



## WEEKLY REPORT TO THE CITY COUNCIL

March 28, 2019

Members of the City Council  
City of Tacoma, Washington

**Dear Mayor and Council Members:**

### **ACTION REQUESTED**

1. This is a reminder that **you are required to submit** to the Public Disclosure Commission, **no later than Monday, April 15<sup>th</sup>, your “Personal Financial Affairs Statement.”** In addition, **please provide a copy of your report to the City Clerk’s Office for our records.** The Public Disclosure Commission’s link for filing is: <https://www.pdc.wa.gov/learn/file-online>.

### **ITEMS OF INTEREST**

2. Tacoma Venues & Events, Office of Arts & Cultural Vitality, provides the following **report on the installation of artwork in City buildings:**

Look for new artwork from local artists throughout City Hall! 21 artworks have been purchased, professionally framed and will be installed, starting with common areas in the City Council Office and other pieces displayed in meeting rooms and publicly-accessible spaces of City buildings. In addition, existing works in the collection have been reframed and will be re-installed throughout the corridors and public offices.

In late 2018, 21 pieces of artwork, totaling \$20,000, were selected through a competitive process for inclusion in the City of Tacoma’s Municipal Art Collection. Funding for these pieces came from Percent for Art funding associated with the Tacoma Municipal Building renovations.

85 applications were reviewed and artwork selected from: Anida Yoeu Ali, Adika Bell, Jasmine Brown, Heather Cornelius, Becky Frehse, Tiffany Hammonds, Lucia Harrison, Lourdes Jackson, Lisa Kinoshita, Morrae Martin, Nicholas Nyland, Chandler O’Leary, Gerardo Peña, Liz Pulos, Christie Rooks, Roberto Sanchez, Masahiro Sugano, Dion Thomas, William Turner, Angela Wales, and Grace A. Washington. All artists live in Tacoma with five from District 1, four from District 2, five from District 3, six from District 4, and one from District 5.

The selection panel was comprised of Liesl Santkuy (Tacoma Arts Commission), Rosheida Myers (City of Tacoma), Gabriel Brown (Spaceworks Tacoma), and Heide Fernandez-Llamazares (ArtsWA).

### **STUDY SESSION/WORK SESSION**

3. The **City Council Study Session** of Tuesday, April 2, 2019, will be held in Room 16 of the Tacoma Municipal Building North, at Noon. Discussion items will include: (1) **Code Compliance and Neighborhood Enhancement Updates**; (2) **Vision 2050 Draft Supplemental Environmental Impact Statement**; (3) **Other Items of Interest**; (4) **Committee Reports**; (5) **Agenda Review and City Manager's Weekly Report**; and, (6) **Executive Session – Review Qualifications of a Candidate**.

At Tuesday's Study Session, Neighborhood and Community Services staff will provide **code compliance and neighborhood enhancement updates, to include a nuisance mapping preview**.

For the second topic at Tuesday's Study Session, Planning and Development Services staff will present a draft of **proposed comments to the Puget Sound Regional Council on the VISION 2050 Draft Supplemental Environmental Impact Statement**. VISION 2050 will set new mandates covering comprehensive plans and development regulations for cities, town, and counties in this region. Planning and Development Services Director Peter Huffman provides the attached memorandum with additional information and the Vision 2050 Draft SEIS Executive Summary. The full document is available for review at <https://cms.cityoftacoma.org/cityclerk/Files/CityCouncil/v2050-draft-seis.pdf>.

4. The updated **Tentative City Council Forecast** and **Consolidated Standing Committee Calendars** are attached for your information.

### **MARK YOUR CALENDARS**

5. You have been invited to the following events:
- **Tacoma Fire Chief Jim Duggans' Retirement Celebration on Wednesday, April 10<sup>th</sup>, 3:00 – 4:00 p.m., 747 Market Street, Room 708.**
  - **Annual Citizen's for a Healthy Bay Dinner and Auction on Saturday, April 13<sup>th</sup>, 5:30 – 10:30 p.m., at the Foss Waterway Seaport, located at 705 Dock Street.**
  - **Tacoma Yacht Club's 2019 Daffodil Marine Parade on Sunday, April 14<sup>th</sup>, 9:00 a.m. to 2:00 p.m., at 5401 Yacht Club Road.**
  - **Carol Milgard Breast Center's Open House and 10 Year Celebration on Monday, April 15<sup>th</sup>, 4:30 – 6:00 p.m., at 4525 South 19<sup>th</sup> Street.**

