesthetically – for the community and for economic development. Transit systems are not the only transportation projects that can foster desirable redevelopment. Bicycle trails and greenbelts are proving to be an attractive amenity that can encourage residential growth and should be used as a development incentive.
- 4. Utilize emerging public-private development techniques to build better development.** Reconstruction of older arterials and redevelopment of adjacent properties particularly worthy of public attention and resources and also attracts private sector investments. A program to encourage local governments to foster arterial redevelopment might lead to greater progress, especially if it can be combined with physical street improvements that will alter the character of the street and access to adjacent properties.

5. **Consider the sequential experience and aesthetic qualities in the design of transportation systems.** Of course, transportation designers already consider aesthetics, but too often landscaping, special features or simply the cleanliness of street elements do not receive the attention they merit. Also, the quality of many streets varies from community to community along an arterial or highway. This recommendation is for designers to take a more ambitious look at roadway aesthetics, especially as a part of an area's redevelopment. Additionally, the sequence of views, vistas and spaces that travelers experience as they move from section to section should be considered, as this is perhaps the most common way people experience the region and also contributes heavily to people's visual image of the region. Low impact development techniques can be introduced that create innovative approaches to dealing with stormwater runoff from streets and roadways. Boulevard treatments, with tree canopies and other landscape improvements, are visually pleasing and are known to reduce surface temperatures and pollutants.

### Supporting Policies

VISION 2040 includes draft multicounty policies that call for integrated and interdisciplinary approaches at all levels of planning, transformation of underutilized lands to higher density mixed use areas that complement centers and existing neighborhoods, encouraging alternatives to driving alone, and increasing travel options.

### Priority Actions

1. Initiate a program to plan selected areas around high-capacity transit stops. This might be a cooperative effort between Sound Transit, local transit providers, and PSRC.
2. Conduct a pilot study of a small redevelopment site along an arterial which would otherwise present redevelopment challenges.
3. Study the option of more assertive public redevelopment efforts such as a public development authority for a specific corridor or set of corridors. Explore the option of urban renewal actions along appropriate highway sections.
4. Encourage local jurisdictions to develop redevelopment plans that include design measures, similar to the PSRC Rural Town Centers and Corridor project.
5. Initiate an effort to direct transportation projects to include community redevelopment funding. This would be a more pro-active approach to mitigation and a way to leverage the transportation project with development that increases multimodal transportation.



## 4. Transform Industrialized Estuaries and Floodplains

### Issues and Context

Puget Sound's estuaries are potentially among the most biologically productive ecosystems in the region. They are critical to the proper functioning of marine nearshore habitats and the watershed as a whole, making their restoration a key part of salmon recovery efforts. Likewise, environmentally healthy floodplains and their systems of river channels, wetlands, and plant communities are essential for critical ecological processes which are in turn necessary for healthy aquatic and terrestrial habitats, water quality, and flood hazard minimization (see Figure 24). Unfortunately, most of our urban estuaries and floodplains have been heavily developed, frequently for industrial and commercial activities. Vitrally productive mudflats and salt marshes have been dredged and diked and upland wetlands filled and paved. Natural river channels, so important for salmon migration, have been encased in concrete. As a result, only a fraction of the ecological benefits of Puget Sound's estuaries and floodplains remain.

From a human use standpoint, industrialized areas have been critical to the region's economy, providing facilities for water-dependent activities such as ports, boat construction, processing of materials shipped by water, and marinas (see Figure 23). However, as the importance of waterborne transport and



*Figure 24: Biologically productive and ecologically balanced estuaries and floodplains.*



*Figure 23: Industrial areas critical for economic vitality*

industry has lessened over time, high-intensity water-dependent industry has been in many cases replaced by nonwater-oriented commercial uses. Additionally, the river systems extending from the sound to the mountains are seen as a potential public amenity, as part of a regional open space and trail system. Portions of the river systems also pass through or near urban centers, where they could foster ecologically sensitive mixed-use redevelopment.

The challenge, then, is to transform these urbanized estuaries and floodplains into more ecologically productive, efficient, multi-use areas that further ecological, economic, recreational, and community development objectives (see Figure 25).

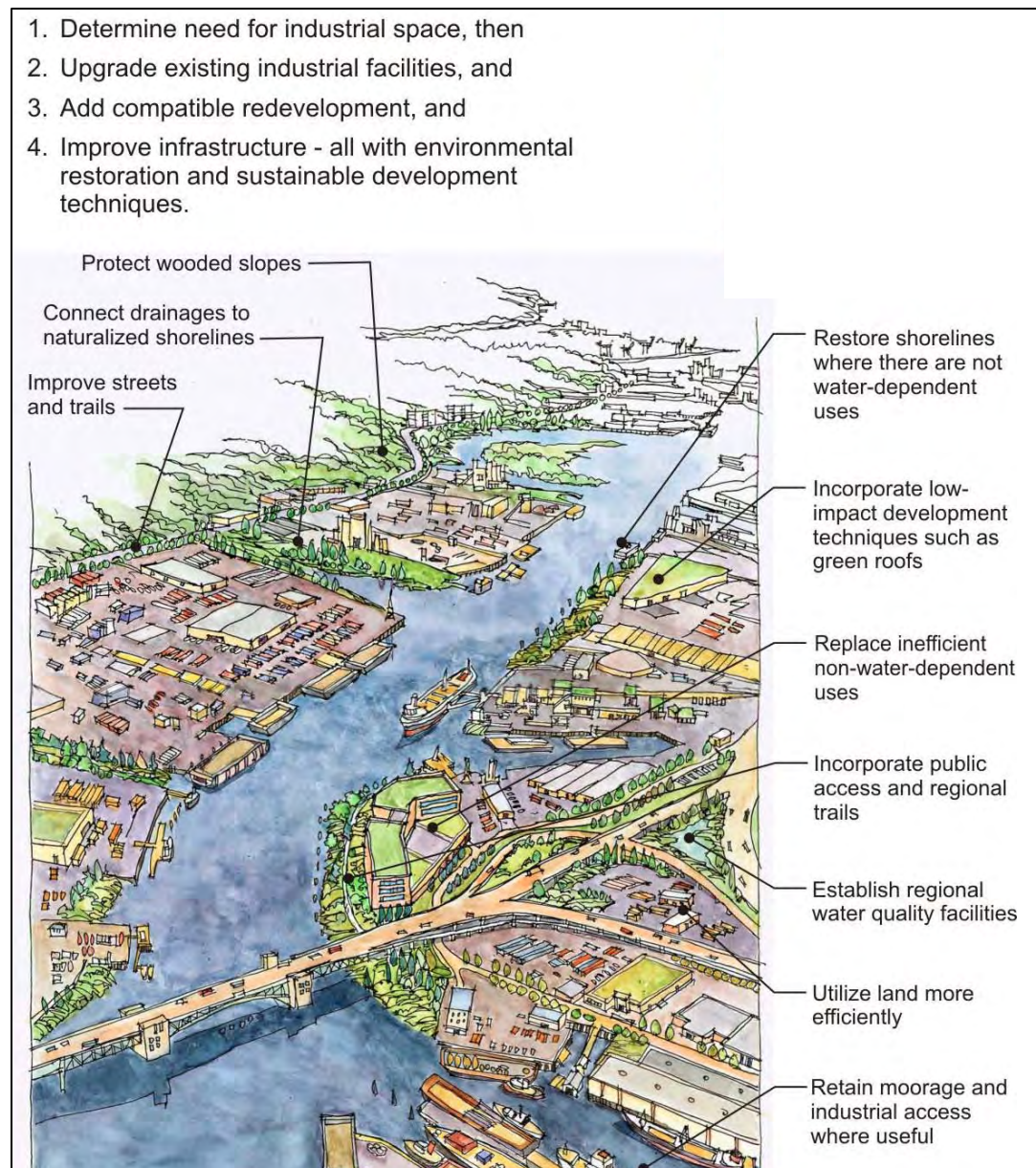


Figure 25: Transforming the industrial landscape shown in Figure 23. Diagram courtesy MAKERS Architecture



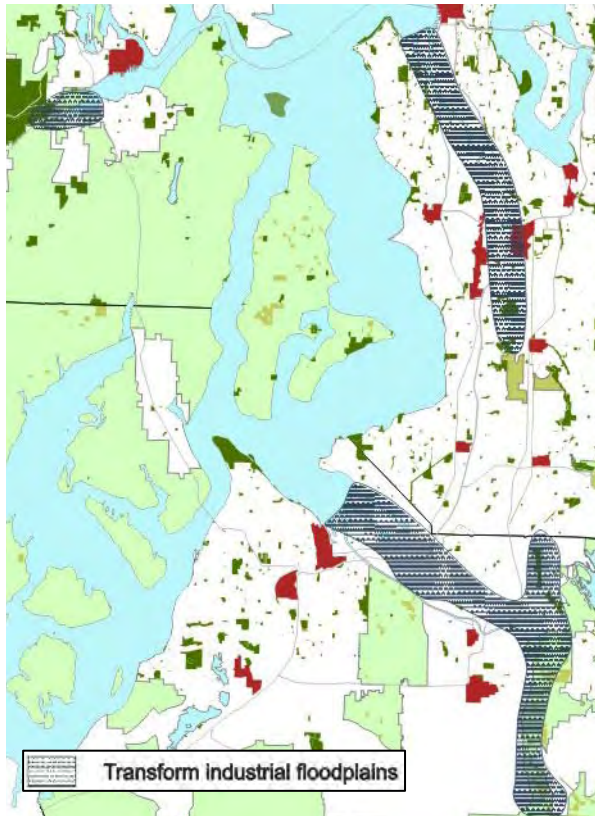


Figure 26: Conceptualization of where industrialized lands coincide with key estuaries and floodplains. See also Figure 39 in Appendix C for the full map.

## Recommendations

Numerous municipalities, port districts, governmental agencies, and organizations are working to restore urban shorelines and link trail and recreation systems. What is missing, at least on some estuaries, is first, a comprehensive, organized approach and second, incorporation of redevelopment to achieve multiple objectives (see Figure 26 and also Figure 39 in Appendix C for a full map). Therefore, the following steps are recommended:

### 1. Identify current and future regional needs for industrial lands, particularly those dependent upon proximity to the water (water-dependent uses).

Better understanding of the region's needs for types, locations, and amount of industrial land is critical for

economic development and land use planning, as well as for estuary and floodplain restoration and redevelopment.

### 2. Identify priority shoreline and environmental restoration projects.

The Waterfront Resource Inventory Assessment (WRIA) plans have already identified a comprehensive set of restoration projects, and new shoreline master programs will include comprehensive, jurisdiction-wide shoreline restoration plans. So, much of this step will already be accomplished.

### 3. Identify priority park, open space, and trail needs and opportunities.

Most jurisdictions have already identified desired open space and trail elements.

#### **4. Identify potential redevelopment sites.**

Most urban estuaries, even in intensely developed areas, contain unused or underused sites. Some of these have access to navigable waters but others are located on shallow waters of marginal utility for water-dependent uses.

#### **5. Based on information from items 1 through 4 above; prepare a comprehensive redevelopment and restoration strategy for the estuaries and floodplains.**

As noted above, most of the base information (except for cost of industrial land needs) has been accomplished. The key is to actively combine those objectives across jurisdictions and to focus on redevelopment as a tool to achieve environmental, economic, and recreational objectives. In establishing different areas for various uses and restoration activities, preference should be given, in descending priority, for:

- a. Water-dependent industries, environmental restoration, and public access.
- b. Other water-dependent activities.
- c. Uses and activities that use the shoreline as an amenity (water-enjoyment uses).

Various mixes of compatible uses should be encouraged; for example: build residential development (especially as part of mixed-use development), where restoration and public access is provided, where it is compatible with nearby uses, and where water-dependency is not a high priority.

#### **6. Prepare an action strategy to implement the plan.**

The implementation program should identify use regulations, development standards, or design guidelines to direct new development, as well as a list of priority capital improvements. A coalition organization of affected governments, agencies, organizations, and stakeholders may be necessary to coordinate implementation.

The three salient aspects of such redevelopment or restoration plans are: first, to leverage and coordinate existing activities toward a larger vision; second, to think in more creative terms about mixing uses along industrialized shorelines; and third, to build cooperation among all participants.

Success will largely be dependent on a coalition of governments, agencies, and organizations articulating a compelling case for action—and then sustained cooperative effort over time. But linking economic, environmental, and community objectives on this issue can bring results. For example, PSRC's VISION 2040 document incorporates a substantial environmental element that the strategy to transform industrialized estuaries will support.

## Supporting Policies

VISION 2040's draft multicounty planning policies address improving air and water quality, soils, and natural systems to ensure the health of people, fauna, and flora. They also promote the use of innovative environmentally sensitive development practices and the redevelopment of brownfield sites.

## Priority Actions

Two actions are recommended to initiate this strategy:

1. Conduct a study to forecast the amount, type, and location of industrial lands needed in the short and long-term future, especially water-dependent industrial sites.
2. Conduct a pilot study for an estuary and floodplain restoration or redevelopment plan to test the application of the strategy described above. This pilot study would follow a process similar to the one PSRC employed in the Rural Town Centers and Corridors Program.

## **5. Protect Threatened Rural Areas and Resource Lands**



*Figure 27: Rural and agricultural land in the central Puget Sound region.*

### Issues and Context

Current vesting laws in Washington state continue to allow some urban-type growth to creep into rural areas and resource lands. Some areas just outside the urban growth area are particularly susceptible to new growth for several reasons, including:

- There is no natural or ownership barrier to development—such as a water body, steep cliff, or public lands.
- There is extensive development pressure due to good access or especially desirable land.
- Ownership is in smaller parcels, which makes it difficult to use as resource land but easy to develop.

- Some of the area has already been developed into residential or commercial uses.

Retaining the open character and resource function of these areas will be especially difficult. Additionally, some lands are especially valuable for ecological, visual, and recreational reasons (see Figure 27). For example, The Nature Conservancy has compiled a profile of areas that are both key to maintaining biodiversity and threatened by development (see Figure 28).

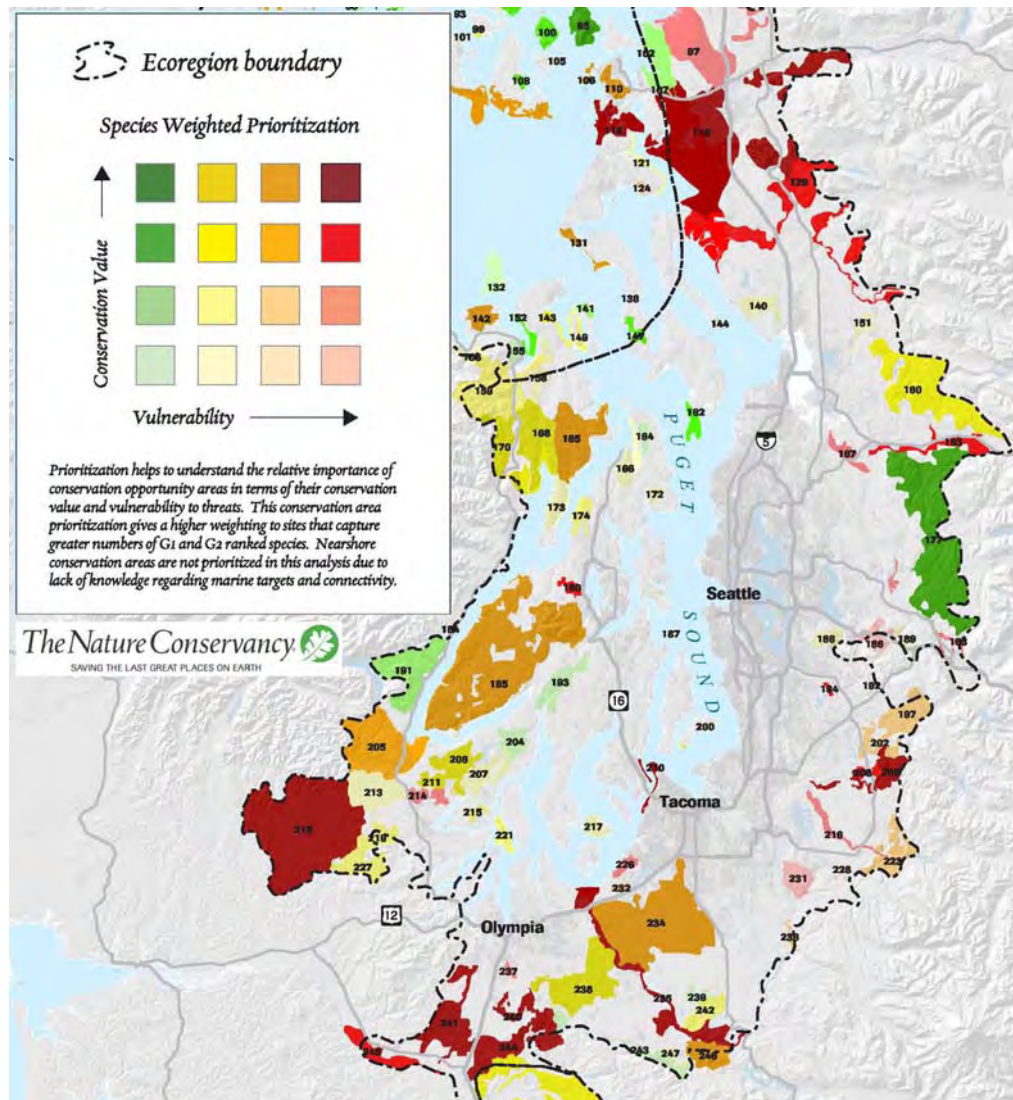


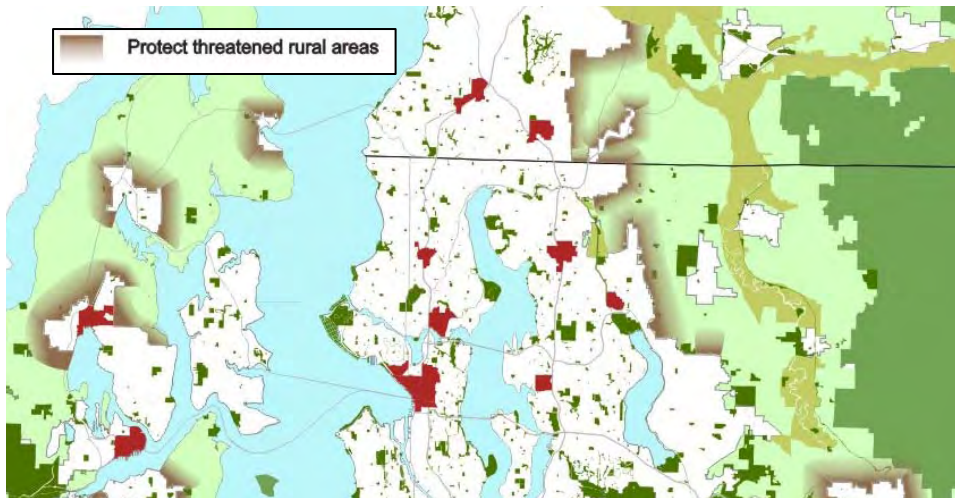
Figure 28: Nature Conservancy has mapped areas in the central Puget Sound region that are both essential to biodiversity within this ecoregion and threatened by development pressures .

