Regional Growth Strategy
Growth Management Policy Board
October 4, 2018
Overview

- Growth scenarios
- Proposed changes
- Jobs-population share
- Transit-oriented development goal
- Next steps
Schedule + Process

September 6 Growth Management Policy Board
  • Objectives, Geographies, Scenarios, TOD & jobs-housing balance

September 13 Land Use Technical Advisory Committee
  • Technical review of inputs, assumptions, outputs

September 20/21 RSC, Co-Chairs Working Group
  • Discuss Scenarios, TOD & jobs-housing balance

September 21 Regional TOD Advisory Committee
  • Discuss TOD goal

(cont...
October 4 Growth Management Policy Board
  • Discuss scenario changes, county shares, and TOD

October 18 RSC, Co-Chairs Working Group
  • Discuss scenarios

November 1 Growth Management Policy Board
  • Select alternatives for environmental review

February 2019
  • PSRC issues Draft Supplemental EIS
2050 Forecast

1.8 million more people and 1.2 million more jobs by 2050
In 2050, the region’s residents will be:

**Older**
18% of the region’s population will be over the age of 65 by 2050, up from 14% today.

**More diverse**
Between 2000 and 2016, 81% of the region’s population growth was people of color.

**In smaller households**
In 2050 there will be 2.36 people per household on average, down from 2.50 today.
Regional Growth Strategy

- Aspirational, but achievable
- Growth focused in Urban Growth Areas, cities, centers
- Move towards jobs/housing balance
- Preserves and supports rural and resource lands
- Environmental, economic, transportation benefits
- Numeric guidance for targets
- Land use & transportation connection
Growth Scenarios
Proposed Regional Geographies

Metropolitan Cities

Largest cities in each county: Seattle, Bellevue, Everett, Tacoma and Bremerton

Core Cities

All other cities with Regional Growth Centers

High Capacity Transit Communities

Cities and urban areas planned for annexation with existing/planned high capacity transit
Proposed Regional Geographies

**Cities and Towns**
Cities and towns with local transit service or without fixed-route transit

**Unincorporated Urban**
Urban unincorporated areas without high capacity transit and/or not planned for annexation or incorporation

**Rural**
Other areas located outside the Urban Growth Area

**Resource Lands**
Designated agricultural, forest, & mineral lands
Preliminary Growth Scenarios

- **Stay the Course.** Extends VISION 2040 growth assumptions to 2050
- **Forward from 2017.** Resets VISION 2040 growth assumptions to a 2017 base
- **Dispersed Urban Growth.** Distributes growth broadly across urban growth area
- **Transit Focused Growth.** Distributes more growth around high capacity transit
Preliminary Scenarios - Population

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Metropolitan</th>
<th>Core Cities</th>
<th>Transit Communities</th>
<th>Cities &amp; Towns</th>
<th>Urban Unincorporated</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stay the Course</td>
<td>35%</td>
<td>28%</td>
<td>17%</td>
<td>10%</td>
<td>6%</td>
<td>5%</td>
</tr>
<tr>
<td>Forward from 2017</td>
<td>33%</td>
<td>27%</td>
<td>17%</td>
<td>10%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Dispersed Urban Growth</td>
<td>38%</td>
<td>25%</td>
<td>15%</td>
<td>20%</td>
<td>5%</td>
<td>6%</td>
</tr>
<tr>
<td>Transit Focused Growth</td>
<td>33%</td>
<td>20%</td>
<td>17%</td>
<td>15%</td>
<td>5%</td>
<td>2%</td>
</tr>
</tbody>
</table>

- Metropolitan
- Core Cities
- Transit Communities
- Cities & Towns
- Urban Unincorporated
- Rural
Preliminary Scenarios - Employment

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Metropolitan</th>
<th>Core</th>
<th>Transit Communities</th>
<th>Cities &amp; Towns</th>
<th>Urban Unincorporated</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stay the Course</td>
<td>44%</td>
<td>36%</td>
<td>11%</td>
<td>6%</td>
<td>3%</td>
<td>1%</td>
</tr>
<tr>
<td>Forward from 2017</td>
<td>43%</td>
<td>35%</td>
<td>11%</td>
<td>6%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Dispersed Urban Growth</td>
<td>23%</td>
<td>20%</td>
<td>20%</td>
<td>20%</td>
<td>15%</td>
<td>2%</td>
</tr>
<tr>
<td>Transit Focused Growth</td>
<td>44%</td>
<td>37%</td>
<td>12%</td>
<td>4%</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>
Screening Factors

