VISION 2050 Environmental Review
Land Use Technical Advisory Committee
April 22, 2019

Puget Sound Regional Council
Overview

- Draft SEIS Overview
- Development of Preferred Alternative
- Next steps
Draft released February 28 with a 60-day comment period

- Outreach
- Alternatives
- Environmental Effects
- 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 (Summer 2019)
- Issue Final SEIS, adopt VISION 2050 (Spring 2020)
Outreach

- 5 Open Houses
- Notice
- Presentations
- Community Partners
- News Release
- Social Media
- Environmental Resource Agencies
### Growth Alternatives

<table>
<thead>
<tr>
<th>Stay the Course</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growth focused in Metropolitan and Core cities</td>
<td>More compact growth focused in high capacity transit (HCT) areas</td>
<td>Growth more distributed throughout the urban growth area</td>
</tr>
</tbody>
</table>
Employment Growth 2017-2050

- Stay the Course: 44% Metropolitan Cities, 36% Core Cities, 12% HCT Communities, 5% Cities & Towns, 3% Urban Unicorp., 1% Rural
- Transit Focused Growth: 44% Metropolitan Cities, 35% Core Cities, 13% HCT Communities, 4% Cities & Towns, 2% Urban Unicorp., 1% Rural
- Reset Urban Growth: 41% Metropolitan Cities, 32% Core Cities, 12% HCT Communities, 6% Cities & Towns, 6% Urban Unicorp., 2% Rural
Environmental Effects

Common to all alternatives

- Average drive times and distances will be less, but time spent stuck in traffic will increase
- Transit ridership more than doubles
- Air quality will improve and greenhouse gas emissions will be reduced
- All require about 830,000 new housing units
- Redevelopment will increase the threat of displacement, which will require mitigation to be avoided
## Environmental Effects

### Vehicle Delay

<table>
<thead>
<tr>
<th></th>
<th>Stay the Course (plan extended)</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual average per person</td>
<td>31 hours (increase compared to 21 hours in 2014)</td>
<td>29 hours</td>
<td>32 hours</td>
</tr>
</tbody>
</table>

### Transit ridership

<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>476 million (substantial increase compared to 194 million in 2014)</td>
<td>502 million</td>
<td>490 million</td>
</tr>
</tbody>
</table>

### Greenhouse gas emissions

<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>41,000 tons per day CO\textsubscript{2} equivalent (decrease compared to 47,200 tons per day in 2014)</td>
<td>39,600 tons per day CO\textsubscript{2} equivalent</td>
<td>41,400 tons per day CO\textsubscript{2} equivalent</td>
</tr>
</tbody>
</table>
### Environmental Effects

<table>
<thead>
<tr>
<th>Category</th>
<th>Stay the Course (plan extended)</th>
<th>Transit Focused Growth</th>
<th>Reset Urban Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Developed</td>
<td>322,000 acres</td>
<td>285,000 acres</td>
<td>331,000 acres</td>
</tr>
<tr>
<td>Impervious Surface</td>
<td>23,200 acres</td>
<td>19,600 acres</td>
<td>24,300 acres</td>
</tr>
<tr>
<td>Redevelopment (Stormwater Improvement)</td>
<td>22,800 acres</td>
<td>17,200 acres</td>
<td>26,000 acres</td>
</tr>
</tbody>
</table>
## Environmental Effects

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<tr>
<td>Moderate density housing</td>
<td>15% moderate-density (moderate=townhome, triplex, low-rise MF)</td>
<td>19% moderate-density</td>
<td>13% moderate-density</td>
</tr>
<tr>
<td>Jobs-housing balance</td>
<td>Improved balance</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Equity Analysis

- Equity Analysis part of Draft SEIS
- Measures impact in areas with high concentrations of low income residents and people of color
- Displacement risk analysis and updated Opportunity Mapping
## Displacement Risk

Composite index of displacement risks:
- Socio-demographics
- Transportation qualities
- Neighborhood characteristics
- Housing
- Civic engagement

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<td>Population growth in areas of high displacement risk</td>
<td>18%</td>
<td>23%</td>
<td>16%</td>
</tr>
</tbody>
</table>

Population growth in areas of high displacement risk:
- Stay the Course (plan extended): 18%
- Transit Focused Growth: 23%
- Reset Urban Growth: 16%
Evaluation Criteria

Evaluation criteria categories:
• Climate Change
• Development Patterns
• Economy
• Environment
• Health
• Housing
• Public Services
• Social Equity
• Transportation

Potential scorecard for GMPB in May
How to Comment

Draft SEIS Review:
Feb 28-April 29

www.psrc.org/vision/seis
Information for a Preferred Alternative

- Draft Supplemental EIS
- Public comment
- Supplemental technical evaluation
- Discussion of board priorities
March 2019: Board & committee presentations on DSEIS

April 2019: Begin discussion of priorities

May 2019: Review comments, discuss priorities, develop preferred alternative concepts

June 2019: Refine and finalize draft preferred alternative

July 2019: Release draft VISION 2050 plan for comment
RGS Objectives – Physical Characteristics

- Maintain stable urban growth areas
- Focus the great majority of new population and employment within urban growth areas
- Maintain a variety of community types, densities, and sizes
- Achieve a better balance of jobs and housing across the region
RGS Objectives – Physical Characteristics

- Within urban growth areas, focus growth in cities
- Within cities, create and support centers to serve as concentrations of jobs, housing, services, and other activities
- Build transit-oriented development around planned infrastructure
- Use existing infrastructure and new investments efficiently
Preferred Alternative Schedule

March 2019: Board & committee presentations on DSEIS

April 2019: Begin discussion of priorities

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June 2019: Refine and finalize draft preferred alternative

July 2019: Release draft VISION 2050 plan for comment
Thank you

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