Numerous small lots platted prior to the Growth Management Act that are gradually being developed. This development erodes rural character and exacerbates transportation demands in rural and suburban areas.



## Recommendations

### **1. Identify and focus rural and resource land preservation efforts on those areas that are most threatened and valuable.**



*Figure 29: Conceptualization of areas of the urban growth area that may be susceptible to additional growth pressures. (See also Figure 40 in Appendix C for the full map.)*

The map in Figure 29 (and the full map in Figure 40 in Appendix C) is conceptual only, so a detailed inventory of those areas should be undertaken. All available rural and resource protection tools should be considered (illustrated in Figure 30 and Figure 31, including:

1. Purchase and transfer of development rights programs (PDRs and TDRs).
2. Tax incentives.
3. Conservation zoning ordinances.
4. Rural design guidelines.
5. Low-impact development standards.

### **2. Explore, refine, and implement rural and resource land preservation tools.**

Many of the tools named above have been used in isolated cases. A comprehensive and in-depth study regarding the utility of these tools should be undertaken, perhaps by conducting some case studies to test them.

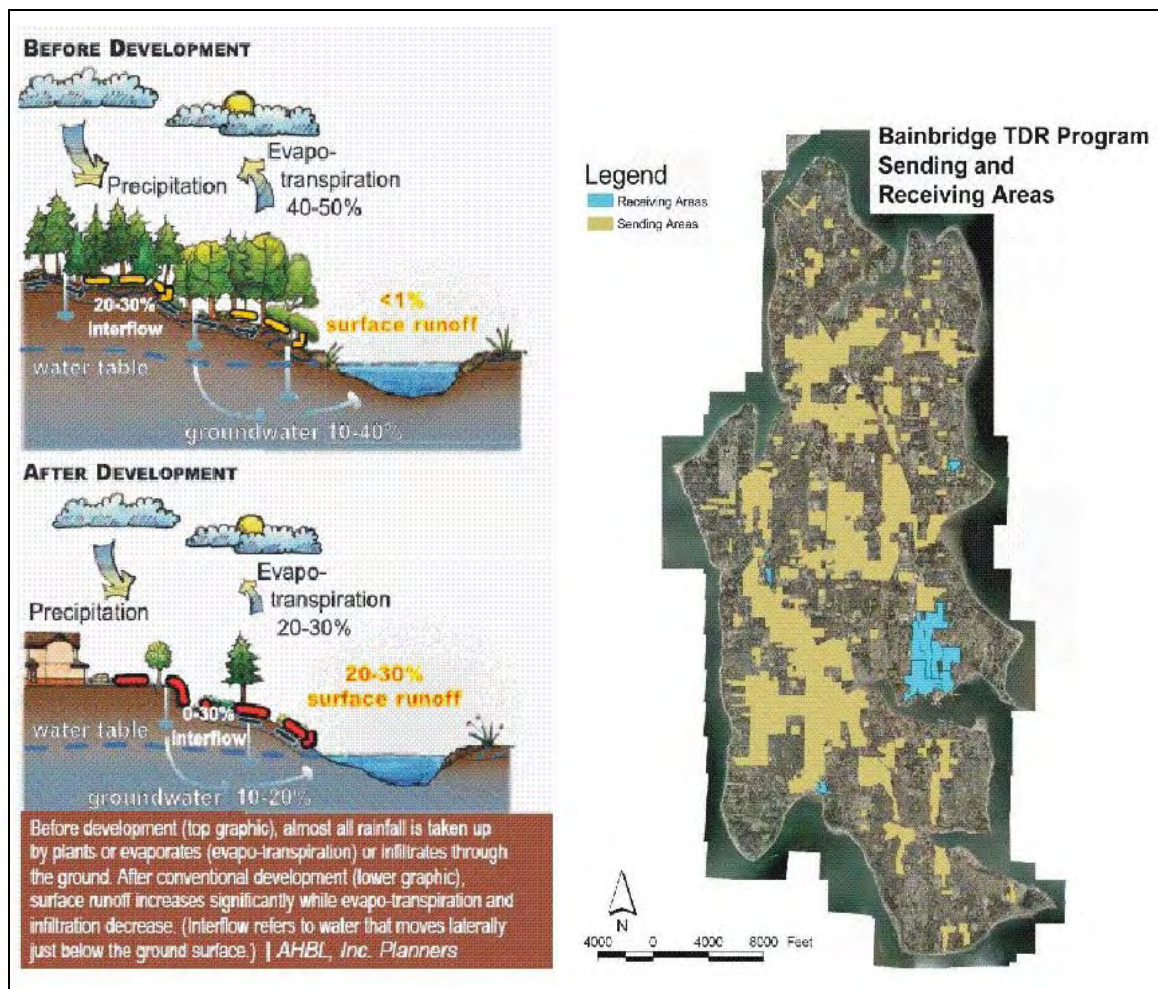


Figure 30: Protecting open space and resource based activities near the urban growth boundary will require a number of design and planning tools. Two of these will be low impact development and transfer of development rights.

### Supporting Policies

VISION 2040's draft multicounty planning policies call for sustaining the ecological functions and resource value of rural lands, using innovative and environmentally sensitive land use management and development policies and applying various tools to prevent fragmentation of rural lands.

### Priority Actions

1. PSRC should identify developmental threats to rural and resource lands and develop mitigation measures to address these threats.
2. PSRC, in partnership with the counties, the University of Washington, and CTED, should conduct a study identifying useful planning and design tools to protect rural and resource lands from development.



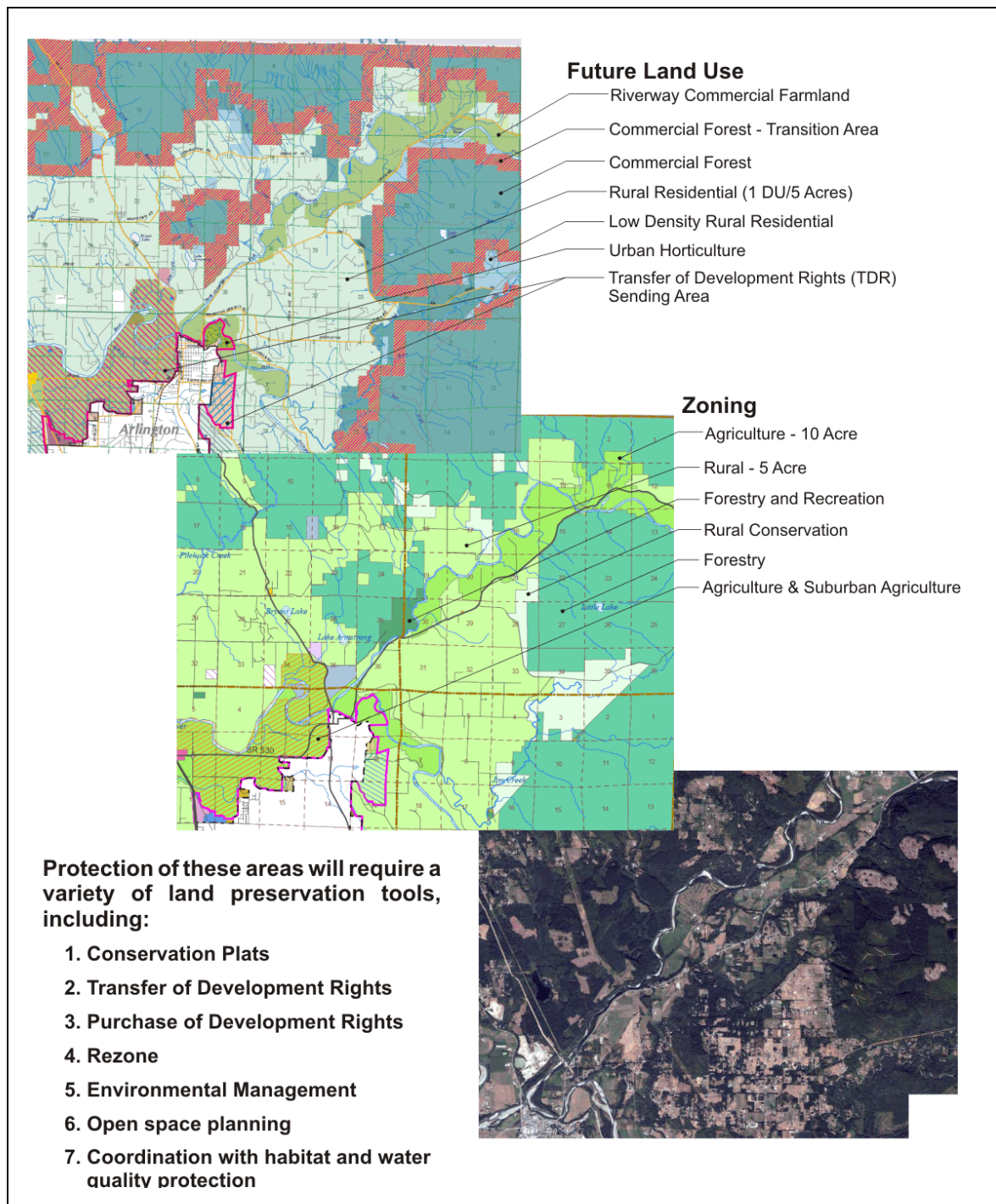


Figure 31: Tools for protecting threatened rural areas susceptible to suburban development outside the urban growth area

## 6. Restructure Portions of Auto-Oriented Suburban Areas

### Issues and Context

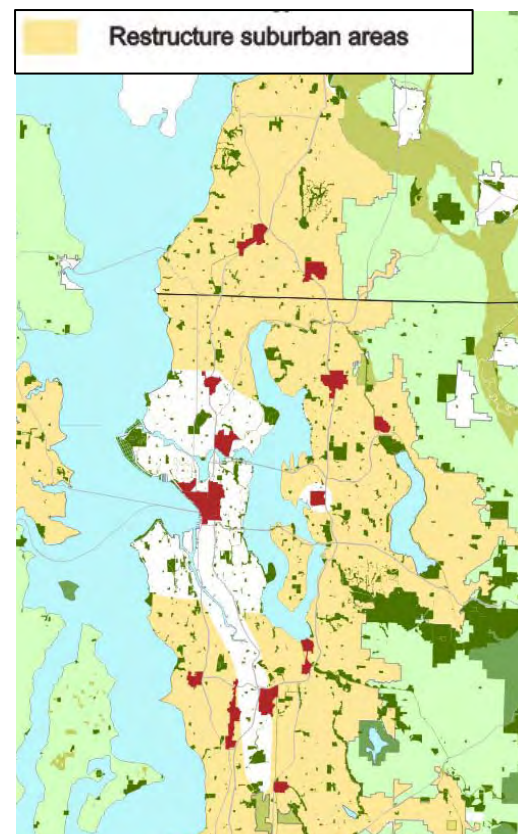
Seen from a regional perspective, or from the 3,000-foot-high vantage point, the arc of suburban development—from Marysville south to South Hill in Puyallup and northward up the eastern margin of the Kitsap Peninsula—is relatively homogeneous and diffused. Composed mainly of tracts of low-density single-family residences, crisscrossed by arterials with commercial strips, and punctuated by shopping centers of various sizes, this mid to late-20<sup>th</sup> Century land use pattern has proven attractive to many families. This suburban land use structure has several disadvantages; namely, it is auto-reliant, supports only minimal transit service, and does not typically create cohesive and distinct neighborhoods and housing choices. (See Figure 32 and also see Figure 41 in Appendix C for the full map.)

While these characterizations are gross generalizations, it is clear that many areas within the suburban arc and outside of the urban centers would benefit greatly from some restructuring to provide:

- More walkable neighborhoods, with convenient commercial and transit services.
- Greater housing choices.
- More efficient land use.
- Greater visual diversity and identity.

Most of the incorporated areas within the suburban arc are largely developed, but there are also large unincorporated areas that are at least only partially developed. Most of these unincorporated areas are rapidly developing, generally without the community structure to provide livable, walkable neighborhoods or efficient land use patterns. Immediate action is needed if these areas are to provide viable, sustainable communities.

There are two different conditions to address: largely developed areas



*Figure 32: Many portions of the suburban arc will face common issues as they increase community livability and decrease automobile dependency*



within municipal boundaries and rapidly developing unincorporated areas within the urban growth area. These two conditions are discussed separately below.

Within developed incorporated areas, single-family residents will likely be resistant to change. Even new multifamily or mixed-use development at the perimeter of residential tracts may be opposed. Therefore, opportunities for adding intensity, diversity, and even community-based improvements will be location-specific and generally on commercial or undeveloped sites. At the local level, better transit, pedestrian and bicycle circulation, local services, and community cohesiveness can be provided in limited circumstances through traditional planning and community development tools, such as rezoning, street and park improvements, and housing programs (see Figure 33).

## Recommendations

A regional strategy for transforming suburban areas consists mainly of several tools discussed in other sections, including:

- **Centers.** Expand the types of centers that receive attention and promote greater cooperation between nearby centers.

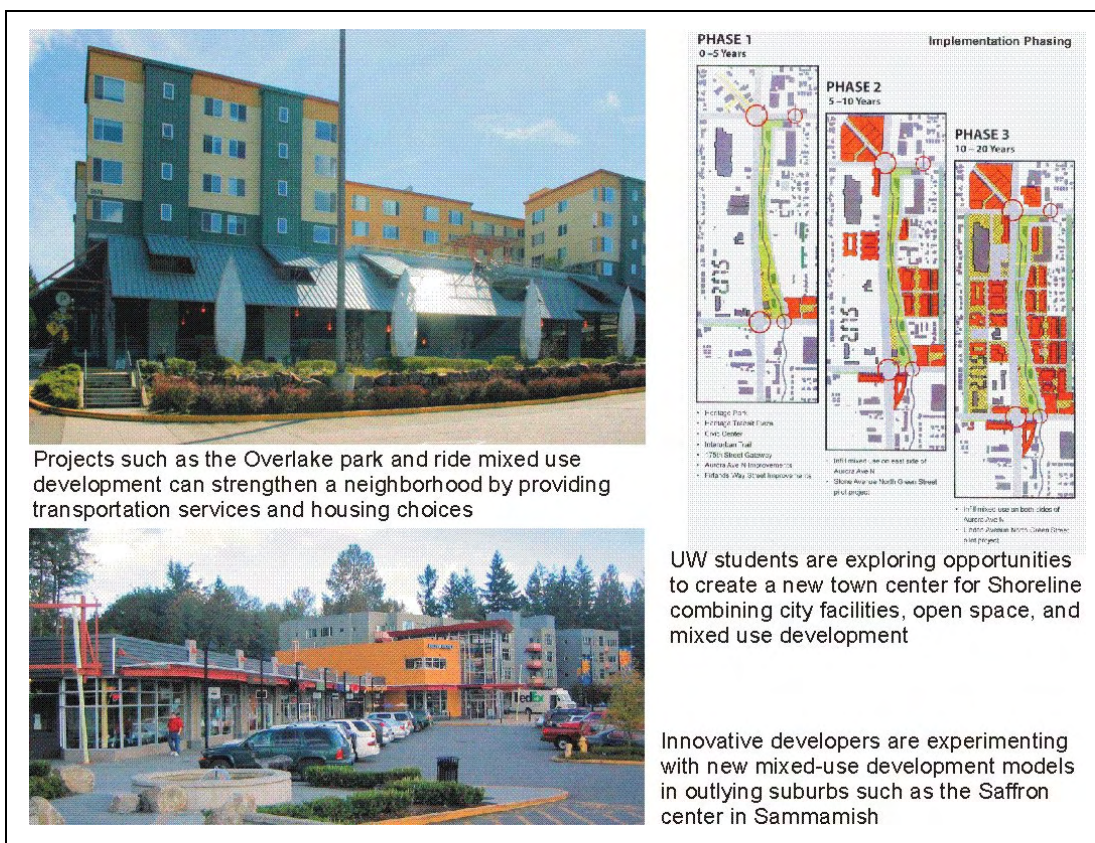


Figure 33: Remodeling auto-oriented suburban communities will take a variety of innovative approaches, such as the ones illustrated here.

