



Appendix II-A: Summary of the Public Comment Period on the draft VISION 2040 and Supplemental Draft Environmental Impact Statement

This appendix summarizes the results of the public review and comment period on the draft VISION 2040 and the Supplemental Draft Environmental Impact Statement. It describes the Regional Council's outreach activities, the public comments received and the decisions of the Growth Management Policy Board on how the draft VISION was to be edited based on the comments.

CONTENTS OF APPENDIX

The following material is contained in this appendix:

- **Summary of outreach activities:** Regional Council staff presented the draft VISION 2040 and the findings of the Supplemental Draft Environmental Impact Statement to the majority of jurisdictions in the region, as well as to a variety of interest groups. This included more than seventy outreach presentations to city and county councils, agencies, and organizations (*See section A*).
- **Comment letters received:** A broad cross-section of jurisdictions and interest groups submitted comment letters. There were 175 letters submitted, and they contained 1,932 discrete comments. Comments were received from stakeholders in each of the region's counties, with members of the public submitting the largest amount (*See section B*).
- **Summary of comments:** Comments were provided on a wide variety of topics, with comments on every section of the draft VISION 2040. The topics receiving the largest number of comments were the Development Patterns policies and the Transportation policies. Commenters requested edits to every section of the draft VISION 2040 (*See section C*).
- **Edits based on public comment:** Between September and November 2007, the Growth Management Policy Board reviewed the requested edits and developed a list of potential edits. After holding public hearings on these potential edits, the Board approved a set of edits -- these are shown separately for each section of the draft VISION 2040 (*Also, see section C*).

During the final stages of the VISION 2040 process, written public comment was the primary tool being used by the Puget Sound Regional Council's boards and committee as they work to finalize the VISION. The prominence of the written public comments is based on the agreement by the Growth Management Policy Board in June 2007 that all substantive edits to the draft VISION 2040 must be in response to written public comment.



To facilitate the review of public comment by the Regional Council's boards and other interested parties, all of the comment letters were numbered and placed in binders for public review. 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. Also, electronically scanned versions of all of the submittals were posted on the Regional Council's website.

A. Summary of Outreach Activities

The public comment period began July 16, 2007 and ended September 7, 2007. The comment period exceeded the public comment period requirement of 30 days under Washington's State Environmental Policy Act (SEPA), Revised Code of Washington 43.21C, and the adopted procedures for Supplemental Environmental Impact Statement preparation under Washington Administrative Code 197-11-620.

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 draft VISION 2040 and the findings in the Supplemental Draft Environmental Impact Statement.

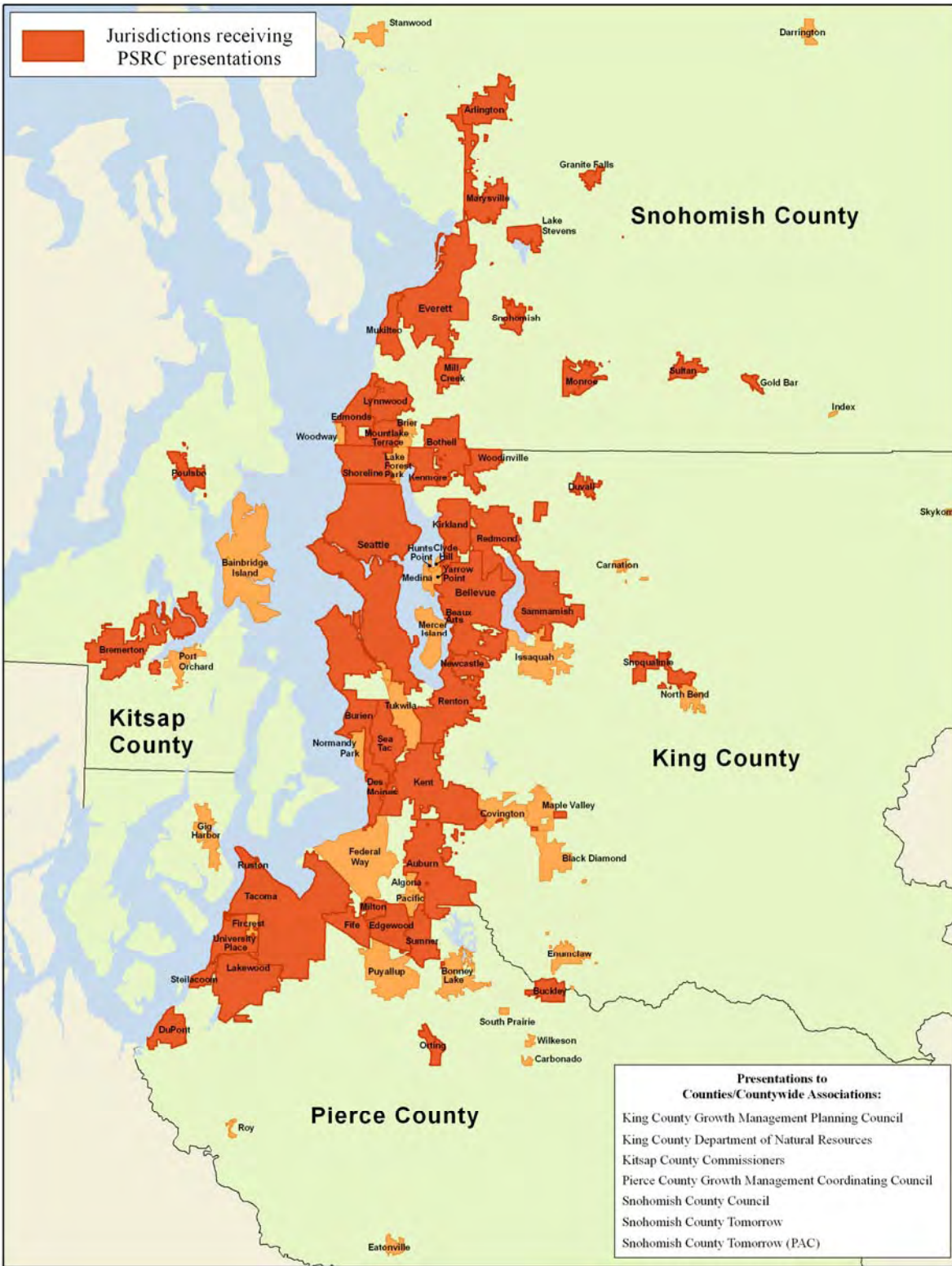
Prior to and during the public comment period, Regional Council staff made significant efforts to reach out to local jurisdictions, inter-jurisdictional planning organizations, community groups, and others. Some of the major outreach efforts were as follows:

- Prior to the release of the draft VISION 2040 document and Supplemental Draft Environmental Impact Statement, Regional Council staff conducted a Pre-Release comment period which extended from April to July 2007. The pre-comment period was focused on the draft VISION 2040 and the Preferred Growth Alternative, and Regional Council staff made presentations to interested parties.
- In July 2007, the Regional Council released the documents. More than 1,100 copies of the documents were released via compact disc, and were mailed to stakeholders throughout the region, including all the stakeholders that had submitted comments during the public comment period on the Draft Environmental Impact Statement. Hard copies of the documents (as well as their technical appendices) were distributed to major libraries. The documents were also made available through the Regional Council's website.
- As a companion to the documents, a special edition of the Regional View newsletter was produced that featured a detailed overview of the draft VISION 2040, and more than 14,000 copies were distributed.
- The Regional Council held an all-day public open house event, which included an in-depth review of both the draft VISION 2040 and the Supplemental Draft Environmental Impact Statement. This included presentation by Regional Council staff, and table group discussions. Also, Regional Council staff held open houses in each of the four counties.
- The Regional Council produced a video narrated by the chair of the Growth Management Policy Board, Tacoma City Councilmember Mike Lonergan, which explained both documents. This video was mailed to all of the cities and counties in the region, and was made available on the Regional Council's website.
- Regional Council staff made more than seventy outreach presentations to city and county councils, agencies, and organizations.

The following two figures provide an illustration of the outreach efforts. Figure 1 provides an illustration of the geographic breadth of the outreach effort to jurisdictions. Figure 2 contains the complete list of outreach presentations.



Figure 1: PSRC Outreach to Jurisdictions



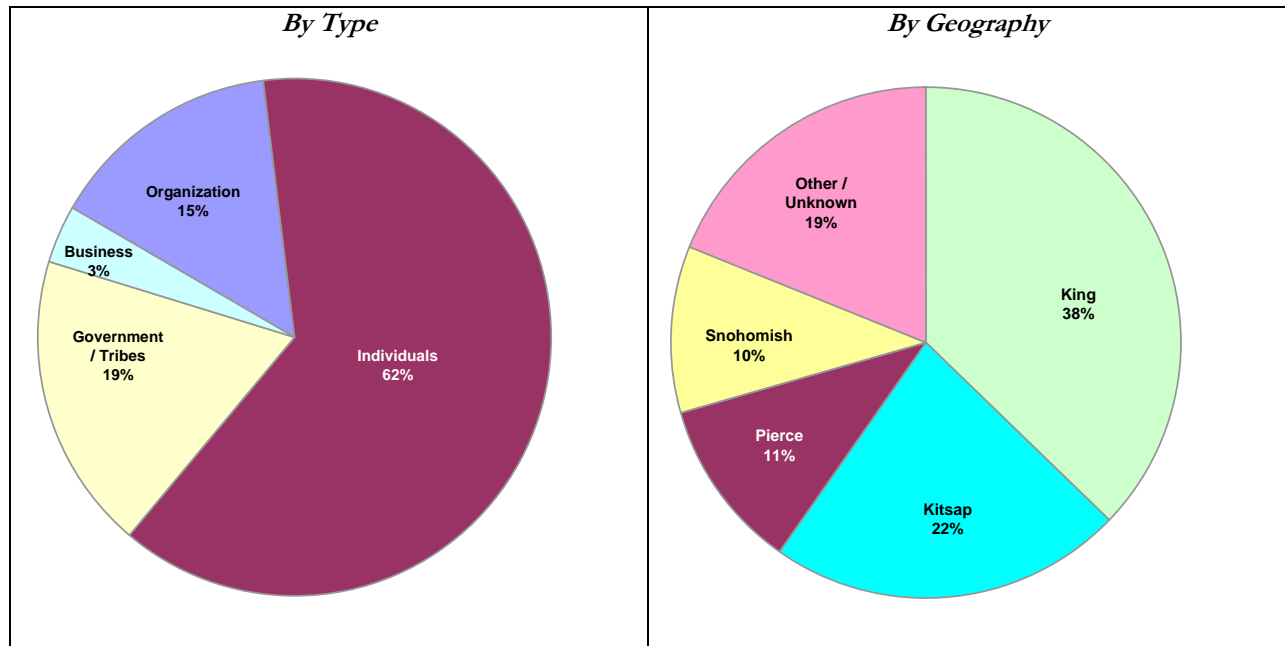
**Figure 2: Complete List of PSRC Outreach Presentations
March - September 2007**

<p><u>Counties/Government Organizations (11)</u></p> <ul style="list-style-type: none"> • King County Growth Management Planning Council • King County Department of Natural Resources (2 times) • Kitsap County Commissioners • Pierce County Growth Management Coordinating Committee • Puget Sound Clean Air Agency Workshop (4 times) • Snohomish County Council • Snohomish County Tomorrow • Snohomish County Tomorrow - Planning Advisory Committee <p><u>Community Organizations (13)</u></p> <ul style="list-style-type: none"> • Ballard Rotary Club • Community Transit • Environmental Protection Agency • Futurewise • Global Connections High School • Housing Strategy Group • International Regions Benchmarking Symposium • King County Planning Directors • League of Women Voters of Washington • Municipal League of King County • Sierra Club • Snohomish County Council on Aging • Tacoma Chamber of Commerce <p><u>PSRC VISION 2040 Events (6)</u></p> <ul style="list-style-type: none"> • July Board Coordination Meeting • August 1 Public Event - Seattle • Kitsap Open House - Bremerton • Snohomish Open House - Marysville • King County Open House - Bellevue • Pierce 2040 Open House – Tacoma <p><u>City Governments (36)</u></p> <p><i>King</i></p> <ul style="list-style-type: none"> • Auburn • Bellevue • Burien • Des Moines • Duvall • Kenmore • Kent • Kirkland 	<p><u>City Governments - continued</u></p> <p><i>King</i></p> <ul style="list-style-type: none"> • Newcastle • Redmond • Renton • Sammamish • SeaTac • Seattle (2) • Shoreline • Snoqualmie • Woodinville <p><i>Kitsap</i></p> <ul style="list-style-type: none"> • Bremerton • Poulsbo <p><i>Pierce</i></p> <ul style="list-style-type: none"> • Orting • Steilacoom • Sumner • Tacoma • University Place <p><i>Snohomish</i></p> <ul style="list-style-type: none"> • Arlington • Bothell • Edmonds • Everett • Lake Stevens • Lynnwood • Marysville • Mill Creek • Monroe (included Gold Bar, Sultan, Snohomish, Granite Falls, Duvall) • Mountlake Terrace • Mukilteo <p><u>City Government Associations (2)</u></p> <ul style="list-style-type: none"> • Pierce County Cities & Towns Association (Auburn, Buckley, Dupont, Edgewood, Fife, Lakewood, Milton, Orting, Steilacoom, Sumner, Tacoma) • Snohomish County Cities & Towns Association (Edmonds, Gold Bar, Mountlake Terrace, Lynnwood, Mukilteo, Arlington, Lake Stevens, Marysville, Monroe, Sultan, Snohomish County)
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B. Comment Letters Received

A total of 175 letters, emails, or faxes were received. The number of commenters is approximately double the amount submitted during the comment period on the Draft Environmental Impact Statement. Comments were submitted from a wide range of stakeholders and geographic locations.

