Regional Growth Strategy
Growth Management Policy Board
November 1, 2018
Overview

• Background
• Recommended growth scenarios
  • Changes since October meeting
  • Screening factors
• Board action
• Next steps
VISION 2050 SEPA Process

- **Final EIS issued for VISION 2040**
  - Spring 2008

- **Scoping for Supplemental EIS**
  - Spring 2018

- **Process to select alternatives**
  - Fall 2018

- **Issue Draft SEIS, comment period**
  - March 2019

- **Select preferred alternative**
  - Spring 2019

- **Issue draft VISION 2050 plan**
  - Winter 2019

- **Issue Final SEIS, adopt VISION 2050**
  - Spring 2020
Environmental Review Process

- Purpose: study impacts and trade-offs of alternative growth patterns through SEPA
- Selecting alternatives is not an endorsement of any particular growth pattern
- Analysis provided in Draft Supplemental EIS
- Additional board and committee discussion for selection or development of Preferred Alternative
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
Recommended Alternatives
Revised 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
Revised 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

Major Military Installations
Installations with more than 5,000 enlisted personnel
Recommended Alternatives

- **Stay the Course.** Extends VISION 2040 growth assumptions to 2050
- **Transit Focused Growth.** Distributes more growth around high capacity transit
- **Reset Urban Growth.** Distributes growth based on VISION 2017 reset and capacity
Recommended Alternatives

Population Growth 2017-2050

- Stay the Course:
  - Metropolitan Cities: 35%
  - Core Cities: 28%
  - HCT Communities: 18%
  - Cities & Towns: 9%
  - Urban Unicorp.: 5%
  - Rural: 5%

- Transit Focused Growth:
  - Metropolitan Cities: 36%
  - Core Cities: 29%
  - HCT Communities: 23%
  - Cities & Towns: 6%
  - Urban Unicorp.: 4%
  - Rural: 2%

- Reset Urban Growth:
  - Metropolitan Cities: 31%
  - Core Cities: 25%
  - HCT Communities: 18%
  - Cities & Towns: 8%
  - Urban Unicorp.: 12%
  - Rural: 6%
Recommended Alternatives

Employment Growth 2017-2050

- Stay the Course: 44% (36% Metropolitan Cities, 12% Core Cities, 5% HCT Communities, 3% Urban Unicorp., 1% Rural)
- Transit Focused Growth: 44% (35% Metropolitan Cities, 13% Core Cities, 4% HCT Communities, 2% Cities & Towns, 1% Rural)
- Reset Urban Growth: 41% (32% Metropolitan Cities, 12% Core Cities, 6% HCT Communities, 6% Urban Unicorp., 2% Rural)
Based on board feedback, combines concepts from different scenarios:

- Dispersed Urban Growth
- Forward from 2017
Board Guidance

• Shift 5% employment growth (58,000 jobs) from King County to Kitsap (+1%), Pierce and Snohomish counties (+2%)
  • Improves jobs-housing balance, minor changes to other regional screening factors

• For Transit Focused Growth Scenario, use 75% population & 75% employment growth as an aspirational goal
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
## Screening Factors

### Mobility

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOV Mode Share – All Trips</td>
<td>35%</td>
<td>- 2%</td>
<td>-</td>
</tr>
<tr>
<td>Annual Transit Boardings</td>
<td>481,000,000</td>
<td>+ 9%</td>
<td>+ 3%</td>
</tr>
<tr>
<td>Delay per Person</td>
<td>47</td>
<td>- 4%</td>
<td>+ 2%</td>
</tr>
<tr>
<td>Delay per Truck</td>
<td>108</td>
<td>- 3%</td>
<td>+ 1%</td>
</tr>
</tbody>
</table>

### Environment

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greenhouse Gas Emissions</td>
<td>-</td>
<td>- 3%</td>
<td>+ 1%</td>
</tr>
</tbody>
</table>
## Screening Factors

### Growth Near Transit

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Share of Population Growth</td>
<td>44%</td>
<td>+31%</td>
<td>-6%</td>
</tr>
<tr>
<td>% Share of Job Growth</td>
<td>60%</td>
<td>+15%</td>
<td>-8%</td>
</tr>
</tbody>
</table>

### Housing Choice

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Lower Density (single family)</td>
<td>36%</td>
<td>-12%</td>
<td>+7%</td>
</tr>
<tr>
<td>% Medium (duplex, triplex, low-rise)</td>
<td>16%</td>
<td>+1%</td>
<td>-2%</td>
</tr>
<tr>
<td>% High Density (larger apt, condo bldgs)</td>
<td>47%</td>
<td>+11%</td>
<td>-4%</td>
</tr>
</tbody>
</table>
## Screening Factors

### Access to Opportunity - Population

<table>
<thead>
<tr>
<th>Population</th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Very Low and Low Opportunity</td>
<td>48%</td>
<td>- 2%</td>
<td>- 5%</td>
</tr>
<tr>
<td>% Moderate, High and Very High Opportunity</td>
<td>52%</td>
<td>+ 2%</td>
<td>+ 5%</td>
</tr>
</tbody>
</table>

### Access to Opportunity - Employment

<table>
<thead>
<tr>
<th>Employment</th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Very Low and Low Opportunity</td>
<td>47%</td>
<td>- 2%</td>
<td>- 6%</td>
</tr>
<tr>
<td>% Moderate, High and Very High Opportunity</td>
<td>53%</td>
<td>+ 2%</td>
<td>+ 6%</td>
</tr>
</tbody>
</table>
## Jobs-Housing Balance

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County</td>
<td>1.26</td>
<td>- 7%</td>
<td>- 7%</td>
</tr>
<tr>
<td>Kitsap County</td>
<td>0.65</td>
<td>+ 23%</td>
<td>+ 23%</td>
</tr>
<tr>
<td>Pierce County</td>
<td>0.76</td>
<td>+ 6%</td>
<td>+ 7%</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>0.77</td>
<td>+ 5%</td>
<td>+ 4%</td>
</tr>
</tbody>
</table>
### Average Number of Jobs by Distance (Region)

<table>
<thead>
<tr>
<th>Distance</th>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk 1 mile</td>
<td>+ 244%</td>
<td>+ 28%</td>
<td>+ 5%</td>
</tr>
<tr>
<td>Bike 3 miles</td>
<td>+ 183%</td>
<td>+ 17%</td>
<td>+ 5%</td>
</tr>
<tr>
<td>Transit 45 min</td>
<td>+ 214%</td>
<td>+ 35%</td>
<td>+ 10%</td>
</tr>
</tbody>
</table>

Note: percentages show difference from Stay the Course
Equity Work Program

- Extended board meeting in February 2019
- Displacement risk analysis and updated Opportunity Mapping
- Measures for impact on areas with concentrated low income and minority communities in the DSEIS
- Equity Analysis to accompany release of DSEIS
- Consultant conducting research, interviews, and focus groups on social equity and regional planning
Recommended Action

Direct staff to proceed with preparation of the Draft Supplemental Environmental Impact Statement for VISION 2050, including analysis of the No Action (Stay the Course), Transit Focused, and Reset Urban Growth alternatives.
Thank you