- **BCRA's newly renovated Pantages Theater open house on April 17<sup>th</sup>, 4:00 – 7:00 p.m.**, located at 901 Broadway.
- **Graduate Tacoma's 2019 Community Impact Report Forum on Friday, April 26<sup>th</sup>, 8:00 a.m.**, at the STAR Center, located at 3873 South 66<sup>th</sup> Street.
- **Forterra's Annual Breakfast *A Place for All of Us* on Tuesday, April 30<sup>th</sup>, from 7:30 to 9:00 a.m.**, at the Washington Convention Center, located at 705 Pike Street, Seattle.
- **Annual Girl Scouts of Western Washington Luncheon on Thursday, May 2<sup>nd</sup>, Noon**, at the Hotel Murano, located at 1320 Broadway.
- **Annual Pierce County Law Enforcement Memorial Ceremony on Thursday, May 2<sup>nd</sup>, 6:00 p.m.**, at the McGavick Student and Conference Center at Clover Park Technical College, located at 4500 Steilacoom Blvd, #23, Lakewood.
- **Safe Streets 30<sup>th</sup> Anniversary Gala on Saturday, May 4<sup>th</sup>, 5:30 p.m.**, at the Hotel Murano, located at 1320 Broadway.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth A. Pauli", followed by a small "fo-" mark.

Elizabeth A. Pauli  
City Manager

EAP:crh  
Attachments



**TO:** Elizabeth A. Pauli, City Manager  
**FROM:** Peter Huffman, Director, Planning and Development Services  
**COPY:** City Council  
**PRESENTER:** Ian Munce, AICP, Special Assistant to Director, Planning and Development Services  
**SUBJECT:** VISION 2050 Draft Supplemental Environmental Impact Statement  
**DATE:** March 28, 2019

On April 2, 2019, staff will present a draft comment letter on proposed comments to the Puget Sound Regional Council (PSRC) regarding the VISION 2050 Draft Supplemental Environmental Impact Statement (SEIS).

VISION 2040 is the regional development plan covering King, Kitsap, Pierce, and Snohomish Counties and the cities and towns within these four counties. This plan is developed and adopted by the PSRC a membership organization focused around these cities, towns, and counties. PSRC is also a federally recognized Metropolitan Planning Organization that adopts a Transportation Plan (currently Transportation 2050). Together these development and transportation plans assist in setting infrastructure priorities, particularly federal transportation funds. They also set minimum standards for local comprehensive plans and development regulations.

PSRC is now in the process of updating VISION 2040 to VISION 2050. Much of this work involves strengthening policies regarding issues such as affordable housing and climate change. Of particular note is the update to the population and employment allocations that each jurisdiction is required to plan for. VISION 2040 focused on developing centers where the broadest range of services and amenities can be efficiently provided. The SEIS for VISION 2050 presents the following three alternative population and employment allocations:

- Update the 2040 allocations;
- Shift to a focus that allocates 75 percent of the allocations to centers around high capacity transit; and
- Disperse growth to unincorporated urban growth areas.

Consistent with the City's Comprehensive Plan, the proposed SEIS comment letter recommends moving from 'Stay the Course' to 'Transit Focus' and rejecting any notion of facilitating further sprawl as antithetical to the direction set by VISION 2040 and its associated EIS.

The recommendations listed in the draft comment letter pertain to the following excerpts from the Draft SEIS:

“The region has had important successes implementing VISION 2040, which helps fulfill the goals of the GMA. Considerable economic gains in recent years have made the region among the fastest-growing in the country. The plan has helped coordinate state and regional initiatives and support local decisions. Regionally, growth is shifting toward more compact, sustainable development occurring within urban areas and cities, with cost-effective and efficient services, reduced impacts on the environment, and positive health outcomes.

At the same time, the region continues to face challenges, including the climbing cost of housing. Congestion from rapid growth is reducing access to jobs, services, and housing. While recent economic growth has been strong, prosperity has not benefited everyone or all parts of the region. Finally, pressing



environmental issues such as climate change, the health of Puget Sound, and open space preservation require more collaborative, long-term action.” (Page ES-2)

“The Regional Growth Strategy component of VISION 2040/50 defines roles for different types of places in accommodating the region’s population and employment growth, which inform the countywide growth target setting process. Jurisdictions use growth targets to inform land use, transportation, and capital facilities in their 20-year comprehensive plans”. (Page ES-2)

“This Draft Supplemental Environmental Impact Statement (Draft SEIS) reviews the environmental effects of three distinct regional growth alternatives that are being considered for VISION 2050:

- Stay the Course
- Transit Focused Growth
- Reset Urban Growth

Each of these three alternatives is intended to help preserve resource lands, protect rural lands from urban-type development, and promote infill and redevelopment within urban areas to create more compact, walkable, and transit-friendly communities.” (Page ES-3)

“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 in the region within 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”. (Page ES-9)

“The Transit Focused Growth alternative assumes an explicit goal for 75 percent of the region’s population and employment growth to occur within a quarter- to a half-mile from current and planned high-capacity transit station areas, including light rail, bus rapid transit, commuter rail, ferries, and streetcar. This would result in the largest shares of growth to Metropolitan Cities, Core Cities, and HCT Communities”. (Page ES-9)

“Growth in unincorporated urban growth areas with existing or planned high-capacity transit and planned for annexation or incorporation would be similar to cities with high-capacity transit ... Growth in rural areas and unincorporated areas without access to high-capacity transit and unaffiliated unincorporated areas is the lowest in this alternative”. (Page ES-9)