Figure 3: Breakdown of Commenters



- **Type of Commenter:** The majority of comments were received from individuals, with many being new to the project. Government officials submitted second largest number of comments. A more limited set of comments were received from businesses and tribes. Interestingly, during the first comment period (May-July 2006), government officials and organizations submitted the highest number of comments, with much fewer from individuals.
- **Commenters by Geography:** Comments were submitted from stakeholders in all four central Puget Sound counties, with the majority arriving from King and Kitsap. Comments from organizations representing region-wide interests, interests from outside the region, and from anonymous submittals are included as part of "other/unknown" in the *by Geography* pie chart.

Figure 4 on the following page shows the complete list of commenters by stakeholder type.

Figure 4: Complete List of Commenters

<p><u>Federal Government (1)</u></p> <ul style="list-style-type: none"> • U.S. Environmental Protection Agency, Region X* <p><u>State Government (1)</u></p> <ul style="list-style-type: none"> • Washington State Department of Fish and Wildlife* <p><u>Regional Government/Agency (10)</u></p> <ul style="list-style-type: none"> • Community Transit • Pierce Transit • Port of Seattle* • Puget Sound Clean Air Agency* • PSRC Regional Staff Committee • Snohomish County Tomorrow* • Soos Creek Water & Sewer District* • Thurston Regional Planning Council* • King County Water District #111* • Kitsap Economic Development Alliance <p><u>County Government (6)</u></p> <ul style="list-style-type: none"> • King County Executive Office* • Kitsap Co. Department of Community Development • Pierce County Community Action Programs • Pierce County Planning and Land Services* • Snohomish County, Office of the Executive* • Snohomish County Planning and Development* <p><u>City Government (14) (by county)</u></p> <p><i>King</i></p> <ul style="list-style-type: none"> • City of Auburn* • City of Bellevue* • City of Des Moines* • City of Issaquah* • City of Renton • City of Seattle* <p><i>Kitsap</i></p> <ul style="list-style-type: none"> • City of Poulsbo <p><i>Pierce</i></p> <ul style="list-style-type: none"> • City of Lakewood* • City of Sumner* • City of Tacoma* • City of University Place* <p><i>Snohomish</i></p> <ul style="list-style-type: none"> • City of Bothell • City of Everett* • City of Lake Stevens* 	<p><u>Business (4)</u></p> <ul style="list-style-type: none"> • Barclays North, Inc • Global Telematics • Kemper Development Company • Public-Private Development Solutions <p><u>Organizations (29)</u></p> <ul style="list-style-type: none"> • 7-Lakes (2) • AARP Washington • American Farmland Trust • Black Hills Audubon Society • Cascade Bicycle Club* • Economic Development Board for Tacoma-Pierce County • Economic Development of Snohomish County • enterpriseSeattle • Everett Chamber of Commerce • Futurewise* • Green Voices Bainbridge island • Kitsap Alliance of Property Owners (2) • Kitsap Economic Development Alliance • League of Women Voters of Washington* • Master Builders Association • Municipal League of King County • Partnership for Rural King County • Prosperity Partnership Cultural Task Force • Prosperity Partnership Regional Housing Strategy Working Group • Puget Partners • Regional Design Team* • Sierra Club • Tacoma-Pierce County Chamber • The Cascade Agenda* • Transportation Choices Coalition* • Washington Realtors (2) <p><u>Tribes (1)</u></p> <ul style="list-style-type: none"> • Snoqualmie Tribe <p><u>Individuals (110)</u></p> <ul style="list-style-type: none"> • Note: 9 of the 110 comments were submitted by individuals that had submitted in the previous comment period.
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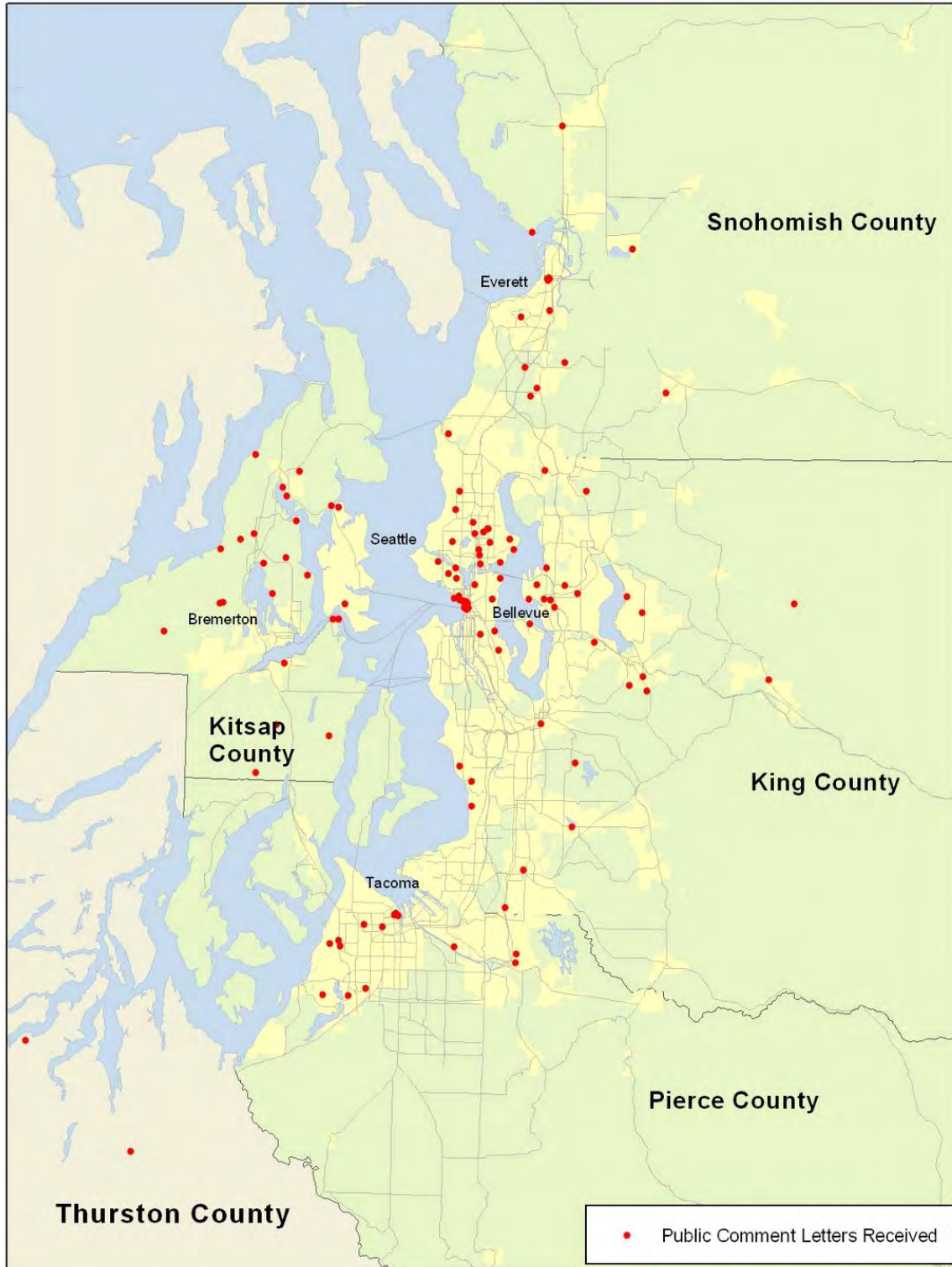
Note: the asterisk (*) denotes commenters that also submitted during the first comment period.

