The long-range forecast is for continued growth

- The region is projected to grow by about **1.8 million people** between 2017 and 2050
- The region is projected to add about **1.2 million jobs** between 2017 and 2050
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
Scoping: What We Heard

- Housing supply and affordability top concerns
- Growth strategy should be achievable and reflect known trends
- Address climate, access to jobs, equity, and health
- Revisit the role of urban unincorporated areas
- Perspectives on implementation
  - Need accountability and incentives to implement
  - Strategy should provide local flexibility
TOD Geography

Includes:

- Regional Growth Centers
- ½ mile walkshed from Light Rail, Commuter Rail, and Ferry
- ¼ mile walkshed from Bus Rapid Transit
- 115 sq mi, 73,000 acres
- Basis for developing new regional geographies, which also factor in other policy goals
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
Regional Geographies

Cities and Towns

Cities and towns with local transit service or without 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
Growth Alternatives
## 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>
Growth Alternatives

Stay the Course
Compact growth focused in Metropolitan and Core cities with regional growth centers

• Maintains current adopted strategy
• Largest shares of growth to Metropolitan cities of Seattle, Bellevue, Everett, Bremerton and Tacoma
• Directs more growth to cities and less growth in urban unincorporated and rural areas
Growth Alternatives

Transit Focused Growth
Accelerated growth near existing and planned high capacity transit investments

- Goal for 75% of the region’s growth to occur near high capacity transit
- Less growth in rural and unincorporated areas without high capacity transit
- Uses 2017 OFM population distribution, +5% shift of employment to Pierce, Snohomish and Kitsap counties
Growth Alternatives

**Reset Urban Growth**

More dispersed growth throughout the urban growth area

- Assumes a large share of growth to Metropolitan and Core cities
- Growth for other urban areas based on current land use capacity
- More growth in rural and urban unincorporated areas
- Uses 2017 OFM population distribution, +5% shift of employment to Pierce, Snohomish and Kitsap counties
Population Growth 2017-2050

Stay the Course
- Metropolitan Cities: 35%
- Core Cities: 9%
- Transit Focused Growth
- HCT Communities: 36%
- Cities & Towns: 6%
- Reset Urban Growth
- Metropolitan Cities: 31%
- Core Cities: 5%
- Urban Unicorp.: 6%
- Rural: 12%
Growth Alternatives

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
Draft Supplemental Environmental Impact Statement
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

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle delay</strong></td>
<td>31 hours</td>
<td>29 hours</td>
<td>32 hours</td>
</tr>
<tr>
<td><strong>Transit ridership</strong></td>
<td>476 million (substantial increase compared to 194 million in 2014)</td>
<td>502 million</td>
<td>490 million</td>
</tr>
<tr>
<td><strong>Greenhouse gas emissions</strong></td>
<td>41,000 tons per day CO\text{\textsubscript{2}} equivalent</td>
<td>39,600 tons per day CO\text{\textsubscript{2}} equivalent</td>
<td>41,400 tons per day CO\text{\textsubscript{2}} equivalent</td>
</tr>
</tbody>
</table>
# Environmental Effects

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</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>
</thead>
<tbody>
<tr>
<td><strong>Moderate density housing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(moderate=townhome, triplex, low-rise MF)</td>
<td>15% moderate-density</td>
<td>19% moderate-density</td>
<td>13% moderate-density</td>
</tr>
<tr>
<td><strong>Displacement risk</strong></td>
<td>Elevated risk</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Jobs-housing balance</strong></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 Analysis

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

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

Draft SEIS Review: Feb 28-April 29

www.psrc.org/vision/seis

Open houses:

• March 12 from 4 – 6 p.m. at Edmonds City Hall
• March 13 from 4 – 6 p.m. at South Tacoma Public Library
• March 18 from 4 – 6 p.m. at Bothell Police Community Room
• March 19 from 4 – 6 p.m. at Bremerton City Council Chambers
• March 21 from 12 – 2 p.m. at PSRC
Preferred Alternative Schedule

March 2019: Board & committee presentations on DSEIS
April 2019: GMPB begins to discuss priorities
May 2019: Review comments, develop preferred alternative concepts
June 2019: Review comments, refine and finalize draft preferred alternative
July 2019: Release draft VISION 2050 plan for comment
Thank you

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