“With Sound Transit’s high-capacity transit expansion, the implementation of Kitsap County’s Fast Ferries program, and the continued development of local transit investments around the region, these transportation investments have the potential to serve a large share of the region’s growth ... High-capacity transit station areas are within a half-mile of light rail, commuter rail, ferry, and streetcar stops and a quarter-mile from bus rapid transit stops”. (Page 30)

“The Reset Urban Growth alternative shares similarities with actual growth patterns that occurred from 2000 to 2016 and assumes a more dispersed growth pattern throughout the urban area”. (Page ES-10)

More specifically, this alternative “...uses Buildable Lands capacity, plus an additional 10 percent, to establish growth allocations for the Cities & Towns and Urban Unincorporated regional geographies...”. (Page 90)



See e.g. 4% of the population growth would go to Urban Unincorporated under 'Transit Focused' versus 12% for 'Reset Urban Growth' (and 3% of employment growth versus 6%). (Table ES-1)

The entire VISION 2050 Draft SEIS can be accessed at:

<http://cms.cityoftacoma.org/cityclerk/Files/CityCouncil/v2050-draft-seis.pdf>

Attachment: Draft Comment Letter to the PRSC

*DRAFT*

Erika Harris, AICP  
SEPA Responsible Official, SEIS Project Manager  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

RE: VISION 2050 Draft Supplemental Environmental Impact Statement Comments

Dear Ms. Harris:

Thank you for this opportunity to comment on the Draft Supplemental Environmental Impact Statement (SEIS) for VISION 2050. The City of Tacoma provides the following recommendations on the regional development strategy:

1. Of particular significance to the City of Tacoma in comparing the three alternatives are the set of improvements that “Transit Focused Growth” advances over “Stay the Course”:

- Improved job housing balance
- More moderate and high density housing
- Significantly more population and employment growth near high capacity transit (HCT)
- Greater proximity to HCT for communities of color and low income communities
- Less impervious surface added
- Less land developed
- Less growth in areas with regionally significant habitat

The major drawback to adopting this alternative is that more growth is projected to occur in areas with a higher displacement risk. However, this can and must be offset by adopting a strong set of mitigation measures drawn from the "Potential Mitigation Measures" set forth in Chapter 4 of the Draft SEIS. The analysis of precisely which mitigation measures should be further developed and adopted and must be a part of the Final EIS and incorporated in the updated Multi-County Planning Policies. **With this stipulation the City supports the use of the “Transit Focused Growth” alternative over “Stay the Course” alternative.**

2. The City notes that the “Transit Focused Growth” alternative better addresses the new realities of HCT and the expansion of Regional Geographies set forth in Table 3.1-2 to HCT Communities, defined as other cities and unincorporated urban areas-planned for annexation or incorporation-with high capacity transit. HCT is defined as existing or planned light rail, commuter rail, ferry, streetcar, and/or bus rapid transit. Given the work that Pierce Transit is undertaking to secure all the funding necessary to establish bus rapid transit (BRT) from Downtown Tacoma to Parkland and Spanaway, it is helpful and appropriate that Draft SEIS Table 3.1-2 identifies the Tacoma Potential Annexation Area as one of 31 HCT Communities in the region. The City agrees that it is important to the region to carve out HCT Communities from what is otherwise simply Urban Unincorporated Areas, now defined as urban areas without high capacity transit and/or not affiliated for annexation or planned for incorporation.

On the topic of Table 3.1-2 the City supports the new regional geography of Major Military Installations (installations with more than 5,000 enlisted and service personnel). This formal recognition of the regional and statewide importance for Joint Base Lewis-McChord is timely.

**The City of Tacoma is adamantly opposed to the "Reset Urban Growth" alternative.** The Draft SEIS identifies the following negatives if VISION 2050 were to move from the City of Tacoma's preferred alternative of "Transit Focused Growth":

- Reduced job housing balance
- Less moderate and high density housing
- Significantly less population and employment growth near high capacity transit (HCT)
- Less proximity to HCT for communities of color and low income communities
- More impervious surface added
- More land developed
- More growth in areas with regionally significant habitat

Certainly there would be a reduced displacement risk but this can and must be offset by adopting a strong set of mitigation measures drawn from the "Potential Mitigation Measures" set forth in Chapter 4 of the Draft SEIS. The analysis of precisely which mitigation measures should be further developed and adopted must be part of the Final EIS and incorporated in the updated Multi-County Planning Policies.

Finally, this alternative is in direct conflict with the State Growth Management Act's mandate of reducing sprawl (Draft SEIS, page 3) and the objective of the Regional Growth Strategy of "Within urban growth areas, focus growth in cities" (Draft SEIS, page 4).

