Growth Management Policy Board

Thursday, March 7, 2019 • 10:00 AM – 1:00 PM – EXTENDED MEETING
PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle, WA 98104

The meeting will be streamed live over the Internet at www.psrc.org.

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1. Call to Order (10:00) - Councilmember Ryan Mello, Chair
2. Communications and Public Comment
3. Report of the Chair
4. Director’s Report
5. Consent Agenda (10:15)
   a. Approve Minutes of Growth Management Policy Board Meeting Held February 7, 2019
6. Discussion Item (10:20)
   a. VISION 2050: Issuance of Draft Supplemental Environmental Impact Statement -- Paul Inghram & Erika Harris, PSRC
7. Discussion Item (10:50)
   a. VISION 2050: Environment Chapter -- Erika Harris, PSRC
8. Discussion Item (11:15)
   a. VISION 2050: Development Patterns Chapter -- Liz Underwood-Bultmann, PSRC
9. Discussion Item (11:45)
   a. Economy and Jobs in VISION 2050 -- Paul Inghram & Jason Thibedeau, PSRC
10. Break (12:00)
11. VISION 2050: Economy & Jobs Breakout Session (12:10)
    *** The board will break into smaller groups to discuss the topic. The breakout discussions are open to the public, but will not be webstreamed because simultaneous discussions will take place. If you would like to observe, please plan to attend in person. ***
12. Breakout Session Recap (12:50)
13. Information Item
   a. VISION 2050 SEIS Open House Flyer
14. Next Meeting: April 4, 2019, 10:00 a.m. - 12:00 p.m., PSRC Boardroom
   Major Topics for April:
   Arlington-Marysville Manufacturing-Industrial Center Proposal
   VISION 2050
15. Adjourn (1:00)
Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Kristin Mitchell, e-mail kmitchell@psrc.org, fax 206-587-4825; or mail.

Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090 TTY Relay 711. العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese | Call 206-587-4819
MINUTES
Growth Management Policy Board
February 7, 2019
PSRC Boardroom

[To watch a video of the meeting and hear the discussion, go to http://psrcwa.iqm2.com/Citizens/Detail_Meeting.aspx?ID=1732]

CALL TO ORDER

The meeting was called to order at 10:04 a.m. by Councilmember Ryan Mello, Chair

COMMUNICATIONS AND PUBLIC COMMENTS

The board received public comments from:

Alex Tsimerman expressed confusion about the term, ‘equity.’

Hester Serebrin with Transportation Choices Coalition spoke to the letter from Transportation Choices Coalition along with other groups that was submitted on the topic of equity. The letter expressed concerns about institutional racism and actions to address equity including a recommendation to create an environmental justice committee.

Leah Missick with Climate Solutions spoke to the VISION 2050 Equity agenda item and the importance of addressing climate change and equity hand in hand. Ms. Missick stated that the region needs to address individuals driving alone and taking action to reduce greenhouse gas emissions by 80% while making sure our whole system is equitable and climate friendly.

Tiffany Spier with the City of Lakewood highlighted the work the city has been working on to create a true sense of place in the downtown area, in regards to the Lakewood Regional Growth Center. The city is working to make it more pedestrian friendly along with addressing transportation, increasing parks, and providing additional housing in the downtown area. The city requests the board recommend the certification of the subarea plan to the Executive Board.
REPORT OF THE CHAIR

Chair Mello welcomed Councilmember Traci Buxton of Des Moines, the new alternate for Other Cities & Towns in King County, and thanked outgoing alternate, Mayor Allan Ekberg of Tukwila, for his service to the board.

Chair Mello announced there are three handouts available at the board members’ places, including a graphic on housing data, a copy of the housing policies matrix from the agenda packet, and a joint letter from Transportation Choices Coalition, Housing Development Consortium, Futurewise, Sierra Club Washington State Chapter, 350 Seattle, Climate Solutions, Puget Sound Sage, and The Wilderness Society regarding VISION 2050 and equity.

DIRECTOR’S REPORT

Director of Growth Management Paul Inghram wished everyone a happy lunar new year. Mr. Inghram welcomed Councilmember Elizabeth Mitchell of Woodway as the new alternate for Other Cities & Towns in Snohomish County.

CONSENT AGENDA

a. Approve Minutes of Growth Management Policy Board Meeting held January 3, 2019

ACTION: It was moved and seconded (Margeson/Ryan) to adopt the Consent Agenda. The motion passed.

RECOMMEND CERTIFICATION OF LAKEWOOD REGIONAL GROWTH CENTER SUBAREA PLAN

Senior Planner Andrea Harris-Long presented on the work the City of Lakewood put into the Lakewood Regional Growth Center subarea plan.

ACTION: It was moved and seconded (Margeson/Arnold) to recommend that the Executive Board certify that the Lakewood Downtown Regional Growth Center Subarea Plan addresses planning expectations for regional growth centers. The motion passed.
RECOMMEND CERTIFICATION OF PUYALLUP COMPREHENSIVE PLAN

Senior Planner Andrea Harris-Long presented on actions the City of Puyallup has taken to receive full certification of their comprehensive plan.

ACTION: It was moved and seconded (Margeson/Arnold) to recommend that the Executive Board certify that the transportation-related provisions in the City of Puyallup’s comprehensive plan, as amended in 2018, conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan. The motion passed.

VISION 2050 EQUITY

Mr. Inghram highlighted that the board determined equity to be an important topic to focus on in VISION 2050. Equity work has been done since the adoption of VISION 2040 through Growing Transit Communities, the Regional Centers Framework update, and the 2018 Regional Transportation Plan.

Mr. Inghram introduced Nora Liu with the Government Alliance on Race and Equity (GARE). Ms. Liu shared that GARE is a national network of governments working to achieve racial equity and advance opportunities for all. Ms. Liu’s presentation sparked board discussion that ranged from the successes seen in other cities/regions, to the fight for affirmative action starting in the 1960s/70s, to work being done to eliminate the racist language in housing covenants in the Puget Sound region.

Mr. Inghram introduced Arundhati (Arun) Sambataro with King County and Ryan Kellogg with Public Health–Seattle & King County. Ms. Sambataro and Mr. Kellogg joined Ms. Liu as facilitators for the breakout session.

The board began the breakout session at 11:18 a.m. and reconvened at 12:04 p.m., focusing their conversations around several questions:

- What equitable outcomes do we want related to the natural environment, transportation system, and development patterns?
- Are VISION 2040’s current goal statements for these policy areas currently being achieved for all communities? What can be included in VISION 2050 to better achieve the equitable outcomes we identified?
- What tools or resources could PSRC provide? What do local jurisdictions need?