The majority (23 of 32) of the government/agency/tribe comments were submitted by those that had submitted in the previous comment period, with the converse true for both the businesses and organizations (6 of 33) and individuals (9 of 110) that submitted comments.



Figure 5 illustrates the geographic breadth of the locations from which commenters submitted.

Figure 5: Geo-Coded Location of Commenters



Note: Of the 175 submittals, the map shows 125 distinct points. This includes 117 distinct addresses, as well as 8 points placed in the geographic center of the zip code polygon when the mailing address was incomplete. The remainder (50) did not include addresses and so are not shown on the map.



C. Summary of Comments and Edits

i. Quantitative Assessment of Comments

In total, there were 175 submittals containing 1,932 discrete comments. Of these, about 94 percent of the comments were made on the draft VISION 2040 document, 2 percent on the Supplemental Draft Environmental Impact Statement, and 4 percent on other topics.

Comments were submitted on nearly every section of the draft VISION 2040 document. The majority of the comments (about 1,060) were general comments that did not request an edit (i.e., comment only). Of the comments requesting an edit, about 300 were non-substantive or corrections of errors, and about 500 were substantive.

The following three figures quantify the number of comments, categorized using the sections in the draft VISION 2040.

- Figure 6 summarizes how many comments were submitted on each section and other comment topic areas as well.
- Figure 7 further separates the number of comments, counting them by type of commenter, for the different sections/topic areas.
- Figure 8 also separates by commenter type, but shows the percentage of comments, by commenter type, for the different sections/topic areas.

Figure 6: Comments by Section/Topic Area

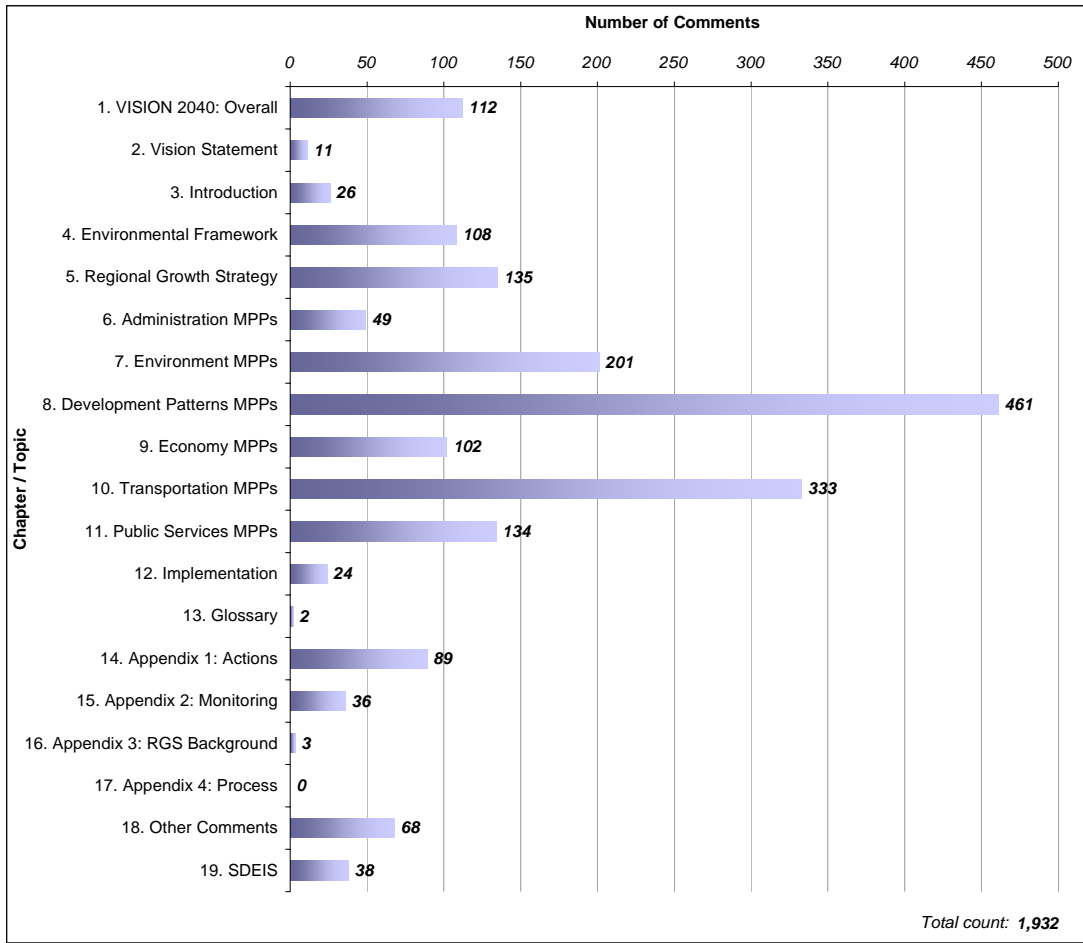


Figure 6 shows that the number comments are largest in the Development Patterns and Transportation policies. Following that, comments are highest in Environment policies, the Regional Growth Strategy, and the Public Services policies. Combined, the policy sections received over two-thirds of the comments.



Figure 7: Number of Comments by Commenter Type, by Section/Topic Area

Chapter/Topic	Commenter Type				Total - All Types
	Business	Govt./Tribes	Organizations	Individuals	
1. VISION 2040: Overall	3	21	39	49	112
2. Vision Statement	1	3	6	1	11
3. Introduction		4	19	3	26
4. Environmental Framework	4	27	64	13	108
5. Regional Growth Strategy	5	58	47	25	135
6. Administration MPPs		17	31	1	49
7. Environment MPPs	4	58	115	24	201
8. Development Patterns MPPs	2	107	289	63	461
9. Economy MPPs		8	89	5	102
10. Transportation MPPs	7	91	168	67	333
11. Public Services MPPs	2	31	94	7	134
12. Implementation	0	7	7	10	24
13. Glossary			2		2
14. Appendix 1: Actions	1	18	54	16	89
15. Appendix 2: Monitoring		5	28	3	36
16. Appendix 3: RGS Background		2	1		3
17. Appendix 4: Process					
18. Other Comments	1	2	6	59	68
19. SDEIS	7	13	6	12	38
Totals:	37	472	1065	358	1,932

Figure 7 shows that organizations provided the largest share of discrete comments (more than half of the total number), even though they submitted only about 15 percent of the letters. This is followed by governments and individuals.