- **Land Use and Transportation Spine Redevelopment.** Include a significant community redevelopment component in major transportation projects, build small centers at transit stations, and consider more comprehensively the strip land use patterns in the region.
- **Green Network.** Connect open space and trail systems through these suburban areas. Even narrow corridors can have a powerful effect on connectivity and neighborhood desirability. Networks of green boulevards, which function equally well for a multiplicity of users, can be an additional way of stitching verdure and greenspaces into the everyday urban experience (Figure 34).
- **Special Facilities.** Schools and other civic facilities and institutions, including places of worship, should be located inside the urban growth area and designed in a manner that fits a more urban context and physically locates these critical facilities in the center of communities.

While the strategy to intensify and diversify the large swath of suburban development into more livable neighborhoods and efficient land use and transportation systems will consist of a number of tools and incremental actions without a regional blueprint or master plan, it is important to articulate it as a distinct strategy because:

- It provides a generalized vision of how this area can improve and emerge over time.
- It provides a set of design tools, such as design guidelines, joint transportation and development projects, and new street improvement models, that will be necessary to successfully achieve local and regional objectives.
- As a regional form, the suburban arc is too large and too important to the region to ignore.
- Walkability and its relationship to human health is particularly a challenge within the suburban arc. Regional programs addressing this objective should be focused there.
- Regional linear systems, such as transportation lines, greenways, and trails, can play an important role in restructuring homogeneous suburban areas.

Structuring urban unincorporated areas within the urban growth area incorporates many of the same tools used for suburban areas within municipalities. However, most important to success in these areas is active collaboration between the applicable county government and the city that will ultimately annex the area. Counties will need to establish standards to direct new development in ways that create walkable, sustainable communities and land use patterns that are sustainable and transit-supportive. In some areas, this may mean more detailed county or city subarea-type planning implemented through urban tools, such as design guidelines, street improvements, and open

space dedication, that benefit not only the individual development but are oriented to the emerging community as well.

### Supporting Policies

VISION 2040's draft multicounty planning policies call for accommodating growth first and foremost within the urban growth area, creating vibrant and sustainable community, enhancing existing neighborhoods, and designing schools, institutions and other facilities in keeping with the size and scale of the community.

### Priority Actions

1. Conduct a collaborative city or county case study to explore measures to develop more viable communities in unincorporated urban areas within the urban growth area. While the intensification and diversification of parts of the suburban arc in developed areas will be an incremental process over time, areas inside the urban growth area perimeter merit immediate attention because they are developing rapidly and the opportunity to create structured communities will soon be lost.
2. Focus neighborhood walkability resources within the suburban arc. Identify new opportunities, techniques, and tools.



*Figure 34: Seattle's Street Edges Alternatives program is an example of how a residential streetscape improvement can add a sense of place as well as improve water quality in a neighborhood.*



## Chapter Five: Implementation Recommendations

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The policies proposed by the Puget Sound Regional Design Team are making their way through the PSRC VISION 2040 adoption process and will, if adopted, have a significant impact on practices and resources for regional design activities in support of growth management objectives. Additionally, the Design Team recommends a set of actions to implement the program's principles and strategies. While the Regional Design Strategy is an ongoing and long term effort, the following recommendations represent projects and activities that could reasonably be initiated in the next five to six years. Because regional coordination of design activities is a relatively new practice, many of the recommendations are steps toward more ambitious efforts once a more substantial foundation of information, analysis, conceptual models, policy framework, and funding programs is in place. Of the 14 recommendations:



- Seven recommendations call for **studies** to better identify the issues and possible design measures.



- Six recommendations begin with comprehensive region-wide planning to **coordinate** activities and establish priorities for greater effectiveness.



- One recommendation includes **advocacy** and policy measures to redirect current practices and public activities.

The intent of all of these recommendations is ultimately to produce positive physical changes in the regional landscape, at all scales, which are consistent with VISION 2040 goals. One of the Design Team's primary findings is that regional design can play a significant role in achieving growth management objectives. Indeed, one could argue that design activities are essential for achieving the livability, ecological viability and economic vitality.

### Primary Recommendation: PSRC Regional Design Program

The Design Team's primary, overarching recommendation is that PSRC establish a Regional Design Program to pursue the majority of the following recommendations. The Regional Design Strategy is primarily about collaboration, and there is a critical need for a regional leader with broad

perspective and long term commitment to initiate regional design efforts.<sup>3</sup> By taking on a leadership role in regional design, PSRC would implicitly further its central mission and substantially support its other activities.

Two primary reasons support the need for a regional leader to take the central role of housing a Regional Design Program:

- At any scale, from local to regional, good design thrives upon good knowledge. Just as successful businesses value up-to-date research, it is essential to support regional design with a strong research and development program. In practice, design is highly mimetic, borrowing from other places or experiences. The most successful designs are carefully adjusted to meet the needs of new places and situations, and these adjustments rely on detailed knowledge and research about how the new place or situation functions. PSRC has received recognition for its history of providing research to support its regional programs, a tradition which should be extended to supporting a Regional Design Program in order to keep the central Puget Sound region at the forefront of regional planning and coordination.
- The Regional Design Team found that no organization currently coordinates regional design efforts. While there are numerous and laudable efforts currently directed at shaping pieces of the regional landscape, they are often focused on a single issue or are geographically limited in scope. Most of the recommendations below require an entity to initiate the given activity. Because of the regional nature of these recommendations, PSRC is the logical initiator, sponsor, or implementer of the activities.

The Design Team suggests that the research focus of a Regional Design Program would include:

- Assessing socio-cultural, spatial-ecological, and multimodal mobility functionality of the region. How well to do our places work? This question is the logical place for urban design research to start, and it should be applied: to existing environments, to new developments that are testing selected approaches and design principles, and to theoretical physical urban system models. Regional research can support questions about where to locate new high-quality urban activities or questions about how to determine the best multi-use structures for connecting places to one another.

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<sup>3</sup> Green building development and charrettes have recently benefited from successful training programs in Integrated Design Process, which places a high value on interdisciplinary collaboration. This kind of training could also be successful at integrating the design dimensions of the many design processes necessary for a cooperative regional design strategy. Information about Integrated Design Process training was pulled from the following website on June 21, 2007:  
[http://www.cascadiagbc.org/resources/events-flyers/june-events/CGB\\_IDP\\_June28\\_29.pdf](http://www.cascadiagbc.org/resources/events-flyers/june-events/CGB_IDP_June28_29.pdf)

- Supporting, undertaking, and using research about how people know, use and value the region and its constituent places. This would include information about perception, way finding and navigation, aesthetics and place valuing. The increasing diversity of cultural backgrounds in the region requires that a regional design effort pay close attention to and gather detailed knowledge about how people use space and read the landscape; a regional design effort also requires the discovery of the most appropriate forms for supporting human behavior.
- Researching both a) the spatial and form patterns of places, and b) the complex societal conditions, functions and processes which are supported by the existing configurations of urban space and environment. Regional design research can include exploratory models and reasoning that extends knowledge as a way of looking closely at ideas. Without research and evaluation at the regional level - of the region itself or of conditions within it - efforts to design a better, stronger, more sustainable region will fall short, continuing to rely on adjusting a present array of design solutions to try to fit new, emerging needs.

## Additional Recommendations

The following 14 recommendations are organized based on a possible implementation schedule. Two recommendations relate to work on the draft VISION Update and are noted as completed. Others that might be considered over the next three years are identified as "short-term." Actions that would be pursued in the next five-to-six years are identified as "mid-term."

Many of the recommendations that follow complement other proposed actions that have been developed to implement provisions in the draft revised multicounty planning policies. Parallel and complementary actions are noted.

1. **As part of the VISION 2040 process, incorporate policies and actions suggested by the Regional Design team as amended and incorporated by the Staff Committee and Policy Board.** (completed ✓)



*Through a series of work sessions in 2006, the Regional Design Team developed a number of multicounty planning policies and related actions and transmitted them to PSRC's Regional Staff Committee and Growth Management Policy Board for consideration. These policies and actions comprise a broad spectrum of directions related to the use of design measures and activities to support ecological restoration, integration of land use and transportation, the creation of walkable, livable and efficient communities, and the protection of rural and resource lands. The majority of these recommendations have been incorporated into the draft VISION 2040.*



2. **As part of refining the preferred growth alternative for the VISION, identify developmental threats to rural and resource lands.** (completed ✓)



*At the summer 2006 work sessions, the Regional Design Team schematically identified areas that appear to be especially susceptible to urban encroachment, so the SEPA analysis could assess impacts in these areas and target possible mitigation measures. The Draft Environmental Impact Statement (EIS) addressed these concerns – which are carried forward into the Supplemental DEIS.*

3. **Prepare guidance materials to assist local governments in developing centers, including distinct concepts for different types of centers.** (short-term – complements other actions calling for study and evaluation of centers, as well as development of a common framework for identifying centers)



*The PSRC has already completed several products to help guide centers development. The Council should work with partner agencies and institutions to develop additional guidance for centers. (The Compendium of Regional Design Concepts, Tools, Models and Examples included in the Regional Design Strategy already contributes to this effort.)*

4. **Conduct a study to identify the benefits of facilitated subregional planning which coordinates development in proximate urban centers and other development nodes.** (short-term – could be integrated with previous recommendation)



*The results of such coordination might bear substantial savings and benefits in terms of transportation access, land use efficiency, service and amenity provision and a greater spectrum of development opportunities.*

5. **Initiate a program to plan selected areas around primary transit centers and station areas.** (short-term – complements an action to explore land use and planning practices that promote increasing mode split for multimodal travel – especially for centers)



*Such a program would be a cooperative effort between PSRC and one or more transit agency. It could be modeled after station area planning undertaken by Sound Transit relating to light rail development or King County Metro park-and-ride mixed use development projects.*

6. **Conduct a study identifying useful planning and design tools to protect rural and resource lands from development.** (short-term – relates to action calling for development of a regional strategy for transfer of development rights and other innovative techniques to protect rural and resource lands from overdevelopment)



*PSRC would collaborate with the counties and cities, state agencies, and others on this effort.*

7. **Initiate an effort to direct transportation improvement projects to include community redevelopment funding.** (short-term – complements actions to prioritize funding for centers)



*This would be a more pro-active approach to mitigation and a way to leverage the transportation projects to encourage development that supports adopted public policy for focusing growth in centers and compact urban communities, while increasing the use of transit and nonmotorized transportation.*

8. **Building on PSRC's regional trail planning, undertake a comprehensive non-motorized plan.** (short-term – relates to action calling for PSRC to work with members and other groups to establish a safe and efficient regional nonmotorized network)



*Incorporate design measures to facilitate connections and usability. Establish an aggressive implementation program with priorities for funding that focus on most pressing needs. Identify funding sources and consider regional funding of such a program, combining funds from several sources. PSRC would collaborate with WSDOT, transit agencies, and local governments.*

9. **Develop a regional open space plan integrating current open space, environmental, and comprehensive planning activities.** (mid-term, parallels action calling for development of a regional greenspace strategy)



*This plan should focus on a network of open spaces and environmental systems and incorporate a wide variety of design and implementation measures including ecological restoration, purchase or transfer of property rights, street improvements, trails, regulatory measures and incorporation of open space in new development. There are several governments and institutions currently working on this topic. Their efforts should be combined under a larger effort. PSRC should initiate discussions regarding how this cooperative effort should be organized. Part of this plan should be an implementation strategy that identifies funding. Consider establishing a regional funding mechanism, if you will, create a "Regional Open Space Investment District" (ROSID)*

10. **Conduct a study to forecast the amount, type, and location of industrial lands needed in the short- and long-term future, especially water-dependent industrial sites.** (mid-term – relates to action calling for PSRC to update its inventory of industrial lands and to develop a region-wide strategy for industrial lands)



*It would also be a great benefit to various agencies and private interests involved in land use and economic development at both the regional and local levels. Such a study could identify areas where industry should grow, as well as identify brownfield sites that could be redeveloped for non-industrial use.*

- 11. Conduct a collaborative city and county case study to explore measures to develop more viable communities in unincorporated urban areas within the UGA.** (mid-term – relates to action calling for countywide planning bodies to develop approaches to reconcile different standards for development and infrastructure in urban unincorporated areas)



*Urban unincorporated areas merit attention because incremental development threatens the opportunity to create orderly and cohesive communities. The study might also be modeled after PSRC's Rural Town Centers and Corridors project which first examined the conditions and opportunities in representative areas, then identified policy changes, tools and implementation measures to address the issue, and then conducted a case study and framed policy recommendations on the results.*

- 12. Conduct a case study of redevelopment sites, especially along transportation arterials.** (mid-term – relates to an action calling for countywide growth management planning groups to develop strategies for brownfield clean-up, as well as to an additional action directed at local jurisdictions to identify underused lands for future redevelopment or reuse)



*The purpose of this study would be to identify ways to overcome the challenges posed by small lot redevelopment on major arterials, especially those with multi-modal transportation and wider rights of way. This effort might include the study of more assertive public redevelopment efforts, such as a public development authority for a specific corridor or set of corridors and the option of urban renewal actions along appropriate highway sections.*

- 13. Building on the case study of small site redevelopment, conduct a corridor plan for an entire arterial section that incorporates redevelopment and design measures.** (mid-term – could be integrated with previous recommendation)



*The corridor plan should include multi-jurisdictional measures to create a visually attractive corridor that provides a suitable setting for positive community development. An ultimate goal of this effort is a program to facilitate positive corridor redevelopment. PSRC's Rural Town Centers and Corridors project offers a model of how this might be organized as an inquiry into the special challenges along urban highways and arterials.*

14. **Conduct a pilot study for an estuary or floodplain restoration and redevelopment plan to test the application of new methods and collaborated redevelopment efforts.** (mid-term – could be integrated with previous two recommendations)



*This pilot study might be jointly developed by local port districts, municipalities and PSRC.*



# Appendix A

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## Process

This Regional Design Strategy is based on previous efforts. During the winter and spring of 2005, Dennis Ryan and John Owen led a class of students at the University of Washington College of Architecture and Urban Planning that explored the use of urban design practices to achieve regional planning and growth management objectives. The students conducted a set of workshops with design and planning professionals and prepared a brief report of their work. Through this effort, the students found that there is indeed a useful role for urban design, and that a set of design related concepts, strategies, policies and implementation tools could substantially support growth management efforts in the central Puget Sound region. Building on this work, Michael Hintze wrote his masters thesis on the role of urban design in regional planning, presenting the historical importance of design in regional planning theory and practice. The class work was presented at a Washington Chapter American Planning Association 2005 conference where it received positive attention.

To pursue these ideas further, John Owen, Dennis Ryan and Bill Trimm approached Rocky Piro at the Puget Sound Regional Council (PSRC) with a proposal to put together a more extensive Regional Design Strategy (RDS) which could provide design support for VISION 2040. They proposed that the effort be conducted by a group of volunteers called the Puget Sound Regional Design Team. The Design Team itself would consist of a steering committee, urban design professionals, and interested parties participating in a series of work sessions and other volunteer efforts. PSRC staff agreed to explore this idea and pursue a grant that would fund management of the project. Rocky Piro was named the PSRC staff contact and became a leader in the Design Team.

### A grant from CTED

In July 2006, the Washington State Department of Community Trade and Economic Development (DCTED) awarded a grant to the Design Team for 2006 through 2007. Money was granted, through PSRC as the fiscal agent, for two purposes. The first, create a Regional Design Strategy that would link urban design to regional long range planning in a way that would be useful to other regions and communities throughout Washington State. The second charge was to help PSRC by providing them with design assistance during the development of VISION 2040.