Short list of measures to evaluate growth scenarios

- **Mobility.** Delay, transit ridership, mode share
- **Growth Near Transit.** New people and jobs near transit
- **Housing Choice.** Growth at high, medium & low densities
- **Access to Opportunity.** Growth in moderate to high opportunity areas
- **Jobs-Housing Balance.** Ratio by county and subarea
- **Environment.** Greenhouse gas emissions
## PRELIMINARY Scenario Findings

### Growth Near Transit

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<th>Transit Focused Growth</th>
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</thead>
<tbody>
<tr>
<td>% Share of Population Growth</td>
<td>44%</td>
<td>-1%</td>
<td>-22%</td>
<td>+34%</td>
</tr>
<tr>
<td>% Share of Job Growth</td>
<td>60%</td>
<td>-2%</td>
<td>-20%</td>
<td>+21%</td>
</tr>
</tbody>
</table>

### Environment

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Forward from 2017</th>
<th>Dispersed Urban Growth</th>
<th>Transit Focused Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenhouse Gas Emissions</td>
<td>-</td>
<td>1%</td>
<td>+4%</td>
<td>-4%</td>
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Scenario Feedback

Dispersed Urban Growth

• Concerns about fit with objectives
• Allocations would have required significantly more capacity in Urban Unincorporated and Cities & Towns

Implementing changes for Round 2 Scenarios:

• Using capacity to inform allocation for Cities and Towns and Unincorporated Areas
Dispersed Urban Growth

- Stay the Course: 35%
  - Metropolitan: 28%
  - Core: 18%
  - Transit Communities: 9%
  - Cities & Towns: 5%
  - Urban Unincorporated: 5%
  - Rural: 5%

- Forward from 2017: 33%
  - Metropolitan: 27%
  - Core: 18%
  - Transit Communities: 10%
  - Cities & Towns: 7%
  - Urban Unincorporated: 6%
  - Rural: 5%

- Dispersed Urban Growth v. 1: 25%
  - Metropolitan: 15%
  - Core: 15%
  - Transit Communities: 5%
  - Cities & Towns: 5%
  - Urban Unincorporated: 5%
  - Rural: 5%

- Dispersed Urban Growth v. 2: 38%
  - Metropolitan: 25%
  - Core: 20%
  - Transit Communities: 20%
  - Cities & Towns: 6%
  - Urban Unincorporated: 6%
  - Rural: 4%

- Transit Focused Growth v. 1: 33%
  - Metropolitan: 17%
  - Core: 6%
  - Transit Communities: 6%
  - Cities & Towns: 4%
  - Urban Unincorporated: 2%
  - Rural: 2%
Scenario Feedback

Transit Focused Growth

- Concerns about amount of growth allocated to High Capacity Transit Communities

Implementing changes for Round 2 Scenarios:

- Adjusting amount of growth to High Capacity Transit Communities
Transit Focused Growth

- metropolitan
- core
- transit communities
- cities & towns
- urban unincorporated
- rural

Stay the Course
Forward from 2017
Dispersed Urban Growth v. 1
Transit Focused Growth v. 1
Transit Focused Growth v. 2

- 35% Metropolitan
- 28% Core
- 18% Transit Communities
- 15% Cities & Towns
- 6% Urban Unincorporated
- 9% Rural

- 33% Metropolitan
- 27% Core
- 18% Transit Communities
- 15% Cities & Towns
- 10% Urban Unincorporated
- 5% Rural

- 38% Metropolitan
- 33% Core
- 20% Transit Communities
- 20% Cities & Towns
- 5% Urban Unincorporated
- 6% Rural

- 36% Metropolitan
- 29% Core
- 23% Transit Communities
- 6% Cities & Towns
- 4% Urban Unincorporated
- 2% Rural
Preliminary Growth Scenarios

• **Stay the Course.** Extends VISION 2040 growth assumptions to 2050

• **Forward from 2017.** Resets VISION 2040 growth assumptions to a 2017 base

• **Dispersed Urban Growth.** Distributes growth broadly across urban growth area

• **Transit Focused Growth.** Distributes more growth around high capacity transit
Discussion Questions

• Should staff continue to develop the revised scenarios?

• Are there adjustments that should be considered?