A recap of the breakout session was provided by each group. The board discussed equity as it relates to transportation, development patterns, and the environment during the breakout session. Ensuring equitable access to the region’s transportation options, housing choice, and open space were common themes among the groups. The groups also noted PSRC’s role in providing data to help local jurisdictions better understand regional demographics and needs.
VISION 2050 HOUSING

Senior Planner Laura Benjamin presented on the proposed draft changes to the housing chapter. The board had previously discussed the Housing chapter at the extended session in July 2018 and at the October 2018 board meeting. The key themes included: address long term housing supply, promote affordable housing in all development, mitigate displacement, and support community stability. The board discussed this being an opportunity to incorporate equity language into policies and provided several suggestions for the draft policies.

VISION 2050 IMPLEMENTATION

Mr. Inghram presented on implementation and accountability of VISION 2050. There are three areas in which PSRC can address implementation and accountability: Guidance & Assistance, Plan Review & Certification, and Transportation Funding Prioritization. Implementation of VISION policies generally occurs through one of those three categories. It was noted that there needs to be a conversation about how jurisdictions need to commit to planning for their targets. The board may return to this topic as it considers each policy chapter.

NEXT MEETING

The next meeting is scheduled for March 7 and will focus on VISION 2050.

ADJOURN

The meeting adjourned at 12:57 p.m.
GROWTH MANAGEMENT POLICY BOARD Attendance Roster – February 7, 2019

GMPB MEMBERS & ALTERNATES PRESENT
(Italics = alternate)
Patricia Akiyama, Master Builders Association – Business/Labor
Deputy Mayor Jay Arnold, Kirkland – Other Cities & Towns in King County
Councilmember Scott Bader, Metropolitan Center—Everett
Councilmember Traci Buxton, Des Moines – Other Cities & Towns in King County
Dr. Anthony Chen, Tacoma–Pierce County Health Department –
Community/Environment
Jeff Clarke, Alderwood Water & Wastewater District
Councilmember Larry Gossett, King County
Councilmember Rob Johnson, Metropolitan Center—Seattle
Councilmember Jeanne Kohl-Welles, King County
Marty Kooistra, Housing Development Consortium – Seattle/King County
Councilmember Hank Margeson, Redmond – Other Cities & Towns in King County
Tiernan Martin, Futurewise
Peter Mayer, Metro Parks Tacoma – Community/Environment
Robin Mayhew, Transportation Agency – WSDOT
Mark McCaskill, WA State Department of Commerce (via remote)
Councilmember Ryan Mello, Metropolitan Center—Tacoma
Councilmember Elizabeth Mitchell, Woodway – Other Cities & Towns in Snohomish County
Barb Mock, Regional Staff Committee (via remote)
Ian Morrison, NAIOP Commercial Real Estate Association – Business/Labor (via remote)
Councilmember Mike O’Brien, Metropolitan Center—Seattle
Councilmember Ron Peltier, Bainbridge Island – Other Cities & Towns in Kitsap County
Deputy Mayor Cynthia Pratt, Lacey – Thurston Regional Planning Council (via remote)
Mayor Rob Putaansuu, Port Orchard – Other Cities & Towns in Kitsap County (via remote)
Councilmember Terry Ryan, Snohomish County
Councilmember Jan Schuette, Arlington – Other Cities & Towns in Snohomish County
(via remote)
Edna Shim, Seattle Children’s – Business/Labor
Commissioner Peter Steinbrueck, Port of Seattle – Ports
Dr. Susan Turner, Kitsap Public Health District – Community/Environment (via remote)
Mayor Greg Wheeler, Metropolitan Center—Bremerton
Councilmember Paul Winterstein, Issaquah – Other Cities & Towns in King County
Councilmember Derek Young, Pierce County

GMPB MEMBERS ABSENT (* alternate present)
Mayor John Chelminski, Metropolitan Center—Bellevue
Councilmember Tim Curtis, Fife – Other Cities & Towns in Pierce County
Clayton Graham, Municipal League of King County – Business/Labor
*Councilmember John Holman, Auburn – Other Cities & Towns in King County
*Commissioner Paul McIntyre, Alderwood Water & Wastewater District
Rob Purser, Suquamish Tribe
Commissioner Edward Wolfe, Kitsap County
*Bryce Yadon, Futurewise

Doc ID 2524
GUESTS AND PSRC/STAFF PRESENT
(As determined by signatures on the attendance sheet and documentation by
staff.)
Ben Bakkenta, PSRC
Laura Benjamin, PSRC
Rebecca Brunn
Carolyn Downs, PSRC
Joseph Gellings, Port of Seattle
Erika Harris, PSRC
Andrea Harris-Long, PSRC
Michael Hubner, City of Seattle
Paul Inghram, PSRC
Kathryn Johnson, PSRC
Ben Kahn, PSRC
Steven Le
Pete Mills, Port of Seattle
Leah Missik, Climate Solutions
Kristin Mitchell, PSRC
Maggie Moore, PSRC
Ian Munce, City of Tacoma
Hester Serebrin, Transportation Choices Coalition
Tiffany Speir, City of Lakewood
Liz Underwood-Bultmann, PSRC
DISCUSSION ITEM     February 28, 2019

To:         Growth Management Policy Board

From:  Paul Inghram, Director of Growth Management

Subject: VISION 2050: Issuance of Draft Supplemental Environmental Impact Statement

IN BRIEF

PSRC will issue a Draft Supplemental Environmental Impact Statement (SEIS) for VISION 2050 on February 28 and will seek comment through April 29, 2019. Staff will brief the board on the Draft SEIS analysis and public engagement process.

DISCUSSION

In accordance with the State Environmental Policy Act (SEPA), PSRC has prepared a Draft SEIS for VISION 2050, the region’s long-range plan for growth management, the environment, the economy and transportation.

VISION 2050 will contain the region's multicounty planning policies and a regional strategy for accommodating growth through 2050. The Regional Growth Strategy provides a description of the planned physical development pattern that the region will evolve into over time. The Draft SEIS evaluates three regional growth alternatives that distribute growth (1.8 million additional people and 1.2 million more jobs by 2050) in unique patterns throughout the region. The analysis considers the effects of extending the current growth strategy to 2050 and the potential effects of changes to that strategy.

VISION 2040’s Regional Growth Strategy was developed from several alternatives that were studied through an extensive environmental analysis. These alternatives ranged from highly concentrated growth in Metropolitan Cities to more dispersed growth patterns. The preferred hybrid alternative that emerged from that process represented a deliberate move away from historical trends and toward a more sustainable pattern of development that could be achieved within the long-range planning period to 2040. The
Draft SEIS supplements the VISION 2040 Final EIS issued in 2008, which is available at: https://www.psrc.org/environmental-review-vision-2040.

In November 2018, the Growth Management Policy Board selected three Regional Growth Strategy alternatives for analysis that build off the current Regional Growth Strategy and fall within the range of alternatives studied for VISION 2040. The three alternatives are:

- **Stay the Course (no action alternative).** The Stay the Course alternative is a direct extension of the VISION 2040 Regional Growth Strategy and assumes a compact growth pattern, focused in the largest and most-transit connected cities with the region’s 29 designated regional growth centers. This alternative serves as the required “no action alternative” that must be evaluated in accordance with SEPA – that is, it assumes that the distribution of growth would follow the pattern called for in VISION 2040.