Immediately upon receiving the grant, the four core members of the Design Team hired an intern to manage the process and expanded the steering committee to include the following members:

- Lyle Bicknell, City Design, Seattle Department of Planning & Development
- Michael Hintze, AHBL
- John Owen, MAKERS Architecture and Urban Design
- Rocky Piro, Program Manager, Puget Sound Regional Council
- Dennis Ryan, Professor of Urban Design and Planning, University of Washington
- Bill Trimm, Planning Director, City of Mill Creek
- Ron Turner, Retired Architect, Planner and University Teacher
- Roger Wagoner, BHC Consultants, LLC

Working as an expanded steering committee allowed more people to become closely involved with the project. This larger group contributed a wider variety of perspectives and by working together, they have modeled the kinds of collaborative processes that the regional design strategy ultimately seeks to foster. Meeting on a nearly weekly basis, the steering committee has envisioned the final product, increased the outreach lists, planned and facilitated numerous Design Team workshops, helped synthesize and summarize the ideas that came from those workshops, contributed numerous perspectives and narrations towards the final product, written and edited multi county planning policies, and discussed strategies for presenting policies to PSRC's regional staff committee and policy boards.

### Three Workshops: Summer 2006

#### *July 26, 2006*

The first half-day workshop of the summer was structured to increase awareness of the Regional Design Strategy within the professional urban design community and also provide participants with a way to respond to the VISION 2040 Draft Environmental Impact Statement (DEIS) before the public comment period ended on July 31. Approximately 150 people were invited; the outreach list was collectively created by members of the steering committee. Workshop participants were sent a package of background materials that provided both an introduction to the intended efforts of the Puget Sound Design Team and an overview of the VISION 2040 DEIS. Over 30 people attended the event hosted at PSRC. PSRC staff presented an overview of VISION 2040 and the DEIS. In two smaller facilitated groups, participants were asked to identify some physical issues that would be important in the region over the next 30 years. They were also asked to respond to VISION 2040, particularly to the hierarchy of regional geographies identified in the DEIS.

This event was successful at engaging the participants in thinking about design issues on a regional scale. The two small groups generated many ideas of what kinds of physical concepts needed to be addressed regionally over the next 30 years, sketching graphic representations of their ideas and posting them on the wall. They were also primarily concerned that the PSRC hierarchy of regional geographies would interfere with a more holistic notion of a regional-scale systems approach. These ideas were collected and summarized into a letter that was transmitted to PSRC on July 30<sup>th</sup>.

*August 10, 2006*

The Design Team Steering Committee organized and conducted a second half-day work session to develop regional design policies and actions. To prepare for the event, the Steering Committee examined the VISION DEIS and results from the July event to generate a number of draft policies. These draft policies were intended to give workshop participants a loose policy basis to start the discussion; questions accompanied each set of proposed policies to aid the discussion. The same outreach list was contacted and invited, and approximately 10 people attended this event. PSRC Staff was on hand during this meeting to assist with policy language where needed, but in the end, participants were more focused on generating ideas for a complete policy package for regional design, rather than responding to previously generated PSRC multicounty planning policies. These policies were combined with the results of the September workshop and compiled into draft design policy working paper. This working paper was formatted so policies might fit more easily within the larger set of VISION 2040 policies; the paper was presented to the PSRC Regional Staff Committee (a committee of planners from various jurisdictions from throughout the region). The response from the Regional Staff Committee was encouraging: they reviewed the design team's working paper and included some of the design related policies in their own policy package that they recommended to the elected officials on November 9, 2006. A number of the language and intent of the Design Team's design related multicounty planning policies have been incorporated into PSRC's "VISION Update: Draft Revised Multicounty Planning Policies."<sup>4</sup>

*September 15, 2006*

On September 15, the Design Team Steering Committee organized a full-day event to develop more comprehensive concepts and graphic images for structuring a regional design strategy. The approximately 30 participants were asked to self select into one of 5 groups: Linear Elements, Design a Region, Visual Character, Regional Ecology and Edge Conditions. The steering committee chose these categories based on a summary of key components of the design-related multicounty planning policy document. Participants in each of these smaller groups were given a series of questions, the multicounty planning policies related to the group topic, a variety of helpful 24x36 maps all at the same

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<sup>4</sup> Mar 2007, . [www.psrc.org/projects/vision/index.htm](http://www.psrc.org/projects/vision/index.htm)



scale (generated by PSRC, many of which were presented in the DEIS document), and tracing paper, markers, and other drafting implements. The groups were asked to respond to the questions by generating drawings and graphics (using the maps for guidance, information, and ideas on regional-scale spatial relationships). Many of the questions focused the groups towards generating prioritized lists of geographically specific transformational strategies, while other questions asked the group to brainstorm about overarching principles that could guide regional design strategies in a more general sense (potentially applicable to other regions). The five categories were deliberately designed to overlap with one another, allowing for the possibility that many people would discuss similar subjects. Each group was facilitated by a member of the steering committee.

Participants were allowed the freedom to move among groups, and the groups presented their results to everyone else halfway through (to allow for cross-pollination of thoughts and ideas). The smaller groups then went back to their topics with fresh ideas and completed their work. The graphics were posted on the walls for one final large group discussion and presentation before the workshop was officially adjourned. The results of this highly energetic and successful workshop were used to re-structure the multicounty planning policy document (from the August workshop), to generate one poster that could summarize all of the geographically specific strategies, and to bring together notions of overarching themes in regional design (these would eventually become the Principles in the Regional Design Strategy). The work from this workshop helped shape the packet of draft design-related policies that was presented to the Regional Staff Committee in October.

#### October 4-6, 2006: Yakima APA Conference

An initial poster for the Regional Design Strategy was presented at the Washington Chapter American Planning Association Conference in Yakima on October 4-6, 2006. The poster, showing a map of proposed transformational strategies, was well received at the conference and served as a good piece from which to generate many discussions on regional design issues.

#### Interim Report and Outreach

From September through the end of 2006, the Design Team has worked closely with PSRC staff and policy committees to incorporate key design-related policy language into the multicounty planning policies which were presented to the elected officials at the beginning of November.

The Design Team Steering Committee, with input and assistance from University of Washington students and other Design Team members, refined the results from all three work sessions and incorporated recommendations from the PSRC staff and PSRC Regional Staff Committee into an interim report.

This interim report provided the basis for a presentation of the “project so far” at three events:

- Washington Chapter APA Brown Bag, February 14, 2007
- Forum on Regional Identity and Character, Design Team event, March 2, 2007
- Urban Affairs Association 37<sup>th</sup> Annual Meeting, April 28, 2007

#### Washington Chapter APA Brown Bag, February 14, 2007

By February of 2007, the Steering Committee had produced a 25 page interim report summary. This summary was the basis for a presentation of the Design Team’s accomplishments to date at a Washington APA Brown Bag. This also provided an opportunity for members of the Steering Committee to form a panel to guide a question and answer discussion with the Brown Bag participants. The event was well attended and well received, eliciting a number specific detailed recommendations and suggestions from the participating audience.

#### Forum on Regional Identity and Character: Design Team event, March 2, 2007

One of the major obstacles to finalizing the initial draft of the complete Regional Design Strategy was the issue of regional identity and visual character. Discussions during every workshop recognized that the final product would need to explore the larger question of regional values and regional identity. Each workshop produced extensive lists of regional characteristics that make the central Puget Sound region distinct.

The Steering Committee members were divided on how to treat the issue of regional identity, but they did agree to host a final outreach event to once again include a larger urban design professional community, hosting a Forum on Regional Identity on March 2, 2007. About 40 participants attended and were split into smaller groups with members of the Steering Committee facilitating and recording for each group. Participants were asked to discuss both the broad strokes and the pertinent details of regional character in the central Puget Sound region. The discussions were lively and varied and produced lists of many cherished characteristics in the Puget Sound area as well as ways in which those characteristics might be passed forward and enhanced in a time of rapid growth.

#### Urban Affairs Association 37th Annual Meeting, April 28, 2007

The Design Team again had an opportunity to present the Regional Design Strategy at the Urban Affairs Association 37th Annual Meeting at the Westin Hotel in Seattle. Also participating on the panel was Dr. David Prosperi from Florida Atlantic University, who presented the results of an academic study of metropolitan morphology. He describes the necessity of a multi scalar and

spatial analysis of metropolitan form, as opposed to non-spatial ways of thinking about regional economics or ecology. He also defines urban design as a form, neither good nor bad, that exists now as the result of a process. Prosperi's work seemed to corroborate well with the prescriptions of the Regional Design Strategy, and in any case presents a future source for academic ties to the project. Dr. Prosperi is developing his paper with the collaboration of Dr. Anne Vernez-Moudon of the University of Washington.<sup>5</sup>

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<sup>5</sup> In a previous article, Prosperi explores the link between metropolitan airports and economic clustering:  
[http://programm.corp.at/cdrom2007/archiv/papers2007/corp2007\\_PROSPERI.pdf](http://programm.corp.at/cdrom2007/archiv/papers2007/corp2007_PROSPERI.pdf)

## Appendix B: Chapter Three Notes

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### Complete List of Regional Characteristics

*The following list was generated by urban design professionals during a series of Puget Sound Regional Design Team workshops and events.*

#### **1. Qualities and characteristics we associate with the natural environment:**

- Water surrounds us (proximity to ocean, the Sound, the lakes, the estuaries, the rivers, the rain)
- Mountains (views of the Olympics, the Cascades, the silhouettes of Mt. Rainier, Mt. Baker or Mt. Hood)
- Trees and plants (the evergreens, the silhouette of evergreens on hilltops and bluffs, blackberries, bull kelp)
- Salmon
- Wildlife diversity (orcas & whales, starfish, otters, seabirds, eagles, deer, protected species)
- Colors (green, gray, brown)
- Topography (many hills and valleys, particularly north-south orientation)
- The rare sunny day (secret gift to those who live here)

#### **2. Qualities and characteristics we associate with the built environment:**

- The Space needle and the Seattle skyline (Smith Tower, Columbia Tower)
- Architectural monuments (the EMP, the Seattle Central Library, The Tacoma Glass Museum)
- Infrastructure: ferries, north-south freeways, locks, bridges
- Industrial global contributions (Boeing, Microsoft, Starbucks, Weyerhaeuser) and national contributions (microbrews, biotech and hi-technology, music, wood industry)
- Military influence
- Tribal influence on space (dichotomy and dialogue, role of tribal lands on regional land use patterns)
- Emphasis on quality residential neighborhoods (fine grained urban form)

- Trends towards mixed use development
- Tendency to favor big box centers to augment tax base
- Housing affordability is decreasing (renter population on the rise, mobility of young people)
- Increasing density and the desire to become an important regional center (young wealthy and retired moving to downtown areas and condos).
- The linear development along a number of our thoroughfares

### **3. Qualities and characteristics we associate with an intersection where natural and built environments overlap:**

- Get outside (REI, outdoor sports, recreation, parks that encourage interaction with natural amenities, bike to work, evacuate urban areas on weekends)
- Interact with the wildlife (aquarium, whale watching, explore tidal pools and touch starfish, watch the salmon runs, visit zoos and botanical gardens)
- Respond to the rain (It rains a lot, tourists see the rain first, cozy wooden interiors, covered walkway, the importance of interior lighting, *real*/ North westerners don't own umbrellas)
- Respond to the water and views (preserve views, limited public and private access to water, proximity to natural amenities increases property value)
- Agriculture
- Fishing industry
- The water-based ports and industrial areas
- Salmon culture (in festivals, in restaurants, as activists)
- Seismic and Flooding hazards (impact on built environment and development)
- Increasing interest in both growing and consuming local and organic foods and products
- Green Building increasingly desired
- Connections among these natural environments (Burke Gillman trail, Mountains to Sound Greenway, Interurban Trail) and historical environments (historic or heritage routes and trails)

### **4. Qualities and characteristics we associate with the social structures, the processes, and the organization of with this place; i.e. the way we think about things and the way we get things done**

- Growth Management (Urban Growth Areas, Comprehensive Plans)

- Activism is important (many grassroots movements, importance of neighborhoods within cities)
- Grand plans and strong leadership are lacking, but high profile market individuals are not (Bill Gates, Paul Allen, Howard Schultz)
- Dynamic information and technology-oriented economy and creative class (cosmopolitan, outward and forward looking, high quality of life attracts people to move here and stay here).
- The Seattle Process (political action takes a long time, even outside of Seattle itself)
- Seattle-centrism (results, both positive and negative, of tension between one major city and its surrounding metropolitan and rural areas)
- Cultural diversity with a public goal of inclusionary society
- Current tax policy is driving internal competition within the region
- Imitation and use of local examples (one Hot Spot competing with another for vitality)
- Community that sustains dynamic arts and culture (high arts such as symphony, ballet and theater, but *also* underground musical vibrancy and glorious past, literary community)
- An informal atmosphere (polar fleece and jeans to work)
- The scale of the physical features feels impressive
- Vestiges of original platting of small lots and tight streets on hillsides and early settlement and development patterns
- Strong culture of youth
- Highly educated population

##### **5. Qualities and characteristics we associate with the history of this place:**

- Extraction (Logging, Mining)
- Settlement clustered near and interacted with water (water as transportation)
- Both borrowing from and ignoring native cultural precursors to occidental culture (locks, salmon festivals, fishing, ignorance of prior uses of landscape)
- Volatile boom and bust economic cycles
- Rapid post-war expansion: most of the communities already existed, and they expanded outwards and grew together; some retained their historical core while others did not (opposed to California, expansion put new built environment where nothing had been before)
- Historic districts and cultural landscapes

- Agricultural roots
- Denny Hill sluicing (total willingness to reshape the land)
- Center for new immigration and addition of new cultures

## Multicounty Planning Policies Relevant to Discussion of Regional Character

The following lists of policies correspond to the Summary of Multicounty Planning Policies under each of the five subcategory headings in Chapter 3. The wording and numbering of these policies has been taken from the *Draft Revised Multicounty Planning Policies* as acted on at the March 22<sup>nd</sup> Executive Board Meeting. (accessible through the following link: [http://www.psrc.org/projects/vision/policies/mmp\\_draft\\_rev0307.pdf](http://www.psrc.org/projects/vision/policies/mmp_draft_rev0307.pdf)).

### 1. Natural Environment

SUMMARY: VISION 2040 includes draft multicounty planning policies which describe the protection and enhancement of: air and water quality, open space, natural resources, critical areas, native vegetation, freshwater and marine shorelines, watersheds, and the long-term integrity of the natural environment.

- MPP-En-3 Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and wellbeing of people, animals, and plants. Reduce the impacts of transportation on air quality and climate change.
- MPP-En-8 Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries
- MPP-En-9 Designate, protect and enhance significant open spaces, natural resources, and critical areas through the review and comment of countywide planning policies and local plans and provisions.
- MPP-En-12 Preserve and restore native vegetation to protect habitat, especially where vegetation contributes to the overall ecological function.
- MPP-En-14 Maintain natural hydrological functions within the region's ecosystems and watersheds and where feasible, restore them to a more natural state.
- MPP-En-15 Restore -where appropriate and possible - the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.
- MPP-DP-1 Protect and enhance significant open spaces, natural resources, and critical areas.
- MPP-DP-2 Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and, the long-term productivity of resource lands.
- MPP-DP-3 Support the sustainability of designated resource lands.
- MPP-DP-50 Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.

## 2. Built Environment

SUMMARY: VISION 2040 includes draft multicounty planning policies that focus on the continued development of regional growth centers and compact urban communities. The policies seek to improve or transform underutilized lands, local street patterns, and linear systems. The policies place a high value on sense of place, housing choice, diversity, quality public spaces, urban design, historic preservation, arts, visual and cultural resources and the protection of both manufacturing-industrial centers and military lands from the encroachment of adjacent incompatible use.

- MPP-EC-15 Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance our region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.
- MPP-EC-16 Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.
- MPP-EC-17 Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.
- MPP-DP-9 Focus a significant share of population and employment growth in designated regional growth centers.
- MPP-DP-14 Give funding priority – both for transportation infrastructure and for economic development – to designated regional manufacturing and industrial centers consistent with the regional vision, including regional, county-level, and local funding.
- MPP-DP-18 Preserve and enhance existing neighborhoods and create vibrant sustainable compact urban communities that provide diverse choices in housing types; a high degree of connectivity in the street network to accommodate encourage walking, bicycling and transit use, and sufficient public spaces.
- MPP-DP-19 Support the transformation of key underutilized lands to higher-density mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.
- MPP-DP-32 Achieve and sustain - through preservation, rehabilitation, and new development – an adequate supply of low-income, moderate-income and special needs housing that is equitably and rationally distributed through the region.
- MPP-DP-37 Develop and provide a range of housing choices across the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.
- MPP-DP-41 Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.
- MPP-DP-47 Protect military lands from encroachment by incompatible land uses.
- MPP-DP-51 Preserve significant regional historic, visual and cultural resources including views, landmarks, archaeological sites, historic and cultural landscapes and areas of special character.
- MPP-DP-52 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.