Figure 8: Percentage of Comments by Commenter Type, by Section/Topic Area

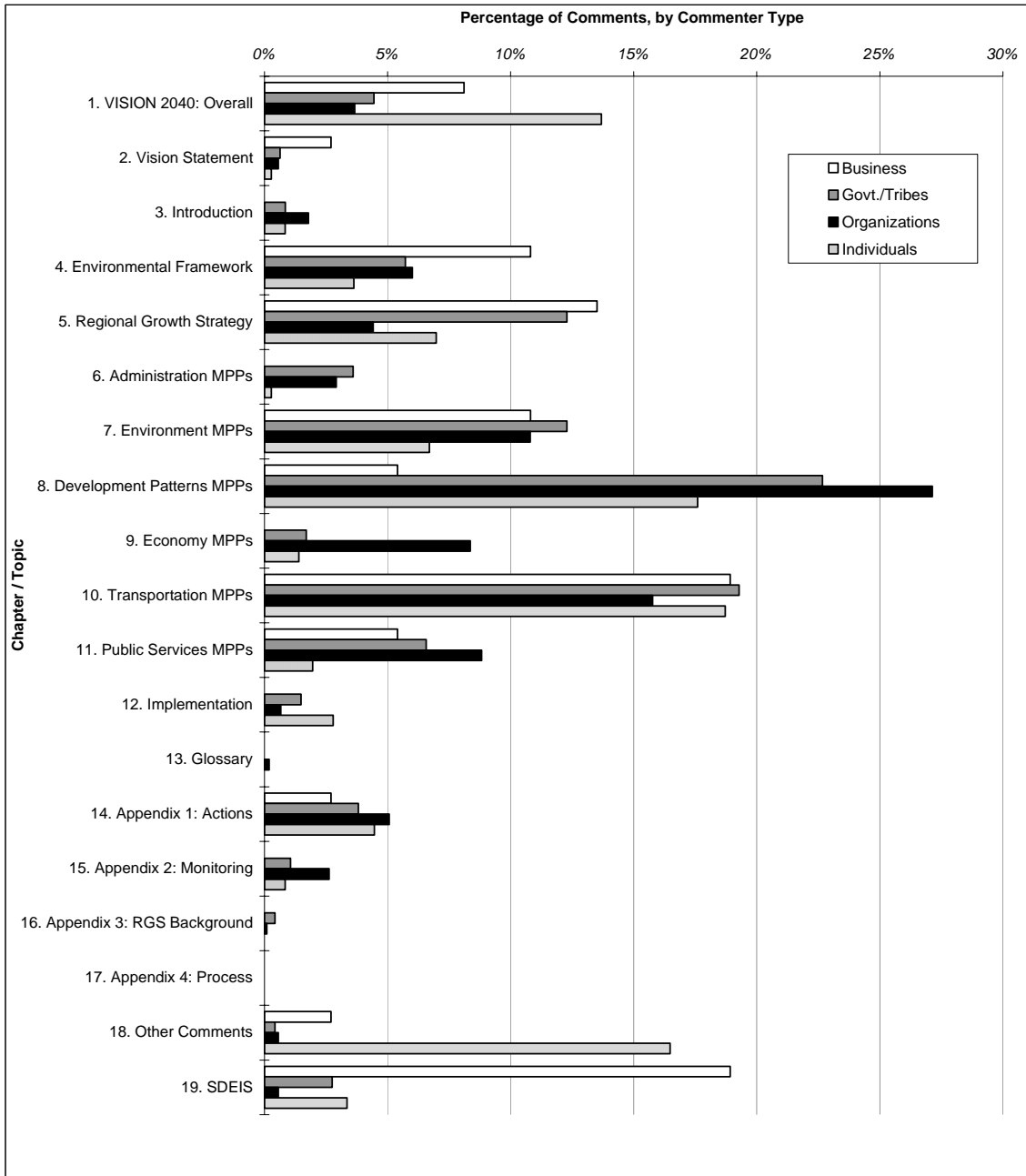


Figure 8 shows that all commenter types demonstrated a high level of interest in both the Development Patterns policies and the Transportation policies. Interestingly, comments from government agencies, organizations, and individuals follow similar patterns in terms of areas of interest.



ii. Key Themes and Approved Edits

Within the 1,932 comments, about 43 percent (or about 800) requested either a specific or general edit. Of the requested edits, over 97 percent were to the draft VISION 2040 document, with the remainder to the Supplemental Draft Environmental Impact Statement.

The assessment below follows the sections of the draft VISION 2040 document. For each section, key themes in the comments and requested edits are described in summary form. Following each summary is a box showing the decision of the Growth Management Policy Board on how the draft VISION was to be edited based on public comment.

1. VISION 2040 - Overall Comments

There were 112 comments on the overall draft VISION 2040 document, with 5 general edits requested. The primary commenters were organizations and governments, although individuals gave a high percentage of comments in this topic area. Comments fell into three major areas: comments on the document overall, comments on the process, and general requests regarding both the document and process in the final phase of work.

The majority of the comments on the document were positive. These commenters supported focusing growth into cities and urban areas, balancing the location of jobs and housing, retaining the centers concept, and using an integrated policy approach. Also, these commenters supported the concepts of sustainability and environmental protection, and preservation of natural resource areas and rural areas. Many comments asked for the document to be strengthened in the areas of implementation and accountability, and to be bolder on issues such as greenhouse gas emissions, energy use, and sustainability. At the same time, some cautioned about supporting flexibility at the local level for actions that help implement VISION 2040.

There were critical comments as well, focusing on a few issues and were more general in nature. These comments included the opinion that the VISION is inconsistent with the requirements of Growth Management Act, and concerns that the document was perceived to lack objectivity and had too much of an environmental tone. Some of the requested changes were to seek better transportation performance, to allow the market to lead decisions on growth, and to support private property rights.

Regarding the process, there were again both positive and critical comments. Comments addressed the amount of outreach and opportunities for public input. There were requests for continued outreach to the public, use of clear and simple language, creation of a post-adoption video, and the provision of guidance to local governments on how they can incorporate social equity and environmental justice into local planning.

Summary of edits:

- To emphasize implementation, bring the Actions and Measures appendices into the main document to accompany the policies.
- Include additional discussion of "sustainability" in all sections of the document.
- Make technical corrections to maps, tables, and graphics.
- Where policies have been updated, revise the narrative to reflect the updates.
- Without compromising readability, add definitions for additional terms used in the document.

2. Vision Statement

This section received 6 comments, with 5 edits requested. Comments were submitted from most of the types of stakeholders. Comments on this section were generally positive, supporting the theme of integrating land use, transportation, the environment, and the economy, and for including the concept of sustainability.