- **Transit Focused Growth.** The Transit Focused Growth alternative considers a compact growth pattern based on the VISION 2040 Regional Growth Strategy while assuming accelerated growth near the region’s existing and planned transit investments. This alternative assumes an explicit goal for 75% of region’s population and employment growth to occur within a quarter- to half-mile from current and planned high-capacity transit station areas, including light rail, bus rapid transit, commuter rail, ferries, and street car.

- **Reset Urban Growth.** The Reset Urban Growth alternative considers a growth pattern based on the VISION 2040 Regional Growth Strategy, adjusted to better reflect the actual growth patterns that occurred from 2000 to 2016. It assumes a more dispersed growth pattern compared to the other alternatives. This alternative would continue to allocate the largest shares of growth to Metropolitan and Core cities, but with more growth in Urban Unincorporated and Rural areas than the other alternatives. Growth for Cities & Towns and Urban Unincorporated areas is based on current land use capacities.

Stay the Course maintains the distribution shares of population and employment based on the current Regional Growth Strategy in VISION 2040. Washington State OFM released updated county growth projections in 2017, which were used to provide new county distribution shares of population as a basis for the Transit Focused Growth and Reset Urban Growth alternatives. Additionally, based on board and committee feedback, both Transit Focused Growth and Reset Urban Growth incorporate a 5% shift of employment from King County to Kitsap, Pierce, and Snohomish counties to support a better balance of jobs and housing.
Environmental Analysis

As all three alternatives build off the current growth strategy, all three share similar traits and potential impacts. Some of the environmental effects that are common to all alternatives include:

- Increased density of population and employment throughout many urban areas
- Potential for residential and commercial displacement as redevelopment occurs
- A reduction in average distances and times people drive, combined with an increase in the average time spent in congestion
- A reduction in air pollutants and greenhouse gas emissions
- An increase in developed lands
- Additional demand for public services and utilities

As all three alternatives include the 2040 transportation network, including planned light rail, ferry and other transit improvements, all three show significant gains in transit ridership, with the greatest increase for Transit Focused Growth.

Not unexpectedly, the environmental analysis finds that the Transit Focused Growth alternative provides greater access to transit, reduces time driving, improves access to jobs, and does a better job at reducing greenhouse gas emissions. Its more compact pattern also needs the least amount of land for development and puts less pressure on rural and resource lands.

A measure used to consider housing affordability is how well the alternatives support moderate density housing, a proxy for missing middle housing. Recent PSRC analysis found that low- and high-density housing tends to cost more than housing in the range of 12-49 units per acre. Land use patterns that support more housing in that density range support housing that is more affordable than other forms. The Transit Focused Growth alternative results in more moderate-density housing growth (19%) compared to Stay the Course (15%). However, the performance of all three alternatives indicates that this measure is likely limited by the available land that supports housing in this density range.

A measure to consider displacement risk is provided in Chapter 5, Environmental Justice, and Appendix H, Social Equity Analysis. The Reset Urban Growth alternative allocates less growth to areas of higher displacement risk, indicating that this alternative could have fewer displacement impacts. Transit Focused Growth allocates the most growth in areas of higher displacement risk, indicating the alternative could result in increased displacement if measures to mitigate and avoid displacement are not implemented.

A table summarizing the comparison of impacts of the alternatives can be found in Table ES-3 of the Executive Summary.
Public Review of the Draft SEIS

Beginning February 28, 2019, the Draft SEIS can be viewed online at https://www.psrc.org/our-work/regional-planning/vision-2050/environmental-review. Paper copies are available for review at the offices of PSRC and by contacting the PSRC Information Center at 206-464-7532 or info@psrc.org.

Information on VISION 2050 and the Draft SEIS will be available at five open houses taking place around the region:

- Tuesday, March 12, 4-6 PM, Edmonds City Hall, 121 5th Avenue N, Edmonds, 98020
- Wednesday, March 13, 4-6 PM, South Tacoma Public Library, 3411 S 56th Street, Tacoma, 98409
- Monday, March 18, 4-6 PM, Bothell Police Community Room, 18410 101st Avenue NE, Bothell, 98011
- Tuesday, March 19, 4-6 PM, Bremerton City Council Chambers, 345 6th Street, Bremerton, 98377
- Thursday, March 21, 12-2 PM, PSRC Boardroom, 1011 Western Avenue, Suite 500, Seattle, 98104

PSRC is seeking feedback on the Draft SEIS until April 29, 2019. Written comments received during the public comment period will become part of the public record for this project and will help decision makers develop a preferred alternative. Responses to comments will be provided in the Final SEIS.

Comments may be submitted through one of the following options:

- Email: VISION2050SEIS@psrc.org
- Online SEIS Comment Portal: https://www.psrc.org/vision/seis
- Mail: ATTN: VISION 2050 SEIS Comment, PSRC, 1011 Western Avenue, Suite 500, Seattle, WA 90810
- Fax: ATTN: VISION 2050 SEIS Comment, 206-587-4825
- Comment form at SEIS open houses (see above)
- At the March 7 Growth Management Policy Board Meeting
- Alternative Formats:
  - TTY Relay 711
  - العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, Call 206-587-4819

For more information, contact Erika Harris, SEPA Official, at 206-464-6360 or eharris@psrc.org, or Paul Inghram at 206-464-7549 or pinghram@psrc.org.
DISCUSSION ITEM

February 28, 2019

To: Growth Management Policy Board
From: Paul Inghram, Director of Growth Management
Subject: VISION 2050: Environment Chapter

IN BRIEF

PSRC staff will present an overview of potential revisions to the environment multicounty planning policies and actions in VISION 2050. The Growth Management Policy Board will be asked to provide feedback on the proposed draft changes.

DISCUSSION

Scoping comments identified protection and restoration of the environment as an important issue for VISION 2050 to address. Public opinion surveys repeatedly demonstrate that the natural environment is a key reason people choose to live and stay in the Puget Sound area. People love the mountains, forests and waters of the region.

During fall 2018, PSRC staff worked with the Regional Staff Committee, Growth Management Policy Board, Puget Sound Partnership, and other stakeholders to discuss updating the environment chapter in VISION 2050. While the current multicounty planning policies support protection of the environment, water quality, air quality, and climate change, several areas were found that are not fully addressed by existing policies or where policies could be improved. Most noted was a need to recognize new information from the past 10 years to better address climate change, and to strengthen policies to support Puget Sound recovery and the protection of open space.

Since VISION 2040 was adopted in 2008, environmental planning and implementation has advanced through the ongoing work of state, regional, and local jurisdictions and organizations. Implementation of regional environment policies has made significant progress through actions such as the adoption of strong environment policies in local
comprehensive plans, the updating of Critical Areas Ordinances, and the development of salmon recovery, climate action, and other environmental plans. While some indicators show improvements in environmental conditions, others show degradation. Most notably, salmon and orca are two high-profile species that are severely declining, and climate science illuminates the urgent need to drastically curb greenhouse gas emissions. PSRC’s 2018 Regional Open Space Conservation Plan addresses these and other environmental issues. Integrating it into VISION 2050 is an important next step to implementation of the plan.