- MPP-DP-53 Provide a wide range of building and community types to serve the needs of a diverse population.
- MPP-DP-54 Support urban design, historic preservation, and arts to (a) enhance quality of life, (b) improve the natural and human-made environment, (c) promote health and wellbeing, (d) contribute to a prosperous economy and (e) increase the region's resiliency in adapting to changes or adverse events.
- MPP-DP-55 Design public buildings and spaces that contribute to a sense of community and a sense of place.
- MPP-DP-56 Identify opportunities to create parks, civic places and public spaces, especially in or adjacent to centers.
- MPP-DP-59 Address design and community development issues related to important linear systems – such as linear land use patterns, natural systems, transportation and infrastructure systems and edges between differing land uses – with special attention to those linear systems that cross jurisdictional boundaries.
- MPP-T-12 Improve local street patterns –including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity and physical activity.
- MPP-T-18 Design transportation facilities to fit within the context of the built or natural environments in which they are located.
- MPP-T-19 Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas

### 3. Intersection of built and natural environments

SUMMARY: VISION 2040 includes draft multicounty planning policies which support agriculture and forestry, walking and bicycling, food systems, regional identity, natural boundaries, rural and natural resource areas, environmentally sensitive land use management and development practices, public health, and the region's role in international economy.

- MPP-DP-25 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.
- MPP-DP-30 Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.
- MPP-DP-38 Design communities to provide an improved environment for walking and bicycling.
- MPP-DP-42 Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.
- MPP-DP-50 Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.
- MPP-DP-58 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.
- MPP-DP-59 Address design and community development issues related to important linear systems – such as linear land use patterns, natural systems,

transportation and infrastructure systems and edges between differing land uses – with special attention to those linear systems that cross jurisdictional boundaries.

- MPP-EC-13 Support the contributions of the region's culturally and ethnically diverse communities in helping the region continue to expand its international economy.
- MPP-EC-20 Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.
- MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities.

#### 4. The social structures and organization (the way things work)

SUMMARY: VISION 2040 includes draft multicounty planning policies which address the ways in which schools, rural areas, regional capital facilities support the regional vision. The policies favor transit-supportive densities, a diversity of family-wage jobs, innovative planning techniques to keep growth within urban boundaries, community development as components of transportation projects, and targeted economic opportunities in distressed areas. The policies encourage high performance, energy efficient, and environmentally friendly development standards.

- MPP-PS-5 Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.
- MPP-PS-21 Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans.
- MPP-PS-22 Locate schools, institutions and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.
- MPP-PS-23 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental and economic impacts on the host community; (2) equitably balances the location of new facilities; and (3) addresses regional planning objectives.
- MPP-PS-24 Do not locate regional capital facilities outside the designated urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.
- MPP-T-22 Do not increase roadway capacity through rural areas, unless (1) commitments to access management have been made, and (2) appropriate zoning is in place to prevent unplanned growth.
- MPP-T-24 Target transportation investments into areas that have or are planning for transit-supportive densities and land uses.
- MPP-T-28 Promote transportation financing methods that sustain investment and reflect the costs imposed by users.
- MPP-EC-7 Encourage all businesses to incorporate environmental and social responsibility into their practices.

- MPP-EC-8 Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family-wage jobs for the region's residents.
- MPP-EC-12 Foster appropriate and targeted economic growth in distressed areas to create economic opportunity for residents of these areas.
- MPP-EC-13 Support the contributions of the region's culturally and ethnically diverse communities in helping the region continue to expand its international economy.
- MPP-EC-14 Ensure that economic development sustains and respects the region's environmental quality.
- MPP-DP-32 Achieve and sustain - through preservation, rehabilitation, and new development – an adequate supply of low-income, moderate-income and special needs housing that is equitably and rationally distributed through the region.
- MPP-DP-34 Encourage inter-jurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.
- MPP-DP-35 Expand the supply and range of housing, including affordable units, in centers throughout the region
- MPP-DP-38 Design communities to provide an improved environment for walking and bicycling.
- MPP-DP-43 Encourage the use of innovative techniques, including the transfer of development rights and the purchase of development rights, to provide mechanisms for focusing growth within the urban growth area (especially cities), to lessen pressures to convert rural and resource areas to more intense urban-type development, and to sustain rural and resource-based uses.
- MPP-DP-44 Support and provide incentives for increasing percentages of new development and redevelopment –both public and private – to be built at higher performance, energy efficient, and environmentally friendly standards.
- MPP-DP-53 Provide a wide range of building and community types to serve the needs of a diverse population.
- MPP-DP-57 Address issues affecting community development – including opportunities to improve communities, as well as impacts on communities – in the design of transportation projects and other infrastructure projects, recognizing that such facilities should also advance community development.

## 5. The history of this place

SUMMARY: VISION 2040 includes draft multicounty planning policies which preserve regional historic, visual, and cultural landscapes and support urban design, historic preservation, and the arts.

- MPP-DP-43 Encourage the use of innovative techniques, including the transfer of development rights and the purchase of development rights, to provide mechanisms for focusing growth within the urban growth area (especially cities), to lessen pressures to convert rural and resource areas to more intense urban-type development, and to sustain rural and resource-based uses.
- MPP-DP-44 Support and provide incentives for increasing percentages of new development and redevelopment –both public and private – to be built at higher performance, energy efficient, and environmentally friendly standards.

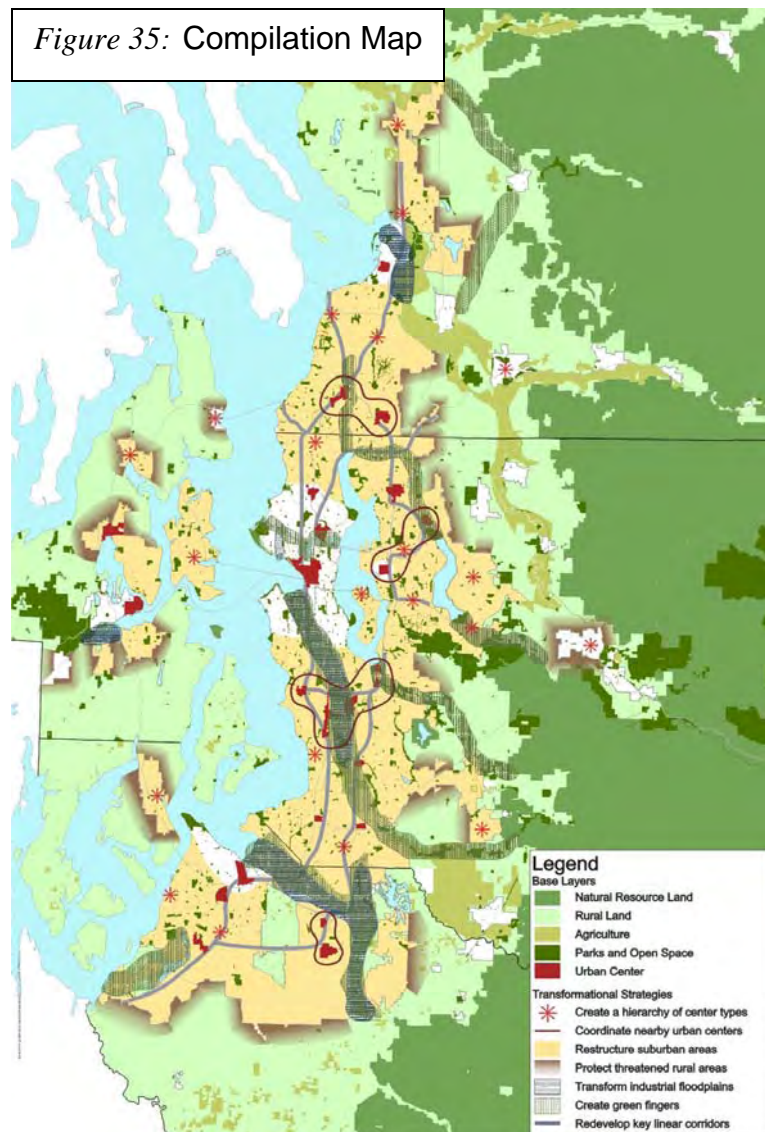
- MPP-DP-51 Preserve significant regional historic, visual and cultural resources including views, landmarks, archaeological sites, historic and cultural landscapes and areas of special character
- MPP-DP-54 Support urban design, historic preservation, and arts to (a) enhance quality of life, (b) improve the natural and human-made environment, (c) promote health and wellbeing, (d) contribute to a prosperous economy and (e) increase the region's resiliency in adapting to changes or adverse events



## Appendix C: Maps from Strategy Chapter

Portions of the following maps were represented in Chapter Four to illustrate each of the geographically specific strategies, and Figure 35 shows a compilation of all six of the strategies. The full maps are represented in this Appendix. Note that all of these maps are conceptual and do not necessarily accurately indicate the location or extent of features shown. For example, the brown strips indicating where priority should be given to protect threatened rural areas in Figure 40 are not based on the extensive analysis that would be required to map such areas. Additionally, the colors do not imply that the strategy would be directed to the whole area shown.

For example, it is not the intent to create open space throughout the green fingers shown on the map in Figure 37. The strategy is to protect, enhance, create and connect open spaces within those fingers, but it is acknowledged that the open spaces would only encompass a modest portion of the land uses within those areas shown in green.



*Figure 35: This map compiles the conceptualized geographic extent of all six of the strategies detailed in Chapter Four. All maps in this appendix were digitized by Dara O'Byrne of Makers Architecture.*

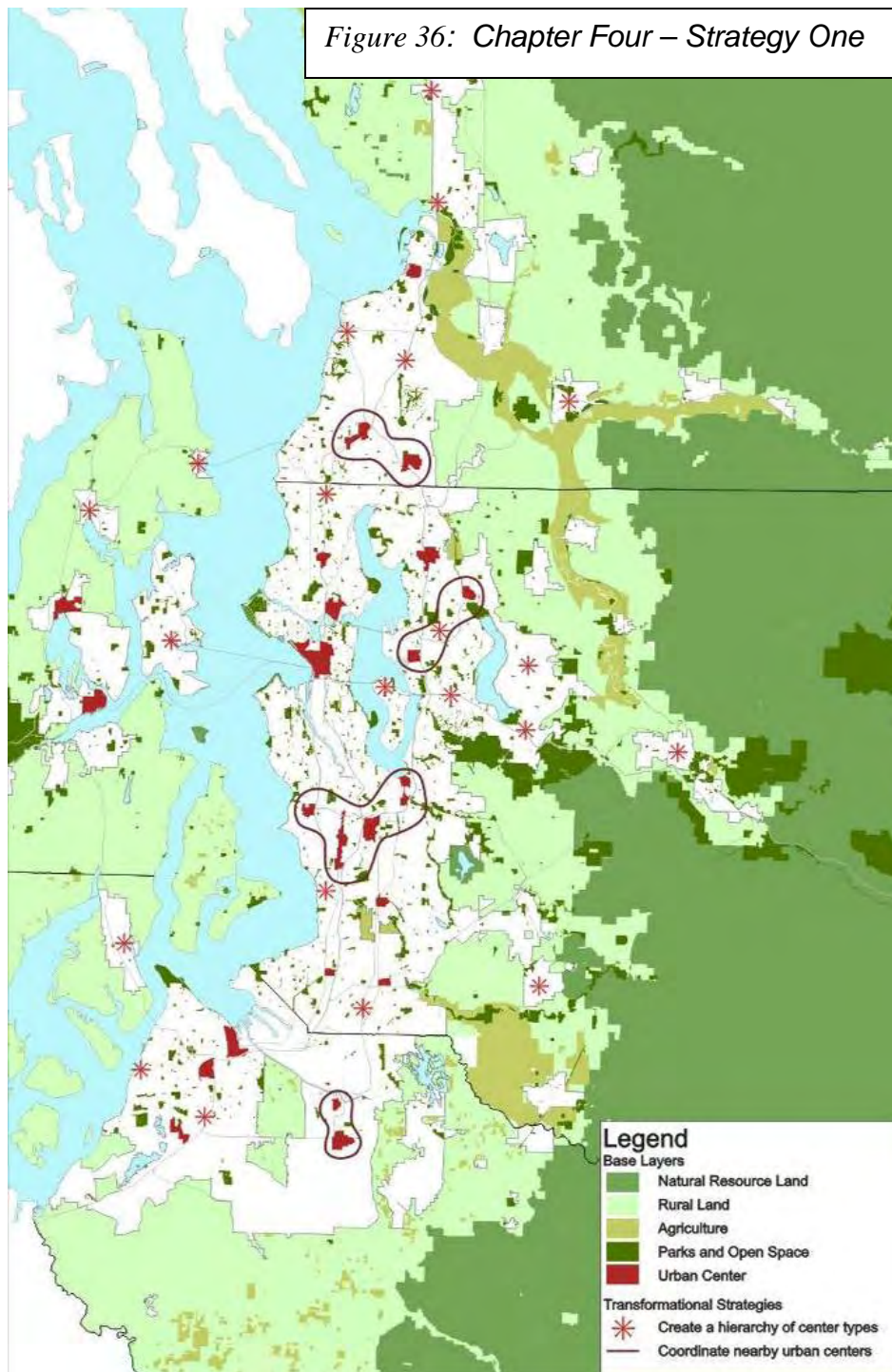


Figure 36: **Strategy One: Continue the Development of a Hierarchy of Urban Centers.** This map shows the potential spatial groupings of nearby centers.



Figure 37: Chapter Four – Strategy Two

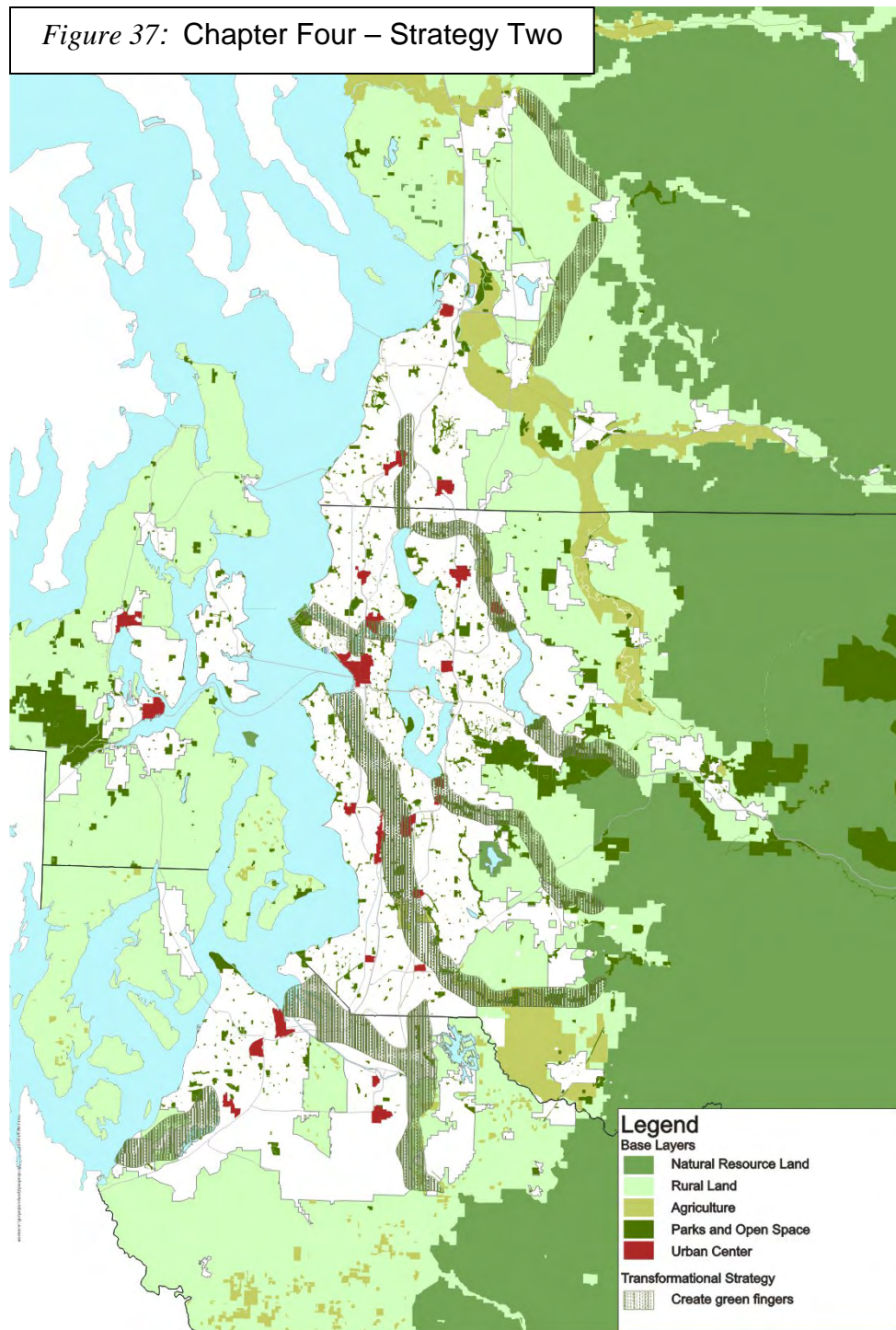


Figure 37: **Strategy Two: Create a Green Open Space Network.** This map suggests key green corridors that could help coordinate regional efforts to implement a fully articulated green infrastructure and open space network.