Some of the comments requested that the document "paint a picture" that describes the region in 2040, and that public health and climate change be added to the VISION Statement. Few commenters requested more explicit definitions for many of the terms used in the VISION statement.



Summary of edits:

- Revise the VISION statement to reference public health and climate change.
- Cite all 6 Overarching Goals, following the VISION Statement.

3. Introduction

This section received 26 comments, with 11 edits requested. The primary commenters on this section were organizations. Comments on this section primarily revolved around requests for more detail and information regarding the Regional Council and its mandates and areas of responsibility, more contextual information, and more clarity regarding how the VISION is to be used.

Summary of edits:

- Add an explanation for the tagline "People-Prosperity-Planet," although this is shown on the inside of the front cover, not the Introduction.
- Provide more contextual information, regarding demographics, growth trends, and the role of VISION 2040 in growth management and planning.

4. Environmental Framework

This section received 108 comments, with 44 edits requested. The primary commenters on this section were organizations and governments. Comments were primarily supportive, but asked for some specific changes.

Commenters expressing support indicated that including the Environmental Framework was a major improvement over the 1995 VISION, that they liked the sequence of the Framework, and that they supported the use of the illustrative ecosystem drawings. There were a number of comments suggesting that the theme of sustainability should be stronger, with requests to use the term sustainability in the title. Comments asked for greater differentiation between the Framework and the narrative in the Environmental policies section, for stronger statements regarding climate change, and for more discussion of public health, outdoor recreation, and citizen participation in stewardship activities.

Comments expressing concerns also requested more explicit definitions for the terms being used, and better citations for the content in this section (and the mandates for some of the specific components such as climate change and ecosystem restoration activities). There were also some comments questioning the scientific basis of climate change or the effectiveness of current environmental planning practices.

Summary of edits :

- Revise this section to make sustainability a central theme, and add the term to the section title.
- In the text, strengthen the discussion of "past practices that have affected the environment" and focus on what lessons can be learned.
- Add text and cross-references to create a better connection between the Framework and other sections of the VISION.

5. Regional Growth Strategy

This section received 135 comments, with 48 edits requested. The primary commenters on this section were governments and organizations, however, there was also a sizable number from individuals.



About two-thirds of the comments were general, relating to the entire section. These included the need for additional resources at the local, county and regional levels to enable cities to provide services to these levels of growth, concerns that many cities are already struggling to accommodate current growth targets let alone future growth, and comments about how various parts of the strategy go beyond the requirements of Growth Management Act. There were comments expressing support for continuing to focus on regional growth and manufacturing industrial centers.

About one-third of the comments on this section were specific. Some key issues and requests include the need for a more ambitious growth strategy to produce better air quality, greenhouse gas reductions, and better transportation performance. Also, commenters noted the need for stronger links between funding priorities and population allocations, particularly for regional-scale infrastructure such as high-capacity transit.

There were also some questions about how growth in neighboring counties (such as Thurston, Kittitas, Skagit and Island) affects growth in our region, and about how the regional growth strategy relates to existing and future city-level growth targets.

There were several specific comments on the regional geographies, including requests for changes to the population and employment figures to reduce growth in the unincorporated urban and rural areas, and to create an improved jobs/housing balance by distributing more jobs to Pierce County and Snohomish County. Also, comments posed questions regarding the regional geography classifications and distributions for specific cities, including Bainbridge Island, Bothell, Des Moines, Lake Stevens, and University Place.

Finally, a few additional comments were made - ensuring that private property rights are respected, addressing rural-area vested lots that pre-date the Growth Management Act, and using urban design strategies to help growth fit into existing built and natural environments.

Summary of edits:

- Revise the jobs and housing balance bullet to discuss the need for incentives and investments.
- Add narrative that describes the relationship between regional and countywide centers and the regional geographies.
- Discuss in the narrative how the numbers in the Regional Growth Strategy - at the regional, county, and regional geography levels - will be used in future countywide growth targets activities.
- Provide additional discussion regarding key issues for different regional geographies, such as:
 - Annexation of unincorporated urban areas.
 - Character and design in rural areas.
 - Critical areas

6. Multicounty Planning Policies - Overview and Administrative Policies

There were 49 comments on the introduction to the multicounty planning policies section and on the administrative policies, with 25 edits requested. The primary commenters were organizations and governments.

The comments on the policies as a whole included support for the integrated approach to the policy topic areas, support for including the environment in each of the sections, and a request to recognize that many aspects of planning are best accomplished at the local level. In these comments, some requested changes included more fully describing the role of multicounty planning policies in growth management planning, speaking to the importance of private property rights as a Growth Management Act goal, and including public health and climate change more fully into each of the policy sections.



Summary of edits:

- Discuss the complementary roles of multicounty, countywide, and comprehensive plan policies. Recognize the importance of the planning done at local level.
- Include the sidebar on "Analysis of Fiscal Impact" from VISION 2020.
- Expand the discussion about the relationship among goals, policies, actions and measures.

Comments on the two administrative policies were fewer, and included support for having these policies as well as a request to add a policy requiring updates to the VISION every 5 years to address changing conditions and keep the document relevant.

Summary of edits: General

- Re-title the Administrative Policies to General Policies to further distinguish them from the discussion of the Policy Approach and Policy Framework.
- Move the fiscal policies from Public Services section to this section. Broaden the narrative to cover the need for additional resources for all types of infrastructure, services, and programs for cities accommodating growth.

7. Environment Policies

This section of multicounty policies received 201 comments, with 89 edits requested. The primary commenters were organizations and governments. Comments on the environmental section were given on each of the topic areas – stewardship, earth, water, air, and climate change. Just under half of the comments requested changes and, of these, about two thirds were substantive changes.

General comments on the section included requests to better link provisions for species protection with green space planning, add provisions to address reducing toxic chemicals and pesticide/fertilizer use, and to add clearer goals/actions to protect restore the environment.

Comments on the Environmental Stewardship subsection included removing the reference to mitigation banking, strengthening provisions on adaptive management, strengthening discussions and policies related to environmentally sensitive development practices such as green building and low impact development, and adding provisions regarding environmental "fairness."

Comments on the Earth and Habitat subsection included better linking species protection and green space planning, discussing the importance of open space to mitigate density, narrowing the focus of wildlife corridor to outside the urban growth area, and addressing the threat of invasive species to native ecosystems.

Comments on the Water subsection included more prominently addressing Puget Sound clean-up and the Puget Sound Partnership, looking at market-based approaches, more prominently addressing water quantity concerns, and revising the narrative to discuss shoreline and port-related issues.

Comments on the Air Quality subsection included clarifying terms, adding public health and climate change to the narrative, and expanding the discussion of the relationship between land use, centers, and air quality.

There were a very large number of comments on the Climate Change narrative and policies. These included requests to commit to greenhouse gas emissions reduction goals, add carbon budgeting, make climate change more prominent in the environmental section, and to help make climate change a part of local plans.