A draft Climate Change Background Paper has been developed to summarize information on regional climate change issues within the context of PSRC’s planning efforts. It provides an overview of state and regional actions, sources of greenhouse gases, impacts from climate change, and current and potential regional strategies to address mitigation and resilience. The paper is available at: https://www.psrc.org/sites/default/files/vision2050climatepaper.pdf. Comments and suggestions on the draft are welcome, and can be sent to staff listed below.

Overall, the current environment policies are a strong foundation for protecting the region’s natural resources and the ecosystem services they provide. The Growth Management Policy Board’s direction at the November 29, 2018, meeting was to largely retain the environment policies, while providing additional support for emerging policy areas and changing conditions. The proposed revisions include a select set of new and updated policies and actions to better address current environmental conditions and needs, including:

- Strengthening provisions to address climate change mitigation, resilience, and adaptation
- Recognizing and supporting efforts to accelerate Puget Sound recovery
- Integrating recommendations from the Regional Open Space Conservation Plan
- Building racial and social equity into new and revised environment policies and actions more explicitly

These potential revisions and new policies and actions were shared with additional environmental and planning staff from around the region to gather further feedback on the potential updates. Staff engaged in local and regional environmental efforts, such as the Puget Sound Partnership South Central Local Integrating Organization, Our Green Duwamish, Puget Sound Climate Preparedness Collaborative, City Habitats, Regional Trails Coalition, and Emerald Alliance for People, Nature and Community, to ensure VISION 2050 environment policies support local and regional work. The Regional Staff Committee reviewed the draft policies on February 21 and provided suggestions that are reflected in the current draft.

Attachment A includes draft potential changes to the environment policies and actions in a matrix format. At the meeting, PSRC staff will ask if these changes incorporate the feedback and direction the board has provided and if there are other remaining critical issues to address prior to including in a draft plan for public review.
NEXT STEPS

Staff will update the draft policies with the direction of the Growth Management Policy Board. A complete draft of the updated chapter, including introductory narrative, will be included in the draft plan for public review.

For more information, contact Erika Harris at 206-464-6360 or eharris@psrc.org, Kelly McGourty (air quality and climate) at 206-971-3601 or kmcgourty@psrc.org, or Paul Inghram at 206-464-7549 or pingram@psrc.org.

Attachments:
A - MPP Policy Matrix - Environment
The matrix below includes policies in the existing Environment Chapter in VISION 2040 and potential revisions, shown in legislative format, that represent draft changes based on feedback from the GMPB, RSC, and other stakeholders. The proposed revisions include a select set of revisions, new policies and actions, including:
- Policies to more strongly support the recovery of the Puget Sound
- Policies to support implementation of the Regional Open Space Conservation Plan
- Policies to support and update regional work to address climate change
- Policies to support equitable environmental outcomes for people of color and people with low incomes

A complete draft of the updated chapter, including introductory narrative, will be available for review in early 2019, prior to inclusion in the draft plan. Staff will continue to work with the GMPB, RSC, and other stakeholders to further refine the draft updates to the Environment Chapter prior to adoption of VISION 2050 in 2020.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Text</th>
<th>Type of Change</th>
<th>Reason for Proposed Update</th>
<th>Additional Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPP-En-A</td>
<td>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services.</td>
<td>Substantive change</td>
<td>Open Space - Regional Open Space Conservation Plan (<a href="https://www.psrc.org/open-space">https://www.psrc.org/open-space</a>) recommendation and support for Puget Sound Partnership Action Agenda (<a href="http://www.psp.wa.gov/action_agenda_center.php">http://www.psp.wa.gov/action_agenda_center.php</a>)</td>
<td></td>
</tr>
<tr>
<td>MPP-En-7</td>
<td>Mitigate noise and light pollution caused by traffic, transportation, industries, public facilities, and other sources.</td>
<td>Substantive change</td>
<td>Recommendation by Regional Staff Committee to include light pollution</td>
<td></td>
</tr>
<tr>
<td>MPP-En-8</td>
<td>Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.</td>
<td>Substantive change</td>
<td>Open Space - Recognize Regional Open Space Conservation Plan</td>
<td></td>
</tr>
<tr>
<td>MPP-En-12</td>
<td>Preserve and restore native vegetation and tree canopy to protect habitat, especially where it protects habitat and contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.</td>
<td>Substantive change</td>
<td>Open Space - Regional Open Space Conservation Plan focus on tree canopy</td>
<td>Will explain in the narrative that Puget Sound is inclusive of aquatic systems such as streams and groundwater.</td>
</tr>
<tr>
<td>MPP-En-13</td>
<td>Maintain and restore natural hydrological functions and water quality within the region’s ecosystems and watersheds to recover the health of Puget Sound and, where feasible, restore them to a more natural state.</td>
<td>Substantive change</td>
<td>Puget Sound recovery - Addition of water quality, more than hydrology needed</td>
<td></td>
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<tr>
<td>MPP-En-B</td>
<td>Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</td>
<td>Substantive change</td>
<td>Open Space/Equity - Regional Open Space Conservation Plan focus on access to open space, especially for underserved communities</td>
<td></td>
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## VISION 2050 - DRAFT Environment Chapter

### Policy | Text | Type of Change | Reason for Proposed Update | Additional Notes
--- | --- | --- | --- | ---
MPP-En-C | Reduce stormwater pollution from transportation and development through watershed planning, redevelopment and retrofit projects, and green infrastructure improvements. | Substantive change | Puget Sound Recovery - Puget Sound Partnership and Regional Open Space Conservation Plan recommendations for stormwater pollution |  
MPP-En-20 | Support state, regional and local actions and continue to advance regional policies and programs to reduce greenhouse gas emissions and prepare for climate change impacts. Address the central Puget Sound region’s contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act. | Substantive change | Climate Change - Update to reflect current state context and support for multiple programs; deleting SEPA sentence since now a requirement, PSRC Four-Part Greenhouse Gas Strategy: https://www.psrc.org/sites/default/files/rtp-appendixe-climatechangeanalysis.pdf. The narrative will include a brief summary of actions to address climate change and point to the many policies in VISION 2050 that are climate related |  
MPP-En-21 | Reduce the rate of building energy use per capita, both in building use and in transportation activities through green building and retrofit of existing buildings. | Substantive change | Climate Change - Focus on building energy use |  
MPP-En-D | Address impacts to vulnerable populations and areas that have been disproportionately affected by air pollution and climate change. | Substantive change | Climate Change/Equity - Recognition of disproportionate impacts |  
MPP-En-25 | Increase resiliency by identifying and addressing the impacts of climate change and natural hazards on regional water sources, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations. | Substantive change | Resiliency/Equity - Adding concept of resilience and recognizing impacts to most vulnerable | Will define vulnerable in the narrative to indicate people with the least means to avoid harm. |  
MPP-En-4 | Ensure that all residents of the region, regardless of race, social or economic status, live in a healthy environment, with minimal exposure to pollution. | Minor change | Equity - Consistent equity language |  
MPP-En-10 | Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species; prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list. | Minor change | Puget Sound Recovery - Regional Staff Committee suggestion to specifically name salmon and orca |  