Figure 38: Chapter Four – Strategy Three

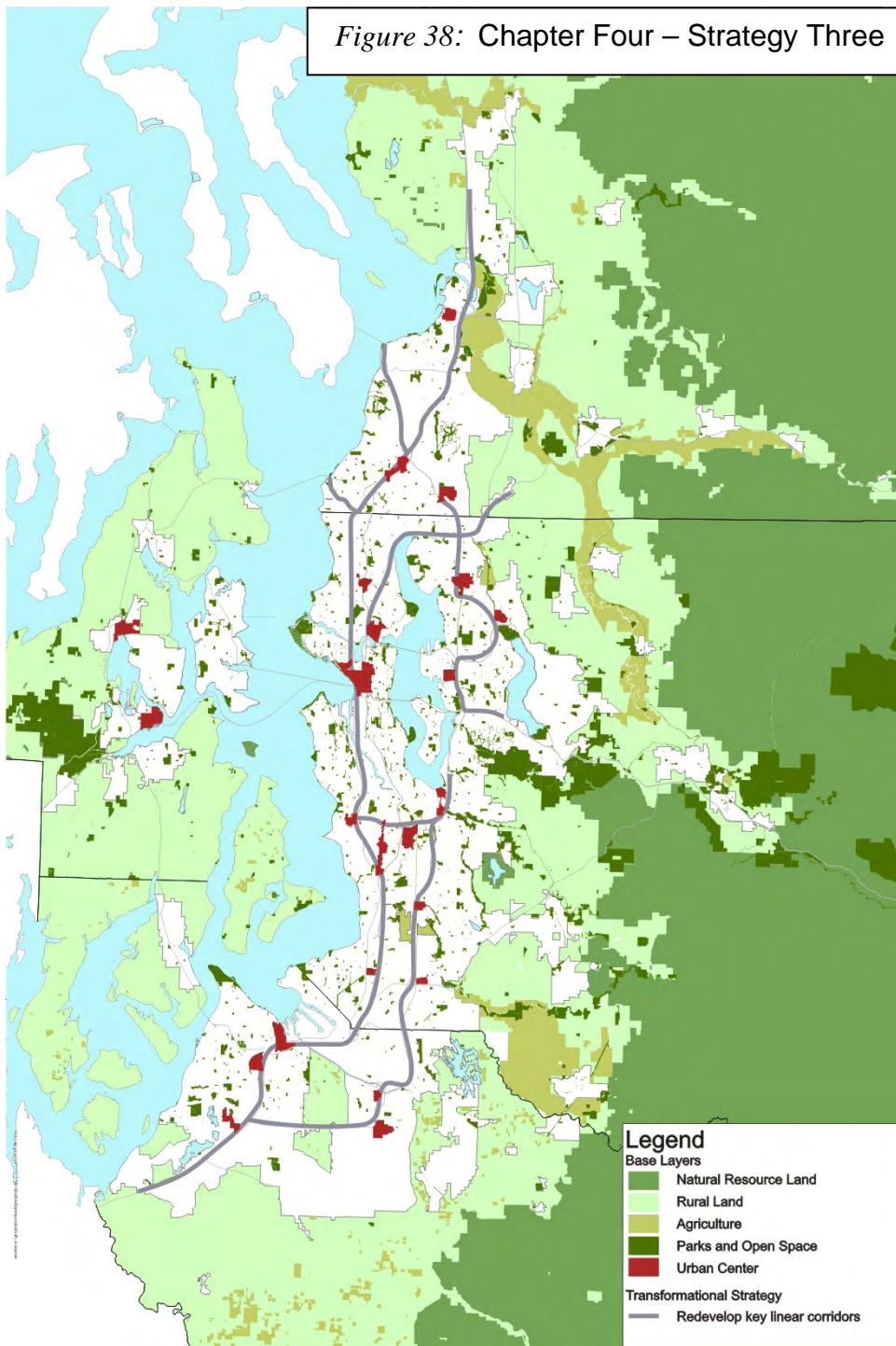


Figure 38: **Strategy Three: Redevelopment Opportunities – Recycling Existing Urban Areas.** This map indicates where land use patterns can benefit from a strategy to break linear monotony into vibrant activity nodes at key intersections and transit station areas.

Figure 39: Chapter Four – Strategy Four

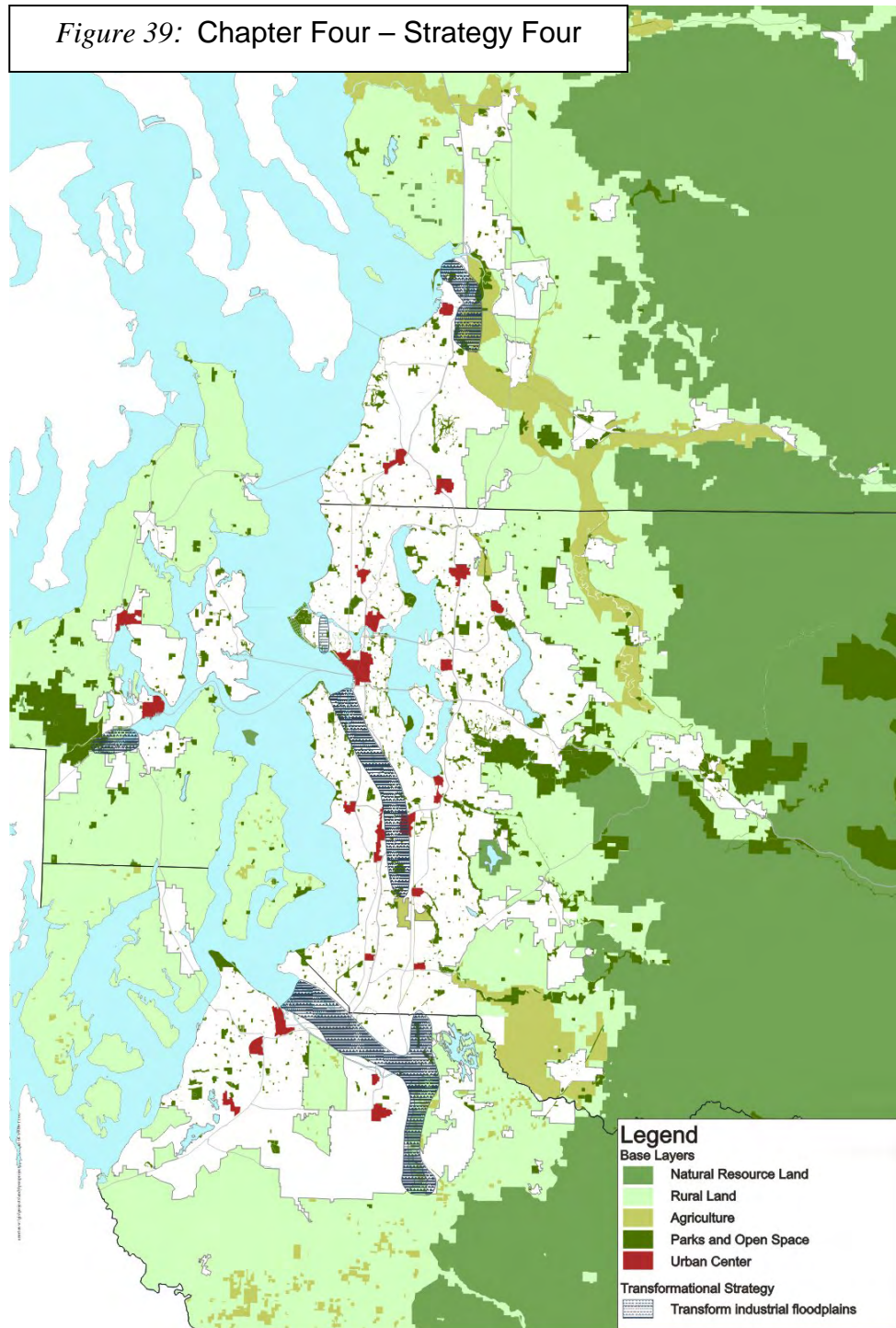
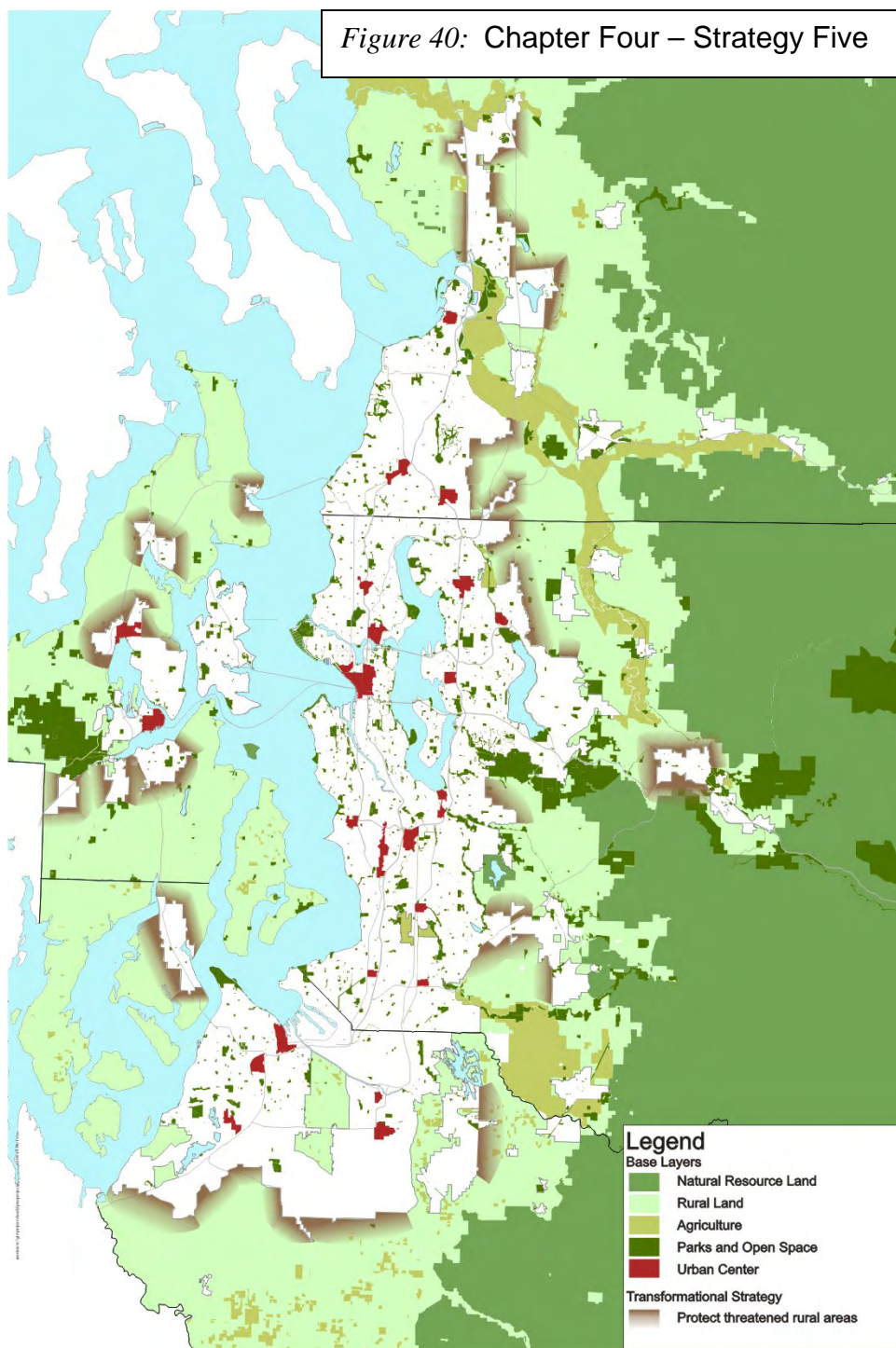


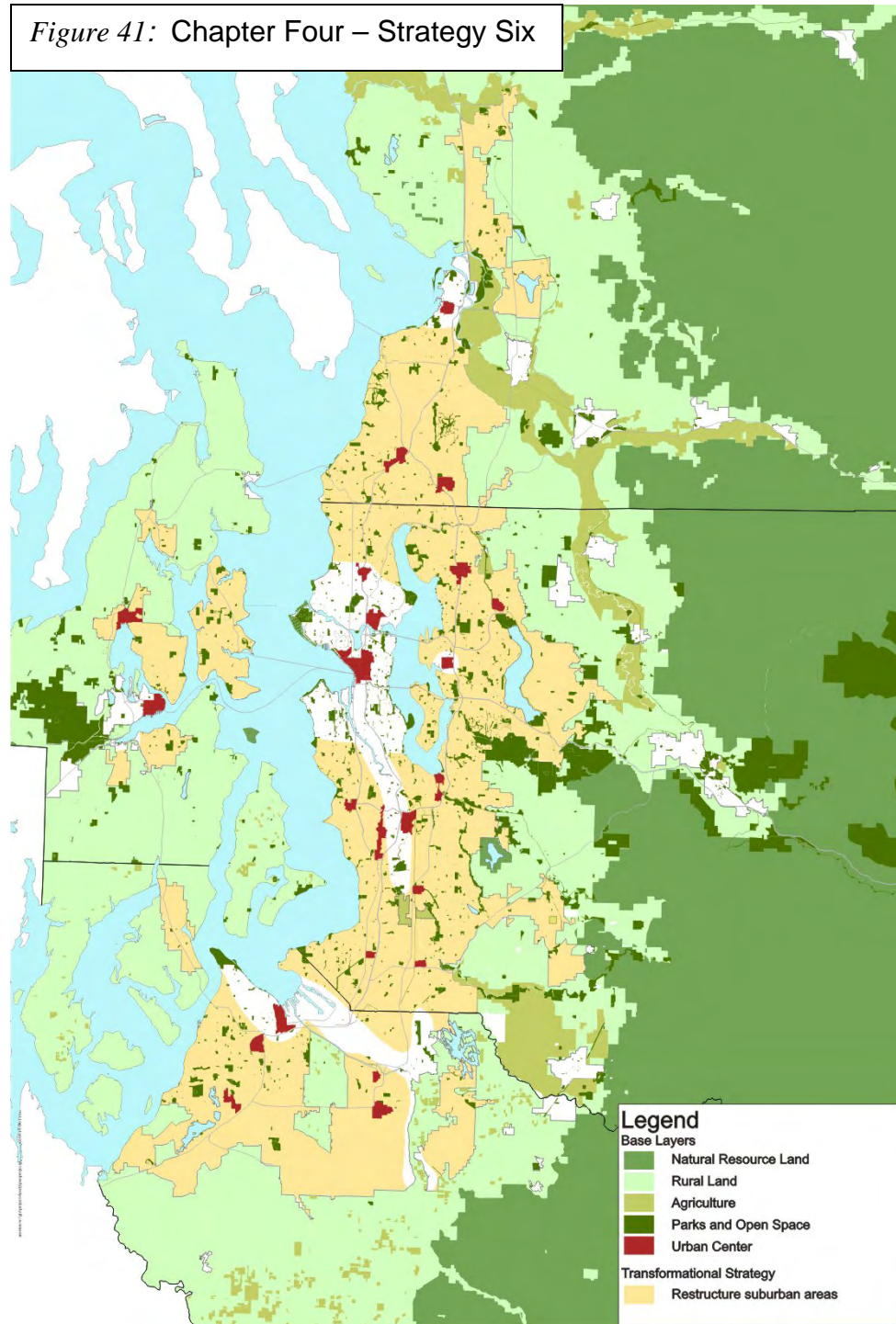
Figure 39: **Strategy Four: Transform Industrialized Estuaries and Floodplains.** This map indicates areas that are both critical to industrial vitality and ecological restoration.





**Figure 40: Strategy Five – Protect Threatened Rural Areas and Resource Lands.** This map conceptualizes what an effort might look like to identify edges of the urban growth area which experience more pressure to expand than other areas.

*Figure 41: Chapter Four – Strategy Six*



**Figure 41: Strategy Six: Restructure Portions of Auto-Oriented Suburban Areas.** This map shows that suburban areas in the region form a great arc around the Puget Sound. Portions of this arc can benefit from a strategy that facilitates coordination and information sharing as many local jurisdictions face common issues in the process of promoting livable communities and reducing automobile dependency.



