Development of a Preferred Alternative
June 21, 2019
Regional TOD Advisory Committee
Overview

- Draft Preferred Alternative
- Transit growth goal
- Next steps
## Growth Alternatives in Draft SEIS

<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>
Draft SEIS Comments

• Strong support for Transit Focused Growth

• Concerns about displacement, some growth allocations

• Specific numeric recommendations

Draft Preferred Alternative Approach: Use Transit Focused Growth as starting point, make adjustments
Draft Preferred Alternative

• Goal for 65% of region’s population and 75% of job growth to occur near planned high-capacity transit
• Compact walkable places
• Increase middle-density housing options
• Less growth in rural and unincorporated areas without high-capacity transit
• Preservation of farm land and open space
• Displacement Risk Analysis tool used in analysis
Draft Preferred Alternative would call for:

- **Increased** growth in mid- to large-size cities with regional growth centers and high-capacity transit
- **Decreased** growth in Rural areas
- **Decreased** growth in Urban Unincorporated areas and smaller cities, especially at the urban edge
- **Increased** jobs-housing balance in the region
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Modified Transit Focused Growth

Preliminary analysis:

- Most benefits of Transit Focused Growth
- Large portion of future growth occurs near transit and in compact, walkable communities
- Some worse outcomes from shifting growth to outlying areas
- Requests reflect trends, capacity, development
High-Capacity Transit Areas

Includes:

• Regional Growth Centers
• ½ mile walkshed from Light Rail, Commuter Rail, and Ferry
• ¼ mile walkshed from Bus Rapid Transit
• Basis for developing new regional geographies, which also factor in other policy goals
Regional High-Capacity Transit Goal

• Development capacity + historical growth trends suggest:
  • 75% goal for employment is ambitious, yet achievable
  • 75% goal for population more challenging

• Peer regions: Centers and TOD areas typically expected to capture more employment growth than housing growth

• Revised high capacity transit growth goal does not change regional geography allocations
High-Capacity Transit Goal

65% growth goal more than doubles the number of people in those areas in 2050

Compared to the draft preferred, modeling for a 65% goal shows:

• Slightly less high and moderate density housing
• Slightly less growth in areas of high displacement risk
• Lower transit boardings

65% goal is more consistent with peer regions, capacity, and development trends but still represents an ambitious goal for residential growth
Regional Growth Strategy Implementation

How to maintain a clear and functional strategy for local governments while achieving the regional social, environmental, and mobility benefits of the Regional Growth Strategy?

Existing Flexibility in the Regional Growth Strategy
• Time Period
• Regional Geographies
• County variations
• Front/Back Loaded Growth
• Actions and measures

PSRC certifies plans, not growth trends
Next Steps

• Development of outstanding items through June
• Board meeting July 11 scheduled to direct staff to release draft plan for public review
Thank you.

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