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<tbody>
<tr>
<td>MPP-En-15</td>
<td>Reduce the use of toxic pesticides, and chemical fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.</td>
<td>Minor change</td>
<td>Puget Sound Recovery - Update to be consistent with recommendations from Puget Sound Partnership Action Agenda</td>
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<tr>
<td>MPP-En-17</td>
<td>Meet all federal and state air quality standards, and reduce emissions of air toxics and greenhouse gases. Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.</td>
<td>Minor change</td>
<td>Air Quality - Including all air pollutants</td>
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<tr>
<td>MPP-En-18</td>
<td>Reduce levels for air toxics, fine particulates, and greenhouse gases.</td>
<td>Minor change</td>
<td>Streamlining, covered in MPP-En-17</td>
<td></td>
</tr>
<tr>
<td>MPP-En-23</td>
<td>Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the vehicle fleet, and by reducing vehicle miles traveled by increasing alternatives to driving alone.</td>
<td>Minor change</td>
<td>Climate Change - Add emphasis of electrification</td>
<td></td>
</tr>
<tr>
<td>MPP-En-24</td>
<td>Protect and restore forests, farmland, wetlands, estuaries, urban tree canopy, and other natural resources that sequester and store carbon. Take positive actions to reduce carbon such as increasing the number of trees in urban portions of the region.</td>
<td>Minor change</td>
<td>Climate Change - Recommendation from climate research groups such as the Washington State Carbon Emissions Reduction Taskforce (<a href="https://www.governor.wa.gov/boards-commissions/workgroups-and-task-forces/carbon-emissions-reduction-taskforce-cert">https://www.governor.wa.gov/boards-commissions/workgroups-and-task-forces/carbon-emissions-reduction-taskforce-cert</a>).</td>
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<tr>
<td>MPP-En-1</td>
<td>Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.</td>
<td>No change</td>
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<tr>
<td>MPP-En-2</td>
<td>Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide and local levels.</td>
<td>No change</td>
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<tr>
<td>MPP-En-3</td>
<td>Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.</td>
<td>No change</td>
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<td>Policy</td>
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<tr>
<td>MPP-En-5</td>
<td>Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.</td>
<td>No change</td>
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<tr>
<td>MPP-En-6</td>
<td>Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.</td>
<td>No change</td>
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<tr>
<td>MPP-En-9</td>
<td>Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.</td>
<td>No change</td>
<td></td>
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<tr>
<td>MPP-En-11</td>
<td>Identify and protect wildlife corridors both inside and outside the urban growth area.</td>
<td>No change</td>
<td></td>
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<tr>
<td>MPP-En-14</td>
<td>Restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.</td>
<td>No change</td>
<td></td>
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<tr>
<td>MPP-En-16</td>
<td>Identify and address the impacts of climate change on the region’s hydrological systems.</td>
<td>No change</td>
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<tr>
<td>MPP-En-19</td>
<td>Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.</td>
<td>No change</td>
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<tr>
<td>MPP-En-22</td>
<td>Pursue the development of energy management technology as part of meeting the region’s energy needs.</td>
<td>No change</td>
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<tbody>
<tr>
<td>En-Action-1</td>
<td>PSRC will advance the implementation of the adopted Four-Part Greenhouse Gas Strategy, including future versions, to achieve meaningful reductions of emissions throughout the region from transportation, land use and development.</td>
<td>New action</td>
<td>Climate Change - supports the adopted Four-Part Strategy</td>
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<tr>
<td>EN-Action-2</td>
<td>PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partner agencies, such as the Puget Sound Climate Preparedness Collaborative.</td>
<td>New action</td>
<td>Climate Change/Resiliency</td>
<td></td>
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<tr>
<td>En-Action-3</td>
<td>PSRC will work with member jurisdictions, resource agencies, tribes, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. On a periodic basis, evaluate and update the plan.</td>
<td>New action</td>
<td>Regional Open Space Conservation Plan - Supports implementation of the open space plan</td>
<td></td>
</tr>
<tr>
<td>En-Action-4</td>
<td>PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve water quality.</td>
<td>New action</td>
<td>Puget Sound Recovery - Continue to partner with Puget Sound Partnership to address water quality</td>
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<tr>
<td>En-Action-5</td>
<td>Counties and cities, together with other jurisdictions in the watershed, will participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound.</td>
<td>New action</td>
<td>Puget Sound Recovery - local implementation of Puget Sound Partnership Action Agenda, NPDES requirements, and WRIA work</td>
<td></td>
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<tr>
<td>En-Action-6</td>
<td>Counties and cities will work to address open space conservation and access needs as identified in the Regional Open Space Conservation Plan in the next periodic update to comprehensive plans.</td>
<td>New action</td>
<td>Regional Open Space Conservation Plan - local implementation of the Regional Open Space Conservation Plan</td>
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</tr>
<tr>
<td>En-Action-7</td>
<td>Cities and counties will incorporate emission reduction policies and activities in their comprehensive planning, including to support the adopted regional Four-Part Greenhouse Gas Strategy. Elements include supporting the adopted regional growth strategy, providing multimodal transportation choices, and encouraging a transition to a cleaner transportation system.</td>
<td>New action</td>
<td>Climate Change - supports the adopted Four-Part Strategy</td>
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DISCUSSION ITEM

To:        Growth Management Policy Board
From:      Paul Inghram, Director of Growth Management
Subject:   VISION 2050: Development Patterns Chapter

IN BRIEF

PSRC staff will present an overview of potential revisions to the Development Patterns multicounty planning policies and actions in VISION 2050. The Growth Management Policy Board will be asked to provide feedback on the proposed draft changes.

DISCUSSION

The Development Patterns chapter in VISION 2040 describes the character of the development patterns to support the Regional Growth Strategy, livable and healthy communities, and other land use concepts under the Growth Management Act. Development Patterns is the largest chapter in VISION, with 56 policies and 18 actions. Discussion of the chapter occurred through multiple meetings of the Regional Staff Committee and Growth Management Policy Board, including the committee discussion of transit-oriented development and centers at the November 2018 meeting. The December meeting focused on the urban growth area, annexation, and health within the Development Patterns chapter. Based on the feedback provided by the committee and the board, staff drafted potential revised and new policies and actions.