## Appendix D: Compendium Examples

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This Appendix provides an initial Regional Design Compendium. It is intended to serve as a compelling and easy to use supplement that translates between the regional scale values, policies, and principles (discussed in the Regional Design Strategy and in VISION 2040) and local implementation of design related policies.

The Regional Design Compendium is to be used in tandem Chapter Three of the Strategy, which addresses regional character. The Compendium presents methods, techniques, and examples that describe how to work towards, implement, and achieve design objectives and qualities.

The Compendium has been designed as a piece that can be regularly amended and revised. Adding new material to the Compendium will mean engaging citizens in an iterative and collaborative process. Collaboration with professionals, public agencies, academics and interest organizations throughout the region can be accomplished by teams working on specific issues over a series of three to four articulation events. These will be critical activities for developing broad-scale knowledge of and commitment to regional design.

The Compendium, and the process of expanding it, will engender a sense of regional citizenship while helping identify character-defining features and historic and cultural areas as early steps in local projects. The essential elements in the compendium will draw on knowledge and practices within the region so that the resultant product will be strongly relevant to the region and provide an excellent base from which to build.



### Coordination of Urban Center Development at Overlake

The Redmond Town Center-Overlake-Downtown Bellevue spine offers an excellent example of the potential benefits of collaborative urban center planning. Overlake is a linear area situated in both Bellevue and Redmond and located roughly between the two city centers (see Figure 42). The area is currently served by regional transit and includes a variety of institutional, industrial, and commercial land uses, including the Microsoft and Nintendo campuses. Both cities are preparing subarea and neighborhood plans for their portions of the area and both are evaluating different development scenarios. There is a current intergovernmental agreement in place that limits the amount of net new commercial development, and the two cities are coordinating their planning efforts.

The creation of an efficient, pedestrian-friendly mixed-use community at Overlake will be greatly enhanced for several reasons, including:

- Land uses can be organized for maximum efficiency, development feasibility, and community stability.
- Transportation systems, including pedestrian and bicycle routes, cross jurisdictional boundaries.
- Balancing jobs and housing will be easier if both jurisdictions are considered.
- Overlake is perceived as one area, so that unifying its character and identity will require a consistent approach.
- There may be benefits from combining infrastructure systems, such as storm water treatment.

Also, special opportunities are occurring in the near term:

- Transit improvements could provide much improved access within the Bellevue-Redmond spine. Sound Transit's plan for a light rail line through the area may be a decade or so away, but rapid transit buses could link the area in the short term and encourage transit-oriented development that would eventually support light rail. It may be that the east side light rail construction could begin with the Bellevue to Redmond segment as it would connect three vital centers and key regional transit stations.
- Large parcels in the area are in the process of redevelopment, and major employers in the area are expanding.
- Given the burgeoning demand for commercial space, public actions will be needed to ensure that there will be sufficient additional residences to support



a viable neighborhood. Creating a viable residential community will require connecting existing and new neighborhoods in both jurisdictions.

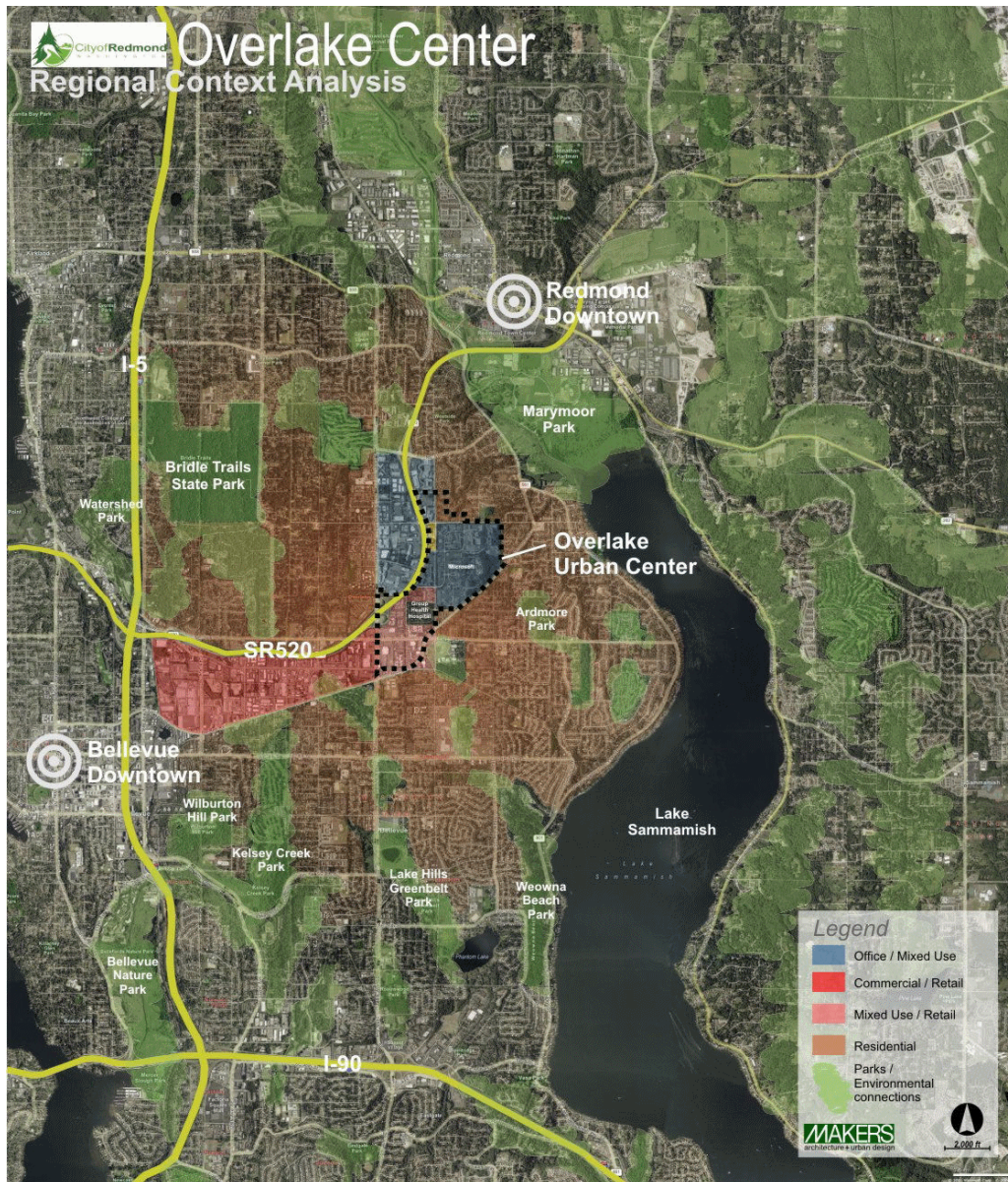


Figure 42: Bellevue-Redmond-Overlake Center

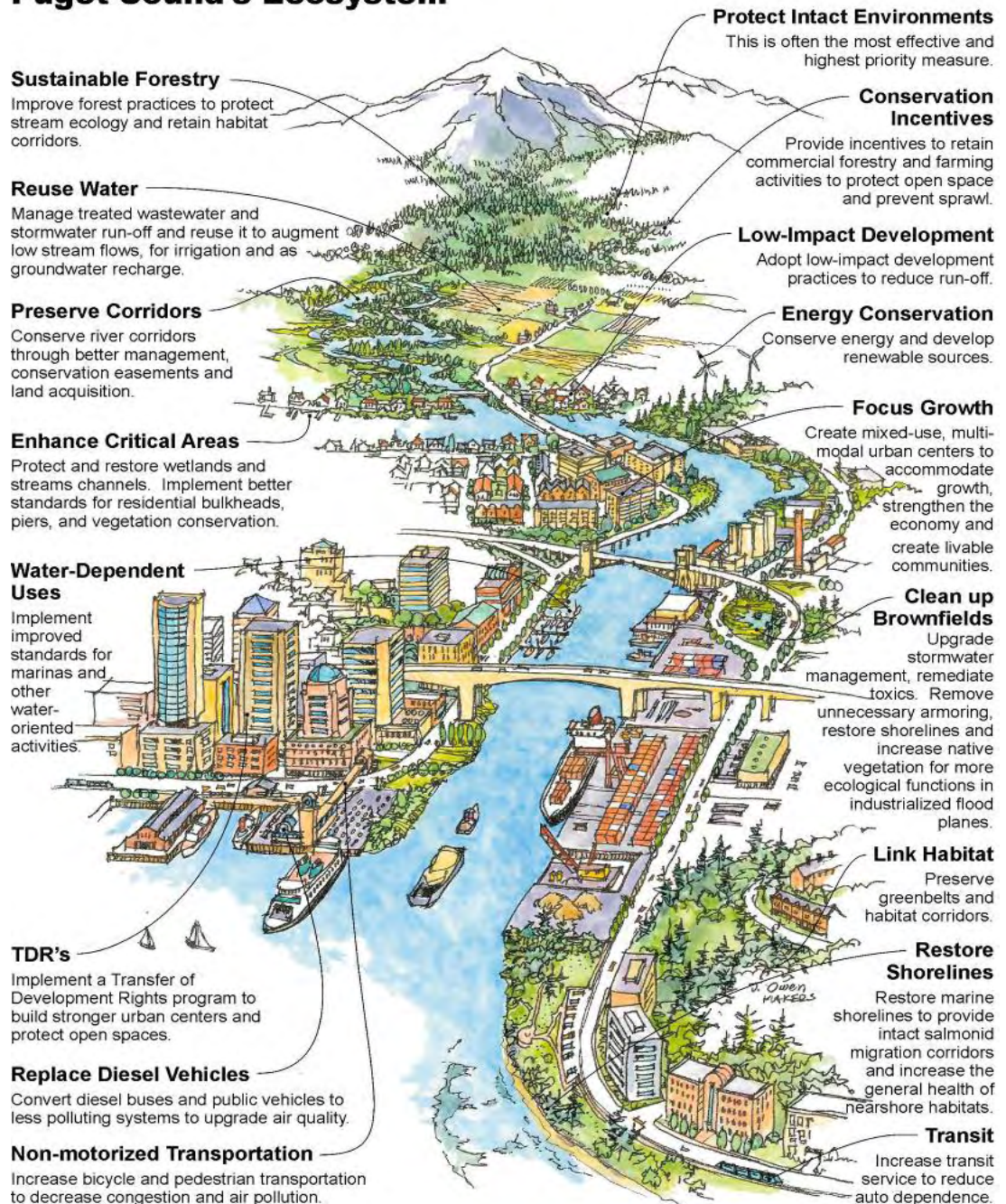
In summary, Overlake has the potential to become an even more powerful economic engine, preserve its own identity, accommodate mixed-use neighborhoods, and functionally link the Bellevue-Redmond corridor. More importantly, it could become the keystone in a type of urban structure not otherwise found in Puget Sound – a multi-nodal corridor that integrates and unifies an emerging sub-regional area. This potential is greatly magnified if collaborative efforts continue and the advantages of this unique type of urban concentration (center) are exploited.



## Environmental Element: PSRC VISION 2040

PSRC's VISION 2040 Incorporates a substantial environmental element that the strategy to transform industrialized estuaries will support.

### Actions to Improve Puget Sound's Ecosystem





## Water Resource Inventory Areas

The 1998 legislature passed The Watershed Planning Act, which set a framework for developing local solutions to watershed issues on a watershed basis. The purpose of the Act is to develop a more thorough and cooperative method of determining what the current water resource situation is in each Watershed Resource Inventory Area of the state and to provide local citizens with the maximum possible input concerning their goals and objectives for water resource management and development. There are eighteen Watershed Resource Inventory Areas covering the central Puget Sound region, shown in Figure 43.

### Watershed Resource Inventory Area 8: Proposed Lake Washington-Cedar-Sammamish Watershed Chinook Salmon Conservation Plan

The Lake Washington-Cedar-Sammamish Watershed (Watershed Resource Inventory Area 8), located in western Washington, is home to three populations of Chinook salmon: Cedar River, North Lake Washington, and Issaquah. Each year, Chinook salmon spawn and rear in the Watershed Resource Inventory Area 8 rivers and streams and use the lakes, rivers, estuary, and nearshore to rear and migrate to the ocean. Development in the watershed for human use has dramatically altered habitat that salmon need to survive. Chinook salmon (known more commonly as king salmon) are in trouble; they are far less abundant now than they were even in recent decades, and all three populations are at high risk of extinction. In 1999, the federal government listed Puget Sound Chinook salmon and bull trout as threatened under the Endangered Species Act.

Salmon have historically been, and continue to represent, a vital part of the culture and economy of this watershed. The health of salmon populations is an indicator of overall watershed health. Condition of fish habitat is linked to the quality of the environment and the benefits human inhabitants reap from it.

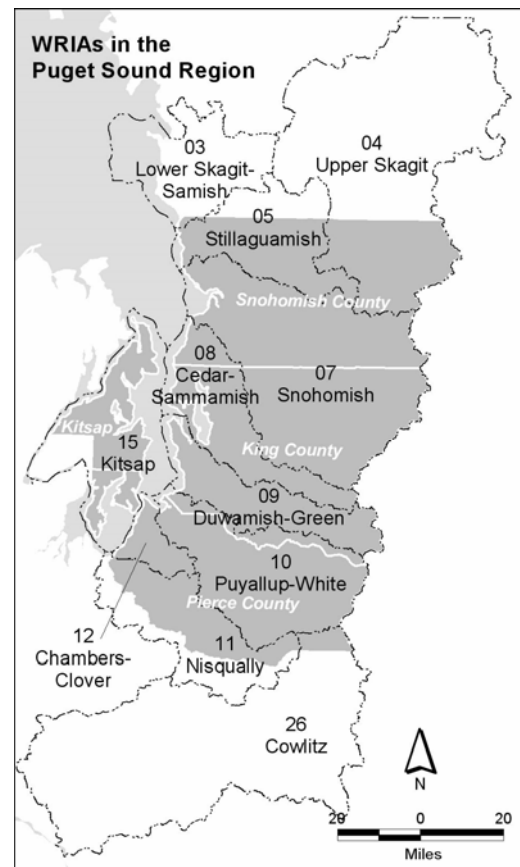


Figure 43: Watershed Resource Inventory Areas in the Puget Sound region

Concerned about the need to protect and restore habitat for Chinook salmon for future generations, 27 local governments in Watershed Resource Inventory Area 8, including King and Snohomish counties, Seattle, and 24 other cities in those counties, signed an inter-local agreement in 2001 to jointly fund the development of a conservation plan to protect and restore salmon habitat.

The Watershed Resource Inventory Area 8 Steering Committee developed this plan through a multiple stakeholder planning process. The Steering Committee is composed of city and county elected leaders, concerned citizens, scientists, and representatives from business and community groups, water and sewer districts, and state and federal agencies. The Steering Committee's *Proposed WRIA 8 Chinook Salmon Conservation Plan* is the result of these collaborative efforts. It is a science-based plan that contains recommendations for prioritized actions to restore and protect salmon habitat and a collaborative approach for implementing these actions over the next ten years. The current plan recommends a comprehensive and detailed treatment program. The plan includes a short list of 170 priority actions and a larger list of 1,200 actions.

Unifying this broad range of actions is a commitment to adaptive management, an approach that emphasizes monitoring conditions and revising the management program as conditions warrant. Actions for the plan were developed in three broad categories:

- *Land use, planning, and infrastructure:* Actions that address habitat-forming processes at a landscape scale and focus on accommodating future growth while minimizing impacts to salmon habitat.
- *Site-specific habitat protection and restoration projects:* Actions that protect or restore a specific area or parcel through acquisition or easement and restoration projects.
- *Public outreach and education:* Actions that support the land use and site-specific actions or educate and encourage behavior that benefits habitat health.

### **Implications for Regional Design**

- The Watershed Resource Inventory Area conservation plans identify areas (tiers) where new development will have an especially severe impact on Chinook salmon runs unless successfully mitigated. This should be reviewed during the State Environmental Protection Act and alternative formulation process to determine what the relative impacts to those areas are. Additionally, the plans identify key restoration projects and activities that will enhance salmon survivability and, at the same time, the fundamental aquatic processes on which the regional ecology's health depends.



### Cascade Land Conservancy

Cascade Land Conservancy is an entrepreneurial nonprofit land conservation organization, currently working in King, Kittitas, Pierce, Mason, and Snohomish counties with both public and private sector involvement. Its mission is to protect wild and open space lands to sustain the natural beauty and health of the environment. Utilizing a variety of innovative conservation methods, the Cascade Land Conservancy works to strategically conserve and steward critical landscapes that span our service area—from headwaters to estuaries and foothill forests to urban centers. The Cascade Land Conservancy's comprehensive Conservation Agenda enables it to assess threats to ecosystems, identify regional conservation opportunities, and conserve and steward these important lands.

The *Cascade Agenda*, a report from the Cascades Dialogues project is a narrative and visual articulation of a landscape vision for the 21st century that captures the best features of our community and region. This strategic plan will guide our actions and influence the region to conserve and care for a landscape that will sustain us for the next century.