**3. The City strongly supports the Regional Growth Strategy of adjusting employment shares to encourage additional employment growth in Kitsap, Pierce, and Snohomish Counties (Draft SEIS, page 84).**

It is important to highlight that VISION 2050 and its associated Draft SEIS builds on VISION 2040 and the Final Environmental Impact Statement (FEIS) associated with VISION 2040. The Draft SEIS explicitly recognizes this on page 78 which states:

**"Build on VISION 2040.** In order to comply with the objectives and mandates of the state GMA and to fulfill the purpose and need for action, VISION 2050 builds on the base of the policies and actions and Regional Growth Strategy adopted in VISION 2040." The focus of the update is to clarify aspects of the vision and make improvements that reinforce a common regional vision of greater environmental sustainability, access to prosperity, and a high quality of life. VISION 2050 is anticipated to continue to reflect GMA's objectives of containing the expansion of urban areas; conserving farmlands, forests, and open spaces; supporting more compact, people oriented living and working places; and focusing a significant amount of new employment and housing into cities with vibrant urban centers."

As you know, if a fundamental change in direction from VISION 2040 to VISION 2050 was anticipated a SEIS would not be appropriate and a new Draft and Final EIS would be necessary. The City submits that the "Reset Urban Growth" alternative as developed in the Draft SEIS represents such a fundamental change that it far exceeds the scope of a SEIS. To pursue such sweeping changes would necessitate the development of a new FEIS.

Further, the "Reset Urban Growth" alternative as developed in the Draft SEIS on its face fails the threshold test set up in the Executive Summary page 3 which states:



*DRAFT*

"Each of these three alternatives is intended to help preserve resource lands, protect rural lands from urban-type development, and promote infill and redevelopment within urban areas to create more compact, walkable, and transit-friendly communities."

It also fails the first part of the overall test on Draft SEIS page 78 quoted above as it does not in any shape, fashion, or form "...make improvements that reinforce a common regional vision of greater environmental sustainability, access to prosperity, and a high quality of life...". Finally, it fails the second part of the overall test on Draft SEIS page 78 as it fails in "... supporting more compact, people oriented living and working places; and focusing a significant amount of new employment and housing into cities with vibrant urban centers".

Again, thank you for this opportunity to comment.

Elizabeth A. Pauli  
City of Tacoma City Manager

# VISION 2050

**DRAFT**

## **Supplemental Environmental Impact Statement**



Puget Sound Regional Council  
FEBRUARY 2019



Puget Sound Regional Council

## MEMBERSHIP

**Counties** - King County - Kitsap County - Pierce County - Snohomish County

**Cities and Tribes** - Algona - Arlington - Auburn - Bainbridge Island - Beaux Arts Village - Bellevue - Black Diamond - Bonney Lake - Bothell - Bremerton - Buckley - Burien - Clyde Hill - Covington - Darrington - Des Moines - DuPont - Duvall - Eatonville - Edgewood - Edmonds - Enumclaw - Everett - Federal Way - Fife - Fircrest - Gig Harbor - Granite Falls - Hunts Point - Issaquah - Kenmore - Kent - Kirkland - Lake Forest Park - Lake Stevens - Lakewood - Lynnwood - Maple Valley - Marysville - Medina - Mercer Island - Mill Creek - Milton - Monroe - Mountlake Terrace - Muckleshoot Indian Tribe - Mukilteo - Newcastle - Normandy Park - North Bend - Orting - Pacific - Port Orchard - Poulsbo - Puyallup - Puyallup Tribe of Indians - Redmond - Renton - Ruston - Sammamish - SeaTac - Seattle - Shoreline - Skykomish - Snohomish - Snoqualmie - Stanwood - Steilacoom - Sultan - Sumner - Tacoma - The Suquamish Tribe - Tukwila - University Place - Woodinville - Woodway - Yarrow Point

**Statutory Members** - Port of Bremerton - Port of Everett - Port of Seattle - Port of Tacoma - Washington State Department of Transportation - Washington Transportation Commission

**Associate Members** - Alderwood Water & Wastewater District - Port of Edmonds - Island County - Puget Sound Partnership - Snoqualmie Indian Tribe - Thurston Regional Planning Council - Tulalip Tribes - University of Washington - Washington State University

**Transit Agencies** - Community Transit - Everett Transit - Kitsap Transit - Metro King County - Pierce Transit - Sound Transit

Funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

**Title VI Notice:** PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <https://www.psrc.org/title-vi> or call 206-587-4819.

**American with Disabilities Act (ADA) Information:** Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le at 206-464-6175, with two weeks advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le through TTY Relay 711.

## Language Assistance

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese

Call 206-587-4819

Additional copies of this document may be obtained by contacting:

Puget Sound Regional Council, Information Center

1011 Western Avenue, Suite 500

Seattle, Washington 98104-1035

206-464-7532

Email: [info@psrc.org](mailto:info@psrc.org)

Website: [www.psrc.org](http://www.psrc.org)



# Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104 • 1035 \\\ [psrc.org](http://psrc.org) \\\ 206 • 464 • 7090

February 28, 2019

Dear Participants in the VISION 2050 Process:

The Puget Sound Regional Council (PSRC) has prepared this Draft Supplemental Environmental Impact Statement (SEIS) on VISION 2050 in accordance with the State Environmental Policy Act (SEPA). VISION 2040 is the central Puget Sound region's long-range growth management, environmental, economic, and transportation strategy. VISION 2050 is an update of VISION 2040, which was adopted in 2008. This SEIS supplements the VISION 2040 Final Environmental Impact Statement (2008), which is available at <https://www.psrc.org/environmental-review-vision-2040>.