Summary of edits:

- Rewrite the introductory text to the Environmental policies section to make it distinct from the Environmental Framework.
- In the narrative, expand the discussion of water issues to address quality and quantity; cross reference with the policies in the Public Services section.
- In the narrative and sidebars, revise discussions of the Puget Sound Partnership; expand the discussion of Watershed Resource Inventory Areas actions.
- More fully address climate change, including adding a policy committing the region to comply with the state initiatives (i.e., SB 6001) on this topic.

8. Development Patterns Policies

This section of multicounty policies, which is the longest section in VISION 2040, received the largest number of comments (461), with 229 edits requested. All stakeholder types provided more than 15 percent of their total number of comments on this section, and three provided more than 20 percent.

Comments on the development patterns policies were given on each of the subsections - Land Use, Housing, and Elements of Orderly Development. Just under half of the comments requested changes and, of these, about two-thirds were substantive changes.

Regarding the subsection titled *Land Use*, comments were given on natural resource, urban, and rural lands. Comments addressing resource lands included requests to provide more detail on low-density development on resource lands and to have separate policies for mineral lands. There were both questions and support regarding the policies and provisions relating to residential and employment growth targets.

A number of comments asked for further clarification of how centers are addressed, including more explicit language on prioritizing funding to centers. Several comments discussed a preference for annexation of unincorporated urban areas and requests to further clarify limit urban type development in rural areas.

There were also a number of comments on the policies that address fully contained communities. Some commenters supported the policies, others proposed strengthening them, while others proposed weakening or deleting them altogether.

Summary of edits:

Development Patterns - Land Use

- Add a policy related to maximizing the efficient use of urban land.
- Add policy language to encourage development and infrastructure in rural areas to be rural in character, rather than urban.
- Strengthen the narrative regarding the economic and environmental importance of resource-based industries in rural and natural resource areas.
- Rework the narrative, summary table, and policies related to Centers.
 - Expand the discussion of different types of centers' character, roles, types, and criteria.
 - Clarify how different types of centers are to be prioritized for funding.
- Strengthen the narrative to discuss the benefits of the land use/transportation connection, discussing transit oriented development, reduction in greenhouse gases, protecting habitat and streams, etc.

The Housing provisions were made into a stand-alone section in the multicounty planning policies chapter. In this new *Housing* section, about half of the comments were more general in nature. On the whole, these general comments expressed support for stronger housing policies and provisions (especially related to housing affordability), and for a strong focus on implementation. At the same time, there were comments expressing concerns about density, about consistency with Growth Management Act goals and requirements.

Comments that were more specific focused on the need for clearly defined actions and implementation steps, encouraging jurisdictions to adopt fair share affordable housing targets, and more directly linking infrastructure and services to supporting housing, especially affordable housing. There were also a number of comments supporting the concepts of promoting best practices, model ordinances, and encouraging jurisdictions to look at innovative tools such as a streamlined regulations and more flexible, form-based codes.

Summary of edits:

Development Patterns - Housing

- Separate the housing narrative and policies into their own section.
- Revise housing affordability narrative and policies to address middle-income and workforce housing.
- Add a policy that describes innovative housing techniques.
- Describe some of the initiatives in the region for housing.
- Add provisions about universal design.

In the *Orderly Development* subsection, there were recommendations for renaming the title to include "design" or "sustainable communities." Many comments support the provisions addressing health and the built environment, while some called for strengthening that set of policies.

A number of commenters addressed the policies relating to innovative techniques, especially the provisions related to transfer of development rights, noting the upcoming effort to create a regional program. There was a proposal to add a



policy to address incompatible land uses adjacent to industrial areas. The comments on the design-related policies were primarily positive; again there were suggestions for how to strengthen them.

Summary of edits:

Development Patterns - Orderly Development

- Add term "design" to section title. Clarify that design provisions apply to both urban and rural areas.
- Add a policy that describes innovative techniques that promotes commercial and residential development in centers.
- Supplement the Transfer of Development Rights policy to address 2007 state legislation.

9. Economy Policies

This section of multicounty policies received 102 comments, with 25 edits requested. The primary commenters on this section were organizations. The majority of the comments were supportive, and included requests to make certain provisions stronger. Some areas of concern were also raised.

Comments expressed support for the diversity of issues now addressed in the section, and the approach that recognizes the importance of business, people, and places. There was also support for creating great places, and for recognizing the role of environmental quality in economic development. There were also requests to more fully discuss manufacturing/industrial areas and freight, and to include stronger approaches for protecting industrial lands.

Some comments requested the addition of policies that commit local governments to support cultural opportunities, minimize impacts of government on business, and to support economic development strategies that implement local and regional visions. There were also requests for new actions, including ones to amend tax codes to prevent displacement of long-time and lower-income residents and to create better local markets for local products by encouraging jurisdictions to buy local.

A few comments raised concerns that the policies go beyond the requirements of Growth Management Act, general opposition to a government role in economic development (i.e., do not interfere with the market), and opposition to including issues such as the environment, conservation, greenhouse gases, industry clusters, and incentives in the section.

Summary of edits:

- Revise policy related to environmental and social responsibility to include the public and private sectors.
- Revise policy related to housing to address access to employment centers.
- Add a policy related to supporting arts and cultural institutions.
- Add a policy related to jobs-housing balance.

10. Transportation Policies

This section of multicounty policies received 333 comments, with 158 edits requested. All stakeholder types provided more than 15 percent of their total number of comments on this section. About half of the comments on this section were of a general nature, and half were more specific and substantive.

Comments related to the entire section noted that transportation investments will require significant resources and wondered where the funds would come from. These comments stated that the VISION 2040 policies and the ensuing *Destination 2030* update cannot promote business as usual when it comes to transportation planning and investing in



transportation. In these comments, some of the requested changes asked to make environmental issues – particularly climate change impacts from transportation – more prominent, and for more innovation in the transportation policies.

More specific comments made up about half of the comments on this section, and included requests for better linkages between public health and transportation, supporting investments in non-motorized travel, and setting goals for transit and non-motorized mode shares and vehicle miles traveled reduction. Some of the requests were for more explicit facility pricing policies, policies to encourage or reward shorter commutes, and prioritizing maintenance and operation of roadways over the development of new facilities.

Similar to other sections, there were general concerns whether the policies go beyond the requirements of Growth Management Act.

Summary of edits:

- Address many requests through expanded narrative sections, sidebars, explanatory materials. Divide some existing policies that address multiple issues.
- Strengthen the introduction to emphasize a sustainable transportation system for the future, which is cleaner and better for public health.
- Add narrative addressing climate change and greenhouse gas reductions.
- Emphasize in narrative that Federal and State direction make maintenance, preservation, safety, and optimization of existing transportation infrastructure and services a high priority. Revise the related goal to recognize this priority.
- Expand the narrative to emphasize incentives and other tools to reduce reliance on driving alone. Add a policy to increase the proportion of trips made by non-SOV modes.
- Address specific modal concerns such as freight corridors, economic gateway facilities including ports, and preservation of high-capacity transit right-of-way.
- Revise policies and narrative to provide a stronger emphasis on pricing (including user fees and tolling), as tools to help finance a clean and healthier transportation system.