#### Description of the Issue

The region's population could double during the next century. If current land development trends persist, this will mean a dramatic loss of forest lands, agricultural lands and open space in the region (see Figure 44).

The *Cascade Agenda* addresses the following parameters in its goals and action strategy:

- Amount and productivity of forest land.
- Amount and productivity of rural land.
- Amount and quality of parks and open space.
- Amount and quality of restored and protected stream corridors and shorelines.
- Amount of impervious surface.

#### Justification of the Issue As a Priority

Through the Cascade Dialogues process, the Cascade Land Conservancy and its partners have found substantial and consistent support for resource and open space protection for ecological, economic, recreational and aesthetic reasons.

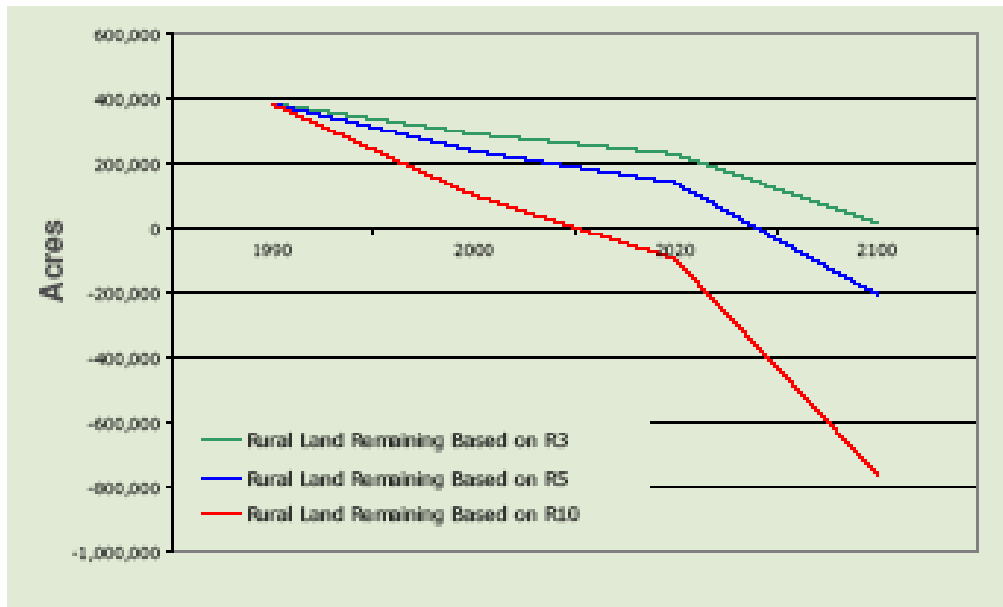


Figure 44: Acres of rural land remaining.

### Current or Proposed Management Efforts

The *Cascade Agenda* proposes protecting and restoring significant portions of the region's resource lands, shorelines and open space. The following are the draft goals which are subject to further research and review.

The Cascade Dialogues team is preparing an ambitious implementation strategy that combines a variety of funding sources to acquire at-risk land, support sustainable land based resource businesses, preserve recreational and natural resource lands and acquire development rights to rural and resource lands through a TDR program. The Cascade Land Conservancy is calculating the fiscal resources and cooperative actions needed to reach the goals listed above and identifying a means to attain them.

### Implications for VISION 2040

For the purposes of VISION 2040, the *Cascade Agenda's* outreach and public participation program provides evidence that such a conservation agenda has broad public, governmental and agency support and that there is regional interest in conserving the environment, resource lands and open space. The Agenda identifies quantitative figures for achieving environmental goals. While these figures merit review and testing over time, they at least provide a preliminary target that can be discussed and tested through VISION 2040. The goals for various types of land and enhancement measures might be considered in one of the Index based alternatives.

*Note: Background material taken from Cascade Land Conservancy website and Cascade Dialogues website. Specific information was taken from the slide show for the April 6 2006 Steering Committee.*

## Restoration Plans Prepared as Part of Shoreline Master Program Updates

The Department of Ecology administers the Washington State Shoreline Management Act. Local governments prepare shoreline master programs containing policies and regulations to protect and restore the shoreline environment, provide public access, and give priority to uses that are dependent or benefit from a shoreline location.

In 2003 the Department of Ecology adopted new shoreline management guidelines that call for significantly improved environmental protection and enhancement practices. Now, when local governments amend their shoreline master programs, they must conduct a comprehensive environmental characterization of their shorelines and identify measures to protect and restore shoreline ecological processes. This new measure can be an important vehicle for translating watershed objectives and analysis into implementable local regulations because local governments must now show that there will be “no net loss” of ecological functions on a comprehensive basis.

Additionally, as part of a shoreline master program update, Local governments must develop an Environmental Restoration Plan identifying restoration opportunities. These restoration plans must take into account the priorities of the watershed –wide concerns identified in the WRIA plan and other scientific analysis. The restoration plans include policies and recommended actions with an implementation plan of how environmental goals will be achieved

### Implications for Regional Design

Because these restoration plans translate watershed-wide objectives to the local level and identify feasible projects tied to a regulatory program, they will potentially be very useful in identifying those open space lands and restoration projects to be included in open space planning.

Additionally, because the Shoreline Management Act objectives balance environmental protection with provision of water oriented uses, jurisdictions preparing SMP's will be looking for ways to achieve both appropriate development and ecological restoration. This is an area where design can play a leading part and the sharing of information on this issue will benefit local governments.





## The Nature Conservancy Biodiversity Portfolio

“The Nature Conservancy is a leading international, nonprofit organization dedicated to preserving the diversity on life on Earth. [Its mission is] to preserve the plants, animals and natural communities that represent the diversity of life on Earth by protecting the lands and waters they need to survive.”<sup>6</sup>

The Nature Conservancy, along with agencies and other partners, is developing products throughout the U.S. and internationally called ecoregional assessments that identify priorities for biodiversity protection based on biological values and conservation suitability in the context of large areas called ecoregions. The Nature Conservancy, along with partners such as the Washington Department of Fish and Wildlife, has developed ecoregional assessments that identify the most important places for biodiversity in the Willamette Valley-Puget Trough-Georgia Basin ecoregion with high conservation value and opportunity. Because higher value areas with fewer human impacts tend to be in less populated places and because of the use of a suitability index (see below), most of these areas in the portfolio are non-urban and located near public lands. Within the ecoregion, The Nature Conservancy set goals for the persistence of terrestrial, freshwater, and marine species and natural systems. The result can be summarized in aggregate measures that state the percent of species that have met the prescribed biodiversity goals within portfolio areas in the

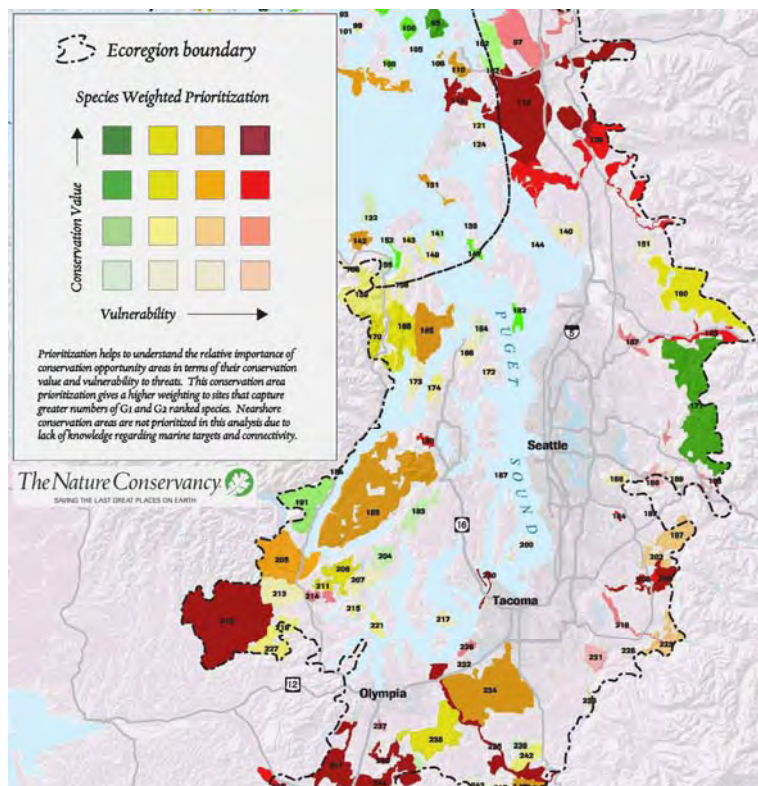


Figure 45: Prioritization of portfolio areas identified near Puget Sound

<sup>6</sup> Retrieved March 11, 2005 from The Nature Conservancy web site: <http://nature.org>.

ecoregion.

In assessing human impacts in the ecoregion, a suitability index was also developed to find not only the most biologically valuable areas, but those most suitable for conservation. Factors for the suitability index included items such as proximity to urban growth boundaries, density of roads, land use, presence of dams, etc.

The completed report is a first approximation of the high priority places for terrestrial and nearshore marine conservation across the ecoregion. Figure 45 shows a prioritization of the portfolio areas that were identified, according to value and threats for the Puget Sound portion of the ecoregion. The table in Figure 46 summarizes terrestrial systems' and species' goal performance for the entire Willamette Valley-Puget Trough-Georgia Basin ecoregion, which includes the Puget Sound area.

Target	Percent Meeting Goal
<b>TERRESTRIAL</b>	<b>15%</b>
Terrestrial Systems	68%
Plant Communities	9%
Terrestrial Species	13%

*Figure 46: Percentage of terrestrial species and systems within the portfolio meeting ecological goals*

### **Current or Proposed Management Efforts**

This problem is being addressed by The Nature Conservancy through land acquisition, easement and landowner incentive programs, working with other organizations and agencies on common conservation priorities, as well as governmental policy work. The Willamette Valley-Puget Trough-Georgia Basin Assessment also recommends management strategies for those involved in conservation planning:

### **Implications for Regional Design**

The Biodiversity Portfolio and associated information will be useful in identifying high priority lands for protection as part of a comprehensive open space plan. The maps themselves present compelling visual images that are useful in public information materials, presentations and consensus building activities. Additionally, the Nature Conservancy has been working on recommendations for urban land and is a great resource for planning and design to protect and enhance the ecology.

## Port of Seattle

The Port of Seattle has restored and provided public access at a number of segments along the Duwamish as part of mitigation for development projects (see Figure 47). While these projects were located where opportunities arose and are scattered along the river, together with Seattle Parks and Recreation projects and the development of a pedestrian and bicycle trail with planned connections to the Mountain-to-Sound and Green River Interurban trails, they provide an example of how individual efforts can be coordinated toward a regionally important recreational amenity and environmentally significant restoration along with industrial development

(see Figure 48).



Figure 47: Port of Seattle Duwamish mitigation projects



Figure 48: A Port of Seattle habitat restoration project



The Port has worked with a number of citizen groups to provide habitat and recreational opportunities as part of the Terminal 5 expansion, seen before and after in Figure 49.

*Figure 49:  
Terminal 5  
Before*



*After*

## Snohomish Estuary Wetland Integration Plan and Implementing Activities

The 1997 SEWIP is a comprehensive strategy for managing the estuary's wetlands while accommodating human activities. Recent implementation activities illustrate how larger comprehensive planning can be translated into local implementation measures and on-the-ground improvements. Based on the SEWIP effort, the City of Everett prepared a shoreline master program and a public access plan around the Everett Peninsula that integrates industrial expansion, environmental restoration, and public access (see Figure 50).



Figure 50: A portion of Everett's Public Access Plan.

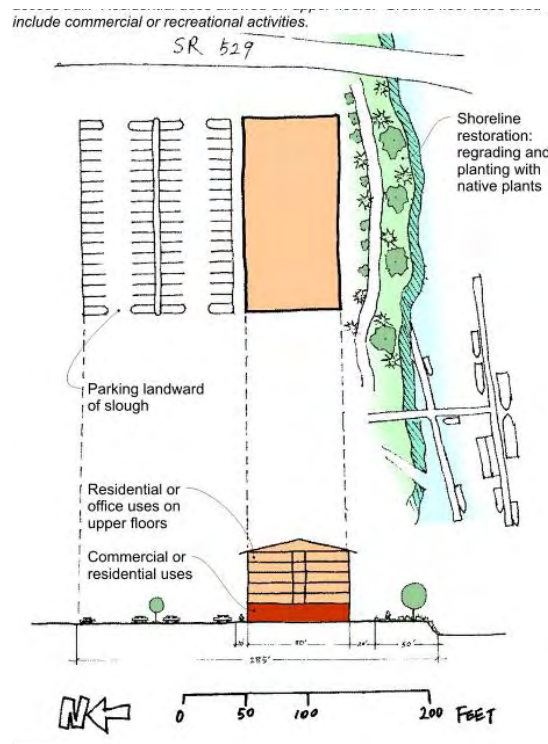


Figure 51: Provisions from Marysville's Shoreline Master Program.

The City of Marysville's vision for a stretch of Ebey's Slough (part of the Snohomish River estuary) calls for retention of an old mill where logs may be rafted, a boat launch and shallow-draft water recreation area, the restoration of a large salt marsh, and mixed-use development, all linked with a trail system (see Figure 51). Consequently, the City's new shoreline master program includes specific regulations allowing mixed-use and residential development if public access and substantial shoreline restoration are provided. This approach represents a significant departure from typical shoreline use regulations generally discouraging residential development. But Washington



Department of Ecology agreed with the City's direction in this case because it will achieve environmental and public access objectives.

In terms of physical restoration improvements, the Snohomish Basin Salmon Recovery Forum, a voluntary coalition of governments, tribes, special purpose districts, and non-governmental organizations, has been awarded \$2.3 million for five projects that will substantially improve the estuary's ecology (See Figure 52).

*Figure 52: Priority habitat restoration projects.*



### Shared Strategy for Puget Sound

The Shared Strategy<sup>7</sup> is a groundbreaking collaborative effort to protect and restore salmon runs across Puget Sound. Shared Strategy engages local citizens, tribes, technical experts and policy makers from all levels of government to build a practical, cost-effective recovery plan endorsed by the people living and working in the watersheds of Puget Sound, the extent of which is depicted in Figure 53. Shared Strategy works with and builds on existing recovery efforts across the Sound in the belief that local stakeholders are in the best position to find lasting solutions for their communities to complex ecological, economic and cultural challenges. National Oceanic and Atmospheric Administration—Fisheries and the U.S. Fish and Wildlife Service, the federal agencies responsible for implementing the Endangered Species Act, have endorsed the Shared Strategy and are active participants.

The primary objective of the Shared Strategy is to recover and maintain an abundance of naturally spawning salmon at self-sustaining, harvestable levels.

The ultimate outcome will be recovery of the listed species and improved conditions for the entire ecosystem. They are in the fourth step of a five-step process that began in 2001. The 5-Step Shared Strategy is summarized below:

- Identify what should be in a recovery plan and assess how current efforts can support the plan.
- Set recovery targets and ranges for each watershed.
- Identify actions needed at the watershed level to meet targets.
- Build regional consensus to develop strategies and commitments on cross-watershed issues.
- Finalize and submit the plan and prepare for successful implementation.



Figure 53: Shared Strategy's map of the Puget Sound Watershed

<sup>7</sup> This information was compiled from the Shared Strategy for Puget Sound website: <http://www.sharedsalmonstrategy.org/index.htm>.



As the next significant milestone, local and regional Shared Strategy members are planning to deliver the 14 watershed chapters, a nearshore chapter and regional (cross-watershed) plan elements as a single, comprehensive plan to the National Oceanic and Atmospheric Administration—Fisheries and the U.S. Fish and Wildlife Service on June 30, 2005.

### **Developing a Recovery Plan for Puget Sound Salmon**

The June 2005 plan is a significant step in managing regional salmon recovery. Early indications are that recovery is possible and the region has already started down the path toward achieving it. It appears that the individual watersheds are:

- Identifying the causes of decline and threats to salmon and the needed actions to address them.
- Developing a focused 10-year plan within a long-term recovery context.
- Prioritizing the most important projects to make a difference in the next ten years.
- Linking major actions to improvements for fish.

With the Watershed Resource Inventory Area components, nearshore, and regional (cross-watershed) plan elements, the June 2005 plan identifies the goals, strategies and actions needed to achieve salmon recovery. It will emphasize the key decisions that have been made at this time and where we have the greatest certainty and priority for action. By the end of the year, the final plan will also include implementation commitments for many of the key actions needed to start the region on a recovery path in the next ten years. The plan will clearly identify decisions still underway and the game plan to address issues that are on a longer time frame.

### **Implications for Regional Design**

The shared strategy can provide very useful guidance in identifying open spaces and restoration activities that would benefit aquatic ecosystems.



# Puget Sound Regional Design Team:

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July 26, 2006      August 10, 2006      September 15, 2006      March 2 2007

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