Forecasts show the region needs to plan for 1.8 million additional people and 1.2 million new jobs by 2050. PSRC is developing VISION 2050 to guide growth to support thriving communities, a strong economy, and a healthy environment.

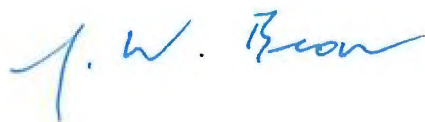
VISION 2050 will contain the region's multicounty planning policies, which are required by the Washington State Growth Management Act and a regional strategy for accommodating growth through 2050. The Draft SEIS presents and discusses the potential environmental impacts that may occur from three distinct growth patterns. Three regional growth alternatives were identified by PSRC's Growth Management Policy Board in November 2018. The three alternatives, Stay the Course (no action alternative), Transit Focused Growth, and Reset Urban Growth are described and evaluated for environmental impacts in the Draft SEIS. Potential measures to mitigate impacts are also described.

The Growth Management Policy Board will use information from this Draft SEIS, public comment, additional technical evaluation, and board priorities to develop a preferred growth alternative. A preferred growth alternative will be included in a Draft VISION 2050 plan, expected to be available this summer. PSRC's General Assembly is expected to take final action to adopt VISION 2050 in spring 2020.

The complete draft document and supporting materials are available at <https://www.psrc.org/vision/seis>. Paper copies are available for review at the offices of PSRC and at the libraries listed in the Distribution List (Appendix G). The public is encouraged to submit comments on the Draft SEIS. Information on how to comment is provided on the Fact Sheet and at <https://www.psrc.org/vision/seis>.

If you have any questions regarding the Draft SEIS, please contact Erika Harris, SEPA Responsible Official, at 206-464-6360 or [eharris@psrc.org](mailto:eharris@psrc.org).

Sincerely,

A handwritten signature in blue ink that reads "J. W. Brown".

Josh Brown, Executive Director  
Puget Sound Regional Council

A handwritten signature in black ink that reads "Erika Harris".

Erika Harris, SEPA Responsible Official  
Puget Sound Regional Council

Fact Sheet

# Draft Supplemental Environmental Impact Statement for VISION 2050

## **Proposed Action**

The Puget Sound Regional Council (PSRC) is scheduled to adopt VISION 2050 in 2020. VISION 2050 is the long-range growth management, environmental, economic and transportation strategy for the central Puget Sound region. VISION 2050 is an update of VISION 2040, which was adopted in 2008.

VISION 2050 will contain the region's multicounty planning policies, which are required by the Washington State Growth Management Act (GMA), and a regional strategy for accommodating growth through 2050. VISION 2050 covers King, Kitsap, Pierce, and Snohomish counties and their respective cities and towns.

The VISION 2050 Draft Supplemental Environmental Impact Statement (Draft SEIS) has been prepared in accordance with the State Environmental Policy Act (SEPA), Revised Code of Washington (RCW) 43.21C and the adopted rules for EIS preparation under Washington Administrative Code (WAC) 197-11-400 to 460. VISION 2050 is a non-project action.

The Draft SEIS presents and discusses the potential environmental impacts that may occur upon implementation of a Regional Growth Strategy. Three Regional Growth Strategy alternatives are described—Stay the Course (no action alternative), Transit Focused Growth, and Reset Urban Growth. The Draft SEIS evaluates environmental impacts and describes potential mitigation measures.

The Draft SEIS also contains a series of appendices that include supporting technical materials.

## **Proponent and SEPA Lead Agency**

Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035  
206-464-7090  
[www.psrc.org](http://www.psrc.org)

## **SEPA Responsible Official and PSRC Contact**

Erika Harris, AICP  
Senior Planner, SEPA Responsible Official, SEIS Project Manager  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035  
206-464-7090

## **Permits and Approvals**

No permits or approvals are required before PSRC adopts VISION 2050.

## **Principal Contributors**

Please see List of Preparers in Appendix F.

## **Date of Issue of Draft SEIS**

February 28, 2019

## **Comment Period**

The public comment period on the Draft SEIS will last 61 days, ending at 5:00 pm on Monday April 29, 2019.