11. Public Services Policies

This section of multicounty policies received 134 comments, with 46 edits requested. The primary commenters on this section were organizations and governments.

Comments on this section were fairly balanced between those wanting the provisions to be more precise and address specific issues, and comments expressing concerns that the provisions should be more flexible. There were also comments regarding the issues of bringing special purpose districts under the requirements of the Growth Management Act.

Topics that received the most input were the need for sewers throughout the urban growth area, support for the fiscal policies and for stronger actions to ensure that sufficient funding is available to accommodate growth, and support for conservation techniques such as reclaimed water, energy efficiency, and pricing strategies. More detail was requested for the provisions addressing telecommunications.

Summary of edits:

- Add provisions that emphasize preserving utility corridors.
- Enhance the discussion of wireless technology and telecommunications.
- Move fiscal policy subsection to the Administrative policies section.



12. Implementation

This section received 24 comments, with 8 edits requested. All stakeholder types provided a few comments on this section.

Clarification was requested on the Policy and Plan Review process. One commenter asked for clarification regarding whether regionally designated manufacturing/industrial centers were also required to develop center plans (as is stated for regional growth centers).

Summary of edits:

- Clarify that manufacturing/industrial centers are also to develop center plans.
- Note: some comments on this section are addressed in the following discussions of edits to the Actions and Measures appendices.

13. Glossary

This section received 2 comments, with 2 edits requested, both comments coming from organizations. These commenters asked for additions to the glossary, including the request to add the acronym MPP.

Summary of edits:

- Add new definitions to the glossary, and revise a number of the existing definitions.

14. Appendix 1: Actions

This section received 89 comments, with 73 edits requested. The primary commenters on this section were organizations and governments.

While some comments expressed general support for the inclusion of the action, and others expressed general concerns regarding unfunded mandates or lack of definitions, the majority of these comments asked for revised or additional actions to address specific issues.

The areas receiving the most comments were housing, transportation and infrastructure, and the environment. For housing, the comments asked for more information on housing choices, best practices, model codes, concerns regarding buildable lands analysis, and concerns regarding the lack of funding for implementation. For transportation and infrastructure, the primary opinions were to work together at the regional level to develop sufficient resources for regional and local facilities and services. For the environment, comments asked about specific issues, such as reducing greenhouse gas emissions or meeting specific reduction goals, estuary restoration in industrial areas, or faster implementation of a greenspace strategy.

Beyond these, there were requests for stronger or additional actions in the areas of urban design, demographic analysis, or review of major development projects. In one form or another, the concept of promoting best practices or model codes was included in many comments.

Summary of edits:

- Actions moved from appendices into each respective policy section.
- Add or strengthen actions related to funding infrastructure, or providing incentives to help jurisdictions accommodate growth.
- Add action to address monitoring.
- Add action to address estuary restoration.
- Add or strengthen actions related to best practices, model codes and ordinances, or developing technical assistance toolkits.
- Add action to establish mode split goals for centers.

15. Appendix 2: Monitoring

This section received 36 comments, with 32 edits requested. The primary commenters were organizations. Nearly all of the comments on this section were specific. The few general comments, related to the entire section, primarily included general support and appreciation for inclusion of monitoring measures in the document, although some expressed concern that monitoring would be challenging given the high-level nature of the policies.

The specific comments asked for a more comprehensive monitoring system and for a technical advisory group to evaluate measures and conduct regional monitoring. Also, a number of suggestions asked for specific measures to be incorporated, including monitoring levels of rural area and natural resource lands development, acres of new parks and open space, developing people-oriented transportation measures, and for including freight mobility measures.

Some comments also pointed out the need for clarity regarding the differences between the housing measures in the Appendix and those described in the housing section regarding the regional housing strategy.

Summary of edits:

- Monitoring provisions moved from appendices to the Implementation section.
- Revise narrative to clarify that the proposed monitoring measures are an initial set, with the potential for new measures to be added.
- Reference that a technical advisory group will be convened to help further develop the monitoring program and to make it more visible to the public.

16. Appendix 3: Regional Growth Strategy Background

This section received 3 comments, with 2 edits requested. All of the comments related to the need to better forecast military employment.

Summary of edits:

- Additional narrative added regarding PSRC working with members to include the most up-to-date military forecast data in the next round of regional forecasting, and in the VISION 2040 technical adjustment in 2011.
- Note: This is to be produced as a stand-alone document.



17. Appendix 4: Process

This section received no comments.

Summary of edits:

- Section revised and brought into main VISION 2040 document.

18. Other Comments

There were a number of comments that did not relate to the content in the draft VISION 2040 or Supplemental Draft Environmental Impact Statement. There were 68 of these comments and they came primarily from individuals.

Most of these comments focused on three areas – the authority or usefulness of the Puget Sound Regional Council, opposition to Kitsap County participating as a member of PSRC, and comments describing PSRC as a new, unaccountable layer of government.

The remainder of the comments address specific local planning issues, and general comments on areas of concern such as immigration, unions, and overly burdensome regulations.

Summary of edits:

- Separate appendix created and brought into main VISION 2040 to identify PSRC enabling statutes and legal requirements.

19. Supplemental Draft Environmental Impact Statement

The Supplemental Draft Environmental Impact Statement received 38 comments, with 17 edits requested. The primary commenters were individuals and governments. These comments covered a variety of issues, including general comments, comments on the alternatives, and comments on the analysis.

General comments and requests for clarifications included general support for having included environmental justice in the document, requests to make transportation performance measures more prominent and give more explanation for performance results, to include more detail on greenhouse gas emissions (as was included in the earlier Draft Environmental Impact Statement, released in 2006), and to provide more discussion of how local jurisdictions should deal with increased transportation on their roads.

Comments related to the alternatives included requests for alternatives producing better transportation performance, planning for less than the regional forecast, including a better analysis of the carrying capacity of the region's ecosystem, and providing a wider choice on issue of greenhouse gas emissions.

Comments related to the analysis included requests for more information on baseline conditions (as was included in the Draft Environmental Impact Statement), more discussion of potential changes to federal air quality standards and their possible effect on the region's planning, more comprehensive plan and corridor level detailed transportation analysis, and more analysis of infrastructure costs – particularly sewer hook ups inside the urban growth area. Similar to the growth strategy and economic sections, there were requests for more clarity regarding the impacts of the growth strategy on manufacturing/industrial centers and industrial lands as a whole.

Summary of edits:

- Discussion of proposed changes to federal air quality standards and potential impacts to the region's conformity status.
- Additional discussion of transportation performance results.
- Update air quality chapter to discuss new state initiatives related to climate change.

~ END ~