The scoping report identified the Growing Transit Communities Strategy and the Regional Centers Framework as foundational documents for the VISION update. The proposed revisions incorporate concepts and terminology from both documents, as well as specific direction provided by the Growth Management Policy Board, Regional Staff Committee and comments during the scoping period. These draft changes include:

- Policies and actions to implement the Regional Growth Strategy and support growth in transit station areas
• Policies and actions to reflect and implement the Regional Centers Framework
• Revised policies to address equitable development and equitable community engagement
• Policies and actions to address health and health disparities
• Revised policy and action on urban growth area adjustments
• Revised action to support annexation

The attached matrix provides additional notes and context for specific draft policy changes and actions.

NEXT STEPS

The board may continue discussion on the Development Patterns chapter at its April meeting, as needed. Staff will update the draft policies with the direction of the Growth Management Policy Board. A complete draft of the updated chapter, including introductory narrative, will be included in the draft plan for public review.

For more information, Liz Underwood-Bultmann at 206-464-6174 or LUnderwood-Bultmann@psrc.org, or Paul Inghram at 206-464-7549 or PInghram@psrc.org.

Attachments:
MPP Policy Matrix - Development Patterns
The matrix below includes policies in the existing Development Patterns chapter in VISION 2040 and potential revisions, shown in legislative format, that represent draft changes based on feedback from the GMPB, RSC, and other stakeholders. The proposed revisions include a select set of new policies and actions and strengthen existing language, including:
- Policies to implement the Regional Centers Framework
- Policies to better support the region's transit investment and work from the Growing Transit Communities Strategy
- Policies to improve health

A complete draft of the updated chapter, including introductory narrative, will be available for review in early 2019, prior to inclusion in the draft plan. Staff will continue to work with the GMPB, RSC, and other stakeholders to further refine the draft updates to the Development Patterns chapter prior to adoption of VISION 2050 in 2020.