Draft SEIS comments must be submitted to PSRC in writing by 5:00 pm on April 29, 2019. The public is encouraged to submit comments along with a name and email or mailing address through one of the following options:

- Email: [VISION2050SEIS@psrc.org](mailto:VISION2050SEIS@psrc.org)
- Online SEIS Comment Portal: <https://www.psrc.org/vision/seis>
- Mail: ATTN: VISION 2050 Draft SEIS Comment, PSRC,  
1011 Western Avenue, Suite 500, Seattle, WA 98104-1035
- Fax: ATTN: VISION 2050 Draft SEIS Comment, 206-587-4825
- Hardcopy letter or comment form at Draft SEIS open houses (see below)
- Growth Management Policy Board Meeting on April 4, 2019 (10:00 am) at PSRC

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

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 growth alternative. Comments and responses will be provided in the Final SEIS.

### **Public Open Houses**

For more information, attend one of the five Draft SEIS open houses being held around the region during March 2019:

- March 12: Edmonds City Hall, 4-6 pm, 121 5th Avenue N, Edmonds
- March 13: South Tacoma Public Library, 4-6 pm, 3411 S 56th Street, Tacoma
- March 18: Bothell Police Community Room, 4-6 pm, 18410 101st Avenue NE, Bothell
- March 19: Bremerton Council Chambers, 4-6 pm, 345 6th St, Bremerton
- March 21: PSRC, 12-2 pm, 1011 Western Avenue, Suite 500, Seattle

### **Projected Date of Final SEIS Issuance**

PSRC anticipates publishing the Final SEIS in early 2020.

### **Next Steps**

**Draft VISION 2050 Plan.** Following public review of the Draft SEIS, the Growth Management Policy Board will work to incorporate changes, select a preferred growth alternative, and publish a Draft VISION 2050 plan containing draft multicounty planning policies and the preferred growth alternative in summer 2019.

**Final SEIS and Final VISION 2050 Documents.** After the draft plan review, PSRC's boards will work with staff and consultants to incorporate changes and publish a Final SEIS and Final VISION 2050 documents. The current schedule is to release the Final SEIS and revised VISION 2050 in early 2020.

**Final Review and Action.** PSRC policy boards and committees will review and take final action to recommend approval to the Executive Board. The Executive Board will, in turn, make its recommendation to PSRC's General Assembly. The General Assembly will take action on the updated VISION in 2020.

### **Related Documents and Draft SEIS Availability**

A complete list of references for the Draft SEIS is provided in Chapter 7, and Appendix E contains background and information papers. The Draft SEIS is available in electronic format on PSRC's website, <https://www.psrc.org/vision/seis>. Paper copies are available for review at the offices of PSRC, 1011 Western Ave., Suite 500, Seattle, WA 98104-1035 and in the libraries listed in the Distribution List (Appendix G).

The VISION 2040 Final Environmental Impact Statement (FEIS) is incorporated by reference into this Draft SEIS under the provisions of WAC 197-11-600(4)(b). The VISION 2040 FEIS is available at <https://www.psrc.org/environmental-review-vision-2040>.



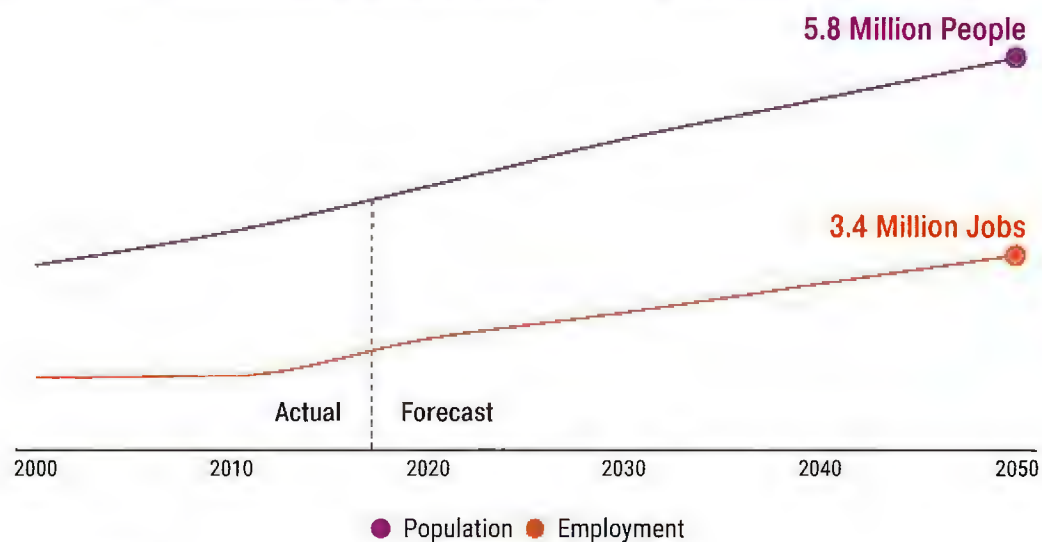


Source: PSRC

## Executive Summary

VISION 2050 is a shared and integrated strategy for how and where the central Puget Sound region should grow. Population in the region has grown to 4.1 million, with more than 376,000 new residents added since 2010. More growth is coming. Forecasts show the region needs to plan for 1.8 million additional people and 1.2 million new jobs by 2050 (Figure ES-1).