• Which two of the scenarios, in addition to Stay the Course, should be prepared as possible alternatives for confirmation in November?
Jobs-Population Shift
To improve jobs-housing balance, VISION 2040:

- Increased share of residential growth planned for King County
- Increased share of employment growth planned for Kitsap, Pierce and Snohomish counties

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<tr>
<td></td>
<td>Pop</td>
<td>RGS-Pop</td>
<td>Pop</td>
<td>RGS-Pop</td>
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<tr>
<td>(SAF06) Adjustment</td>
<td>% Shares</td>
<td>Policy</td>
<td>Adjustment</td>
<td>% Shares</td>
</tr>
<tr>
<td>King County</td>
<td>39%</td>
<td>+ 3%</td>
<td>42%</td>
<td></td>
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<tr>
<td>Kitsap County</td>
<td>8%</td>
<td>+ 1%</td>
<td>9%</td>
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<tr>
<td>Pierce County</td>
<td>25%</td>
<td>- 2%</td>
<td>23%</td>
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<tr>
<td>Snohomish County</td>
<td>28%</td>
<td>- 2%</td>
<td>26%</td>
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</tr>
<tr>
<td>Region Total</td>
<td>100%</td>
<td></td>
<td>100%</td>
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<td>Policy</td>
<td>Adjustment</td>
<td>% Shares</td>
</tr>
<tr>
<td>King County</td>
<td>62%</td>
<td>- 5%</td>
<td>57%</td>
<td></td>
</tr>
<tr>
<td>Kitsap County</td>
<td>4%</td>
<td>+ 1%</td>
<td>5%</td>
<td></td>
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<tr>
<td>Pierce County</td>
<td>15%</td>
<td>+ 2%</td>
<td>17%</td>
<td></td>
</tr>
<tr>
<td>Snohomish County</td>
<td>18%</td>
<td>+ 2%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Region Total</td>
<td>100%</td>
<td></td>
<td>100%</td>
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</tr>
</tbody>
</table>
Does the board want to consider a 5% policy-oriented adjustments to the county shares to promote a different balance of population and employment?

<table>
<thead>
<tr>
<th>County</th>
<th>Population Shares in VISION 2040</th>
<th>Baseline 2017-50 Population Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>King</td>
<td>42%</td>
<td>50%</td>
</tr>
<tr>
<td>Kitsap</td>
<td>9%</td>
<td>5%</td>
</tr>
<tr>
<td>Pierce</td>
<td>23%</td>
<td>21%</td>
</tr>
<tr>
<td>Snohomish</td>
<td>26%</td>
<td>24%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>County</th>
<th>Employment Shares in VISION 2040</th>
<th>Baseline 2017-50 Employment Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>King</td>
<td>57%</td>
<td>64%</td>
</tr>
<tr>
<td>Kitsap</td>
<td>5%</td>
<td>4%</td>
</tr>
<tr>
<td>Pierce</td>
<td>17%</td>
<td>15%</td>
</tr>
<tr>
<td>Snohomish</td>
<td>20%</td>
<td>17%</td>
</tr>
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</table>
Transit-Oriented Development Goal
Transit Station Geography

Includes:

- Regional Growth Centers
- ½ mile walkshed from Light Rail, Commuter Rail, and Ferry
- ¼ mile walkshed from Bus Rapid Transit
- 115 sq mi (~10% of UGA)
- Basis for developing new regional geographies, which also factor in other policy goals
29 Regional Growth Centers

Commuter Rail: 2 lines/15 stations
Ferry: 8 routes
Light Rail: 1 16 miles/80+ stations
Bus Rapid Transit: 42 lines
29 Regional Growth Centers

Commuter Rail:
2 lines/14 stations
29 Regional Growth Centers

Commuter Rail:
2 lines/14 stations

Ferry:
9 terminals/10 routes
29 Regional Growth Centers

Commuter Rail:
2 lines/14 stations

Ferry:
9 terminals/10 routes

Light Rail:
116 miles/80+ stations
29 Regional Growth Centers

Commuter Rail:
2 lines/14 stations

Ferry:
9 terminals/10 routes

Light Rail:
116 miles/80+ stations

Bus Rapid Transit:
42 routes/~685 stops
Communities Connected by High Capacity Transit:

- 42 Cities & Towns
- 13 Urban Uninc. Communities
<table>
<thead>
<tr>
<th></th>
<th>Existing (2017)</th>
<th>Change from 2017-2050</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Stay the Course</td>
</tr>
<tr>
<td>Share of Regional Population</td>
<td>19%</td>
<td>% Share of Population Growth</td>
</tr>
<tr>
<td>Population Estimate</td>
<td>777,000</td>
<td>Amount of Population Growth</td>
</tr>
<tr>
<td>Share of Regional Employment</td>
<td>47%</td>
<td>% Share of Job Growth</td>
</tr>
<tr>
<td>Job Estimate</td>
<td>1,053,000</td>
<td>Amount of Job Growth</td>
</tr>
</tbody>
</table>
Peer Regions

Denver: 2040 Target:
• 20% of housing and 45% of jobs near rapid/high capacity transit

Bay Area: prioritizes growth to multimodal Priority Development Areas (PDAs) 2040 Target:
• 77% of housing and 55% of jobs in PDAs

Vancouver, BC: identifies “frequent transit development areas” and targets:
• 58% of housing and 67% of jobs in these areas

Boston 2035 target for transit-focused areas:
• 33% of housing growth and 50% of employment growth
Regional TOD Advisory Committee

- Support for greater population and job growth in transit communities to leverage investments across the region.