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<tbody>
<tr>
<td>MPP-DP-1</td>
<td>Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.</td>
<td>Substantive change</td>
<td>Board and Regional Staff Committee direction on revised UGA policy and action</td>
<td>See DP-Action 1</td>
</tr>
<tr>
<td>MPP-DP-2</td>
<td>Encourage efficient use of urban land by maximizing the development potential of existing urban lands and increasing density in the urban growth area, consistent with the Regional Growth Strategy such as advancing development that achieves zoned density.</td>
<td>Substantive change</td>
<td>Regional Growth Strategy - address comments on urban density</td>
<td></td>
</tr>
<tr>
<td>MPP-DP-A</td>
<td>Plan for densities that maximize benefits of transit investments in high capacity transit station areas which are expected to attract significant new population or employment growth.</td>
<td>Substantive change</td>
<td>Regional Growth Strategy, Growing Transit Communities, and Sound Transit 3 - Board and Regional Staff Committee direction on maximizing major transit investments</td>
<td>Board and committee review: does this draft policy capture appropriate expectations for transit stations?</td>
</tr>
<tr>
<td>MPP-DP-12</td>
<td>Establish implement the adopted a common framework to designate countywide centers among the countywide processes for designating subregional centers to ensure compatibility within the region.</td>
<td>Substantive change</td>
<td>Regional Centers Framework - update policy since framework has been adopted</td>
<td></td>
</tr>
<tr>
<td>MPP-DP-B</td>
<td>Attract x% of the region's residential and y% of the region’s employment growth to high capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high capacity transit to achieve the regional goal.</td>
<td>Substantive change</td>
<td>Regional Growth Strategy - draft policy pending Preferred Alternative discussion</td>
<td></td>
</tr>
<tr>
<td>MPP-DP-C</td>
<td>Reduce disparities in access to opportunity for the region’s residents through targeted investments in centers and transit station areas that meet the needs of current and future residents and businesses.</td>
<td>Substantive change</td>
<td>Growing Transit Communities and Social Equity - Address board direction to address equitable access to station areas</td>
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<tr>
<td>MPP-DP-D</td>
<td>Evaluate planning in regional growth centers and high capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.</td>
<td>Substantive change</td>
<td>Equity: add policy to address displacement in high-growth areas</td>
<td></td>
</tr>
<tr>
<td>MPP-DP-36</td>
<td>Provide a wide range of building and community types to serve the needs of a diverse population. Engage in equitable community planning to identify the diverse needs of the region's communities and achieve equitable growth outcomes.</td>
<td>Substantive change</td>
<td>Equity: Update policy to address equitable community planning and outcomes</td>
<td></td>
</tr>
<tr>
<td>MPP-DP-E</td>
<td>Address existing health disparities and improve health outcomes.</td>
<td>Substantive change</td>
<td>Health: Address Board and Regional Staff Committee discussion on healthy communities</td>
<td></td>
</tr>
<tr>
<td>MPP-DP-3</td>
<td>Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment growth targets for each designated regional growth center and manufacturing/industrial center.</td>
<td>Minor change</td>
<td>Regional Centers Framework: clarify existing expectations for MIC targets</td>
<td></td>
</tr>
<tr>
<td>MPP-DP-11</td>
<td>Support the development of centers within all jurisdictions, including high capacity transit station areas and countywide and local centers, town centers and activity nodes.</td>
<td>Minor change</td>
<td>Growing Transit Communities and Regional Centers Framework: update terminology</td>
<td>Board and committee review: pending changes to the Regional Growth Strategy, should policy also include high capacity transit station areas?</td>
</tr>
<tr>
<td>MPP-DP-13</td>
<td>Direct subregional funding, especially county-level and local funds, to countywide centers and other local centers, centers designated through countywide processes, as well as to town centers, and other activity nodes.</td>
<td>Minor change</td>
<td>Regional Centers Framework: update centers terminology</td>
<td>May consolidate funding-related policies in General chapter (DP-7, 10, 13, H-6, T-12)</td>
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<tr>
<td>MPP-DP-14</td>
<td>MPP-DP-14 Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, to provide a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.</td>
<td>Minor change</td>
<td>Original policy was duplicative of MPP-DP-35 - edits differentiate policies and focuses on comments regarding health and walkability outside of centers.</td>
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<tr>
<td>MPP-DP-15</td>
<td>MPP-DP-15 Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands as brownfields and greyfields, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.</td>
<td>Minor change</td>
<td>Incorporates surplus public lands and simplifies language.</td>
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<tr>
<td>MPP-DP-43</td>
<td>MPP-DP-43 Design communities to provide an improved safe and welcoming environments for walking and bicycling.</td>
<td>Minor change</td>
<td>Health - Address Board and Regional Staff Committee discussion on healthy communities.</td>
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</tr>
<tr>
<td>MPP-DP-50</td>
<td>MPP-DP-50 Streamline development standards and regulations for residential and commercial development, especially in centers and high capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.</td>
<td>Minor change</td>
<td>Growing Transit Communities - update to include high capacity transit station areas.</td>
<td></td>
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<tr>
<td>MPP-DP-4</td>
<td>MPP-DP-4 Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-5</td>
<td>MPP-DP-5 Focus a significant share of population and employment growth in designated regional growth centers.</td>
<td>No change</td>
<td></td>
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<tr>
<td>MPP-DP-6</td>
<td>MPP-DP-6 Provide a regional framework for designating and evaluating regional growth centers.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-7</td>
<td>MPP-DP-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.</td>
<td>No change</td>
<td>May consolidate funding-related policies in General chapter (DP-7, 10, 13, H-6, T-12)</td>
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<tr>
<td>MPP-DP-8</td>
<td>MPP-DP-8 Focus a significant share of employment growth in designated regional manufacturing/industrial centers.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-9</td>
<td>MPP-DP-9 Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-10</td>
<td>Give funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding are also appropriate to prioritize to these regional centers.</td>
<td>No change</td>
<td></td>
<td>May consolidate funding-related policies in General chapter (DP-7, 10, 13, H-6, T-12)</td>
</tr>
<tr>
<td>MPP-DP-16</td>
<td>Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-17</td>
<td>Promote transit service to and from existing cities in rural areas.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-18</td>
<td>Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the regional growth strategy, annexation is preferred over incorporation.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-19</td>
<td>Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-20</td>
<td>Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-21</td>
<td>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.</td>
<td>No change</td>
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<td>MPP-DP-22</td>
<td>Do not allow urban net densities in rural and resource areas.</td>
<td>No change</td>
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<td>MPP-DP-23</td>
<td>Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-24</td>
<td>In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-25</td>
<td>Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-26</td>
<td>Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-27</td>
<td>Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-28</td>
<td>Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-29</td>
<td>Protect and enhance significant open spaces, natural resources, and critical areas.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-30</td>
<td>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.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-31</td>
<td>Support the sustainability of designated resource lands. Do not convert these lands to other uses.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-32</td>
<td>Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-33</td>
<td>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.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-34</td>
<td>Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-35</td>
<td>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.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-37</td>
<td>Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-38</td>
<td>Design public buildings and spaces that contribute to a sense of community and a sense of place.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-39</td>
<td>Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-40</td>
<td>Design transportation projects and other infrastructure to achieve community development objectives and improve communities.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-41</td>
<td>Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-42</td>
<td>Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-44</td>
<td>Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-45</td>
<td>Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-46</td>
<td>Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-47</td>
<td>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.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-48</td>
<td>Encourage the use of innovative techniques, including the transfer of development rights, the purchase of development rights, and conservation incentives. Use these techniques to focus growth within the urban growth area (especially cities) to lessen pressures to convert rural and resource areas to more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-49</td>
<td>Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-51</td>
<td>Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-52</td>
<td>Protect military lands from encroachment by incompatible uses and development on adjacent land.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-53</td>
<td>Protect industrial lands from encroachment by incompatible uses and development on adjacent land.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-54</td>
<td>Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.</td>
<td>No change</td>
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<tr>
<td>MPP-DP-55</td>
<td>Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.</td>
<td>No change</td>
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<td>MPP-DP-56</td>
<td>Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.</td>
<td>No change</td>
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<th>Action</th>
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<tr>
<td>DP-Action-1</td>
<td>Urban Growth Area: The Puget Sound Regional Council will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.</td>
<td>New action</td>
<td>Urban Growth Area and Annexation- Updated companion MPP-DP-1</td>
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<tr>
<td>DP-Action-2</td>
<td>Track and Evaluate Growth: The Puget Sound Regional Council will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy</td>
<td>New action</td>
<td>Growing Transit Communities- Increase emphasis on transit station areas</td>
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<tr>
<td>DP-Action-3</td>
<td>Growth Targets: The Puget Sound Regional Council, together with its member jurisdictions, will provide guidance and participate with countywide processes that set local housing and employment targets. PSRC will also provide guidance on growth targets for designated regional centers.</td>
<td>New action</td>
<td>Regional Growth Strategy implementation</td>
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<td>DP-Action-4</td>
<td>Implement the Regional Centers Framework: The Puget Sound Regional Council will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.</td>
<td>New action</td>
<td>Regional Centers Framework implementation</td>
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<tr>
<td>DP-Action-5</td>
<td>Industrial Lands: The Puget Sound Regional Council will update its inventory of industrial lands, evaluate supply and demand for industrial land, and identify strategies to preserve industrial lands and businesses in the region.</td>
<td>New action</td>
<td>Consistent with previous plans, continue to periodically update information on industrial lands</td>
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<tr>
<td>DP-Action-6</td>
<td>Transit-Oriented Development: The Puget Sound Regional Council, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high capacity transit station areas.</td>
<td>New action</td>
<td>Growing Transit Communities - Increase emphasis on transit station areas</td>
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<td>DP-Action-7</td>
<td>Minimum Densities in Transit Station Areas: The Puget Sound Regional Council will work in collaboration with transit agencies and local government to develop guidance for transit supportive densities in different types of high capacity transit station areas.</td>
<td>New action</td>
<td>Regional Growth Strategy implementation - may update action if legislative action on this topic.</td>
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<tr>
<td>DP-Action-8</td>
<td>Concurrency Best Practices: The Puget Sound Regional Council will continue to develop guidance on innovative approaches to multimodal level of service standards and regional and local implementation strategies for local multimodal concurrency.</td>
<td>New action</td>
<td>Taking Stock 2016 - need identified from local governments for additional guidance to implement MPP-DP-54 through DP-56.</td>
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<td>DP-Action-9</td>
<td>Coordinated Planning in Unincorporated Urban Areas: The Puget Sound Regional Council will support communication with the state Legislature regarding changes to state laws and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.</td>
<td>New action</td>
<td>Urban Growth Area and Annexation - Identify actions to support annexation</td>
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<tr>
<td>DP-Action-10</td>
<td>Identification and Clean-up of Underused Lands: Countywide planning bodies, in cooperation with their cities, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.</td>
<td>New action</td>
<td></td>
<td>Combines similar existing actions and incorporates surplus lands to reflect changes to state law.</td>
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<tr>
<td>DP-Action-11</td>
<td>Center Plans and Station Area Plans: Each city or county with a designated regional center and/or high capacity transit station area will develop a subarea plan for the designated regional growth center, station area, and/or the manufacturing/industrial center. Countywide and local centers should also consider developing subarea plans.</td>
<td>New action</td>
<td>Growing Transit Communities - Increase emphasis on transit station areas</td>
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<tr>
<td>DP-Action-12</td>
<td>Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.</td>
<td>New action</td>
<td>Regional Centers Framework - Increase emphasis on mode shift</td>
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DISCUSSION ITEM

February 28, 2019

To: Growth Management Policy Board

From: Paul Inghram, Director of Growth Management

Subject: Economy and Jobs in VISION 2050

IN BRIEF

February’s extended meeting provides time for an in-depth board discussion and break-out sessions about how VISION 2050 can support economic growth in all parts of the region, improve regional distribution of jobs, and improve access to opportunity for the region’s residents.