Figure ES-1. Historical and Forecasted Regional Population and Employment



Source: PSRC

VISION 2040 is the region's current plan for managing growth forecasted through the year 2040. The plan includes overarching goals, an environmental framework, a strategy to sustainably guide growth in the region, and multicounty planning policies as required by the state Growth Management Act (GMA) (RCW 36A.70.210). The plan also includes implementation actions at the regional, county, and local levels. VISION 2040 policy chapters address the environment, development patterns, housing, the economy, transportation, and public services.

The region has had important successes implementing VISION 2040, which helps fulfill the goals of the GMA. Considerable economic gains in recent years have made the region among the fastest-growing in the country. The plan has helped coordinate state and regional initiatives and support local decisions. Regionally, growth is shifting toward more compact, sustainable development occurring within urban areas and cities, with cost-effective and efficient services, reduced impacts on the environment, and positive health outcomes.

At the same time, the region continues to face challenges, including the climbing cost of housing. Congestion from rapid growth is reducing access to jobs, services, and housing. While recent economic growth has been strong, prosperity has not benefited everyone or all parts of the region. Finally, pressing environmental issues such as climate change, the health of Puget Sound, and open space preservation require more collaborative, long-term action.

PSRC is updating the region's vision to reflect changes since it was adopted in 2008, and to consider new information and changes that have occurred in the growing region. Local governments have been implementing the region's growth strategy through population and employment targets and comprehensive land use planning. As the region plans for another decade of growth:

- How should it accommodate new population and employment through 2050?
- Should the region's long-term strategy for growth change?

VISION 2050 is an opportunity to refocus the region's long-range plan to address these concerns and prepare for future growth. This plan will guide anticipated growth in ways that support regional objectives for thriving communities, a strong economy, and a healthy environment.

## **What is the Regional Growth Strategy?**

Under GMA, counties, in consultation with cities, are responsible for adopting 20-year growth targets. These population and employment growth targets are a key input to local comprehensive plans, ensuring that each county is accommodating population and employment growth. Jurisdictions use growth targets to inform land use, transportation, and capital facilities in their 20-year comprehensive plans.

The Regional Growth Strategy defines roles for different types of places in accommodating the region's population and employment growth, which inform the countywide growth target-setting process. The Regional Growth Strategy also serves an important role as a coordinated

regional statement of the long-range land use development assumptions that underlie the Regional Transportation Plan, required by both GMA and federal transportation planning regulations.

Counties, cities, and towns implemented VISION 2040's Regional Growth Strategy through their countywide growth targets and local comprehensive plans following the adoption of VISION 2040 in 2008. The Regional Growth Strategy Background Paper, which is included in Appendix E, outlines data trends since 2000 and the adoption of VISION 2040 in 2008 (PSRC 2018a).

This Draft Supplemental Environmental Impact Statement (Draft SEIS) reviews the environmental effects of three distinct regional growth alternatives that are being considered for VISION 2050:

- Stay the Course
- Transit Focused Growth
- Reset Urban Growth

Each of these three alternatives is intended to help preserve resource lands, protect rural lands from urban-type development, and promote infill and redevelopment within urban areas to create more compact, walkable, and transit-friendly communities. However, they distribute growth in unique patterns that have different trade-offs. This Draft SEIS shows a range of land use, transportation, environmental, and other impacts that would likely occur with each of these alternatives and identifies opportunities to mitigate them.



Source: Parametrix

PSRC is seeking feedback on these alternatives during the public comment period, which runs through April 29, 2019.



## Why is PSRC doing an environmental review of the plan?

The Washington State Environmental Policy Act (SEPA) requires that public agencies identify environmental impacts likely to result from plans and projects. PSRC will use the environmental review process to analyze the effects of continued growth in the region, and alternative ways of responding to and accommodating that growth. Just as VISION 2050 will build upon VISION 2040, the VISION 2040 Final Environmental Impact Statement (FEIS) provides a foundation for the environmental review of VISION 2050. This Draft SEIS updates the VISION 2040 FEIS and provides additional information for consideration. The information presented in this Draft SEIS will help with the selection of a preferred growth alternative.

The scoping process for VISION 2050 in early 2018 provided an opportunity to have a conversation with the public about how the region should grow. PSRC staff had contact with many individuals, organizations, and local jurisdictions throughout the region during the comment period, and received more than 1,300 individual comments. The top five categories of comments included land use and development patterns, transportation, Regional Growth Strategy, environment, and housing. The engagement process and comments received during scoping are summarized in the VISION 2050 Scoping Report (PSRC 2018b) and are reflected in the following desired outcomes for the plan:

- **Climate.** Meaningful steps have been taken to reduce carbon emissions and minimize the region's contribution to climate change.
- **Community and Culture.** Distinct, unique communities are supported throughout the region, cultural diversity is maintained and increased, and displacement due to development pressure is mitigated.
- **Economy.** Economic opportunities are open to everyone, and the region competes globally and has sustained a high quality of life. Industrial and manufacturing opportunities are maintained.
- **Environment.** The natural environment is restored, protected, and sustained, preserving and enhancing natural functions and wildlife habitats.
- **Equity.** All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.
- **Health.** Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.
- **Housing.** Healthy, safe, and affordable housing for all people is available and accessible throughout the region.
- **Innovation.** The region has a culture of innovation and embraces and responds to change.