- TOD will look different in various communities

- Interest in additional data on transit communities, and how increased growth may affect affordable housing and displacement risk.
Board members expressed interest in an ambitious goal for the Transit Focused Growth scenario.

Is a 75% population/75% employment growth goal appropriately aspirational for this scenario?
Next Steps

• Continue discussion & development with committees
  - Discuss scenario concepts with staff committees
  - Additional modeling

• November 1 GMPB – select alternatives to include in environmental review
Thank you
Localized Jobs-Housing Ratio

1) For each travel model zone in the region ...

2) ...identify how far you can travel in 30 minutes ...

3) ... then add up all jobs and households in that area, and assign a jobs-housing ratio

(example: Cavalero Ridge area near Lake Stevens)

Total jobs (within 30 min) 127,000
Total households (within 30 min) 136,000
Jobs-Housing ratio 0.93

30 minutes AM peak hour drive time in 2050

= 800 Households in this zone have a 0.93 jobs-housing ratio
## PRELIMINARY Scenario Findings

### Mobility

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</tr>
</thead>
<tbody>
<tr>
<td><strong>SOV Mode Share – All Trips</strong></td>
<td>35%</td>
<td>-</td>
<td>+5%</td>
<td>-5%</td>
</tr>
<tr>
<td><strong>Delay per Person</strong></td>
<td>47</td>
<td>+2%</td>
<td>+12%</td>
<td>-7%</td>
</tr>
<tr>
<td><strong>Annual Transit Boardings</strong></td>
<td>470,000,000</td>
<td>+4%</td>
<td>- 6%</td>
<td>+11%</td>
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<tr>
<td><strong>Delay per Truck</strong></td>
<td>108</td>
<td>+1%</td>
<td>+5%</td>
<td>-4%</td>
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### Growth Near Transit

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<tbody>
<tr>
<td>% Share of Population Growth</td>
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<td>60%</td>
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<td>+21%</td>
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### Housing Choice

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<tbody>
<tr>
<td>% Lower Density (single family)</td>
<td>36%</td>
<td>+2%</td>
<td>+19%</td>
<td>-13%</td>
</tr>
<tr>
<td>% Medium (duplex, triplex, low-rise)</td>
<td>16%</td>
<td>-</td>
<td>-1%</td>
<td>+1%</td>
</tr>
<tr>
<td>% High Density (larger apt, condo bldgs)</td>
<td>47%</td>
<td>-1%</td>
<td>-18%</td>
<td>+12%</td>
</tr>
</tbody>
</table>
# PRELIMINARY Scenario Findings

## Access to Opportunity - Population

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<tr>
<th>Population</th>
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</tr>
</thead>
<tbody>
<tr>
<td>% Very Low and Low Opportunity</td>
<td>48%</td>
<td>-4%</td>
<td>-10%</td>
<td>-1%</td>
</tr>
<tr>
<td>% Moderate, High and Very High Opportunity</td>
<td>52%</td>
<td>+4%</td>
<td>+10%</td>
<td>+1%</td>
</tr>
</tbody>
</table>

## Access to Opportunity - Employment

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<thead>
<tr>
<th>Employment</th>
<th>Stay the Course</th>
<th>Forward from 2017</th>
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<tr>
<td>% Very Low and Low Opportunity</td>
<td>47%</td>
<td>-2%</td>
<td>-9%</td>
<td>-2%</td>
</tr>
<tr>
<td>% Moderate, High and Very High Opportunity</td>
<td>53%</td>
<td>+2%</td>
<td>+9%</td>
<td>+2%</td>
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## Jobs-Housing Balance

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<tbody>
<tr>
<td>King County</td>
<td>1.26</td>
<td>- 6%</td>
<td>- 6%</td>
<td>- 6%</td>
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<tr>
<td>Kitsap County</td>
<td>0.65</td>
<td>+ 9%</td>
<td>+ 8%</td>
<td>+ 9%</td>
</tr>
<tr>
<td>Pierce County</td>
<td>0.76</td>
<td>- 1%</td>
<td>+ 2%</td>
<td>+ 1%</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>0.77</td>
<td>-</td>
<td>-</td>
<td>-</td>
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