DISCUSSION

A new regional economic strategy, Amazing Place, was adopted in September 2017. The strategy relied on the input of employers, civic groups, government leaders, educators, chambers of commerce, and a broad array of economic development interests throughout King, Pierce, Snohomish, and Kitsap counties. From this input and lessons learned from prior strategies, the strategy is centered on three main goals:

- Open economic opportunities to everyone
- Compete globally
- Sustain a high quality of life

The board reviewed aspects of Amazing Place and the update of the VISION 2040 Economy chapter at its November 2018 meeting. Board members asked about how to support stronger job growth throughout the region, not just in “hot” high-tech areas, and about industries that support living wages, such as construction and trades. Recognizing the challenge of planning for job growth to support the regional economy, while also supporting strong, healthy communities throughout the region, the board asked to conduct a work session focused on jobs.
Regional Job Distribution

Between 2010 and 2017, the region added 378,000 jobs – growing by 20%, and added 376,000 people – growing by 10%. The rates of job and population growth varied by county, some with growth rates above these regional rates and others with lower rates. Employment in King County metro cities (Seattle and Bellevue) and Bremerton have seen stronger growth in recent years than anticipated by the Regional Growth Strategy, while growth in Everett and Tacoma has been less than the growth strategy objective, although both cities have seen stronger growth in the last few years.

Variation in job growth throughout the region is influenced by the growth rates of particular industries and the regional distribution of those industries. Information technology and tourism industries have seen high growth rates over the period and are strongest in King County. Manufacturing and freight industries are important in the economies in Snohomish and Pierce counties. Military employment and the defense industry’s impact on the economy through contractors is important in Pierce, Kitsap and Snohomish counties. Outlying cities have seen mixed economic results. Some have become strong employment and retail centers that serve expanding suburbs and rural growth, while other communities are largely disconnected from the growing economic activity in the rest of the region.

Jobs and Housing

The region’s housing market has struggled to keep pace with job growth. Between 2010 and 2017, the region added four new jobs for every new housing unit. While King County has seen strong recent job growth overall, and growth in high paying jobs relative to the rest of the region, many jobs in King County and throughout the region have low or moderate wages, ranging from service and retail, to teachers and fire fighters.

Since 2000, King County experienced much higher housing growth than anticipated by VISION 2040, helping to offset potential impacts of an imbalance of job and housing growth. Nonetheless, the strong job growth outpaced housing development, putting significant pressure on housing prices and rents. Growth in King County directly impacted communities in other counties, with many seeing increases in housing development, housing prices and rents as some in King County move farther out to find more affordable housing choices. Meanwhile, higher housing costs in other counties and in outlying King County cities have made it more challenging for local workers to find local housing options.
Future Growth

Between now and 2050, jobs in the central Puget Sound region are expected to increase by 51%, adding 1.2 million new jobs. Forecasts show the changing nature of employment by 2050, with 86% of job growth in the service and retail sectors, and other sectors, such as manufacturing, having fewer jobs. In addition, population projections may impact the needs of residents and workers to commute to jobs or access these services. By 2050, retirement age population (65 and over) is expected to grow by 91%. In addition, estimates predict more than 1 million new residents between the working ages of 20 and 64.

Growth Alternatives

Unlike the Stay the Course alternative, which maintains the county-level distribution shares of VISION 2040, both of the action alternatives (Transit Focused Growth and Reset Urban Growth) use the more recent 2017 state Office of Financial Management (OFM) projections for county-level population distribution. Per the board’s direction, they also include a shift of 5% of the expected employment growth from King County to Pierce (2%), Snohomish (2%), and Kitsap (1%) counties. Using the OFM population shares and shifting 5% of employment results in a better balance of jobs and housing in both alternatives. The figure below illustrates the jobs-housing balance where the regional average is indexed to 1.0 for the three alternatives.

![Diagram showing jobs-housing balance]

The attached map shows the ratio of affordable housing options in proximity to lower wage jobs. Some high job growth areas have larger amounts of affordable housing and some areas with fewer housing choices have less job growth pressure. Of greater concern are areas with strong growth of lower wage jobs, but with less access to
affordable housing choices as employees earning lower wages in these communities are most likely commuting from great distances as they cannot afford to live near their place of work.

Questions for the Board

- How can community development, housing, infrastructure and transportation support job growth and access to employment throughout the region?
- What role can PSRC, counties, cities and towns, and other stakeholders play to promote job growth in all parts of the region?

NEXT STEPS

This discussion by the board may be instrumental in analyzing the growth alternatives and developing a preferred alternative. As we saw with VISION 2040, it takes more than simply identifying a preferred pattern of growth. Strong policies and approaches are also needed. Staff will use the feedback from the board to identify potential revisions to the Development Patterns and Economy policies, specifically, and others that may be relevant.

For more information, please contact Paul Inghram at 206-464-7549 or pingham@psrc.org or Jason Thibedeau at 206-389-1879 or jthibedeau@psrc.org.

Attachments:
A - Job-Housing Fit Map
The low-wage affordable housing fit map is based on an approach created by the University of California Davis. Affordable low-income housing is based on American Community Survey rental data by Census Tract and covers housing that costs less than $750/month while low-wage jobs are any job that pay $15,000/year or less. Areas with balanced access between lower paying jobs and affordable housing options are shown in blue while places with more jobs but fewer affordable housing options are shown in yellow and orange.
The moderate-wage affordable housing fit map is based on an approach created by the University of California Davis. Affordable moderate-income housing is based on American Community Survey rental data by Census Tract and covers housing that costs less than $1250/month while moderate-wage jobs pay up to $40,000/year. Areas with balanced access between moderate paying jobs and affordable housing options are shown in blue while places with more jobs but fewer affordable housing options are shown in yellow and orange.
As the region prepares to add more people and more jobs in the coming decades — about 1.8 million more people by 2050 — VISION 2050 will provide a guide for sustaining a healthy environment, thriving communities, and a strong economy.

**VISION 2050 Draft SEIS Open Houses**

We need your input! PSRC will be seeking comments in March 2019 on the Draft Supplemental Environment Impact Statement (SEIS) for VISION 2050, the region’s long-range plan to keep the central Puget Sound region healthy and vibrant as it grows.

The SEIS reviews the environmental effects of three regional growth alternatives that distribute growth in unique patterns throughout the region.

Drop in to an open house to learn more about the alternatives and join the regional conversation:

**Tuesday, March 12 / 4-6PM / Edmonds City Hall**
121 5th Avenue N, Edmonds, 98020

**Wednesday, March 13 / 4-6PM / South Tacoma Public Library**
3411 S 56th Street, Tacoma, 98409

**Monday, March 18 / 4-6PM / Bothell Police Community Room**
18410 101st Avenue NE, Bothell, 98011

**Tuesday, March 19 / 4-6PM / Bremerton City Council Chambers**
345 6th Street, Bremerton, 98377

**Thursday, March 21 / 12-2PM / PSRC Boardroom**
1011 Western Avenue, Suite 500, Seattle, 98104

Can’t attend an open house in person? Participate online at [https://www.psrc.org/](https://www.psrc.org/).

For more information, please email VISION2050@psrc.org, call 206-464-7090, or visit [https://www.psrc.org/vision](https://www.psrc.org/vision).