- **Mobility and Connectivity.** A safe, clean, integrated, affordable, and highly efficient multimodal transportation system reduces travel times, promotes economic and environmental vitality, connects people, and supports the Regional Growth Strategy.
- **Natural Resources.** Natural resources are permanently protected, supporting the continued viability of resource-based industries such as forestry, agriculture, and aquaculture.
- **Public Facilities and Services.** Public facilities and services support local and regional growth plans in a coordinated, efficient, and cost-effective manner.
- **Resilience.** The region's communities plan for and are prepared to respond to potential impacts from natural hazards and other adverse events.
- **Rural Areas.** Rural communities and character are strengthened, enhanced, and sustained.

This Draft SEIS will help inform how regional planning can best achieve these outcomes. Chapter 1 contains more information on the purpose and need for this SEIS.

## How has the region changed since VISION 2040 was adopted?

The central Puget Sound region continues to be a desirable major metropolitan area, attracting new residents, employers, and visitors. It is known as a clean, healthy, safe, and diverse place with a vibrant economy and temperate climate.

The region has a remarkably beautiful natural setting, including snowcapped peaks, abundant waterways and shorelines, and lush forests and greenery. The natural environment provides habitat for a wide variety of fish and wildlife, and at the same time creates economic opportunity through industries such as fishing and timber harvest, and



Source: Parametrix

provides numerous recreational and tourism opportunities. These features have all made the region a magnet for growth.

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**Key changes in the last decade:**

- Technology industry employment is experiencing rapid growth, particularly in Seattle and central King County
  - Job growth has been strong in recent years but has been uneven across the region and by industry
  - Population and housing growth continues at a rapid pace
  - Regional demographics are changing as the population is becoming older and more ethnically and racially diverse
  - Rent and home prices have been increasing dramatically, causing a crisis of housing affordability
  - Transit infrastructure around the region is expanding, and transit ridership is increasing
  - Climate change is of growing urgency, and intersects with many resources including air quality, ecosystems, and water
- 

Chapter 2 details changes to the environmental baseline since the publication of the VISION 2040 FEIS in 2008. VISION 2050 will address these issues through the Regional Growth Strategy and regional policies and actions.

The current regional population is 4.1 million, an increase of 376,000 people—or 10 percent—from 2010 to 2017 (Figure ES-1). The VISION 2040 FEIS forecast a population of 5.0 million by 2040, whereas current forecasts have updated this to 5.3 million in 2040. By 2050, it is estimated the regional population will have grown to 5.8 million people.

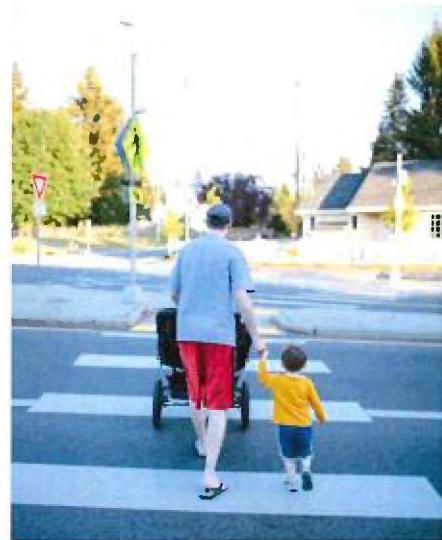
Consistent with VISION 2040, the vast majority of the region's population, employment, and housing is contained inside the region's designated urban growth areas. From 2005 to 2017, the percentage of population within the urban growth area increased from 85 to 87 percent and the percentage of employment remained constant at 96 percent.

VISION 2040's Regional Growth Strategy focuses growth not only in urban areas, but more specifically in regionally designated urban centers. Between 2010 and 2017, 12 percent of the region's population growth occurred in centers. From 2010 to 2017, 37 percent of regional job growth was located in regional growth centers and 8 percent was located in manufacturing/industrial centers. Chapter 2 contains information on existing conditions for land use, population, employment, housing, and other resources.



## Alternatives evaluated in this SEIS

At the heart of VISION 2040 is a shared vision of how and where the region should grow. The Regional Growth Strategy provides a description of a planned physical development pattern that the central Puget Sound region will evolve into over time. This environmental analysis includes three distinct alternative patterns of future growth that were developed after a public comment and scoping process, extensive review by PSRC's Growth Management Policy Board, and input from regional staff and other stakeholders. These three alternatives allow the environmental analysis to consider the effects of extending the current growth strategy to 2050 and the potential effects of changes to that strategy.



Source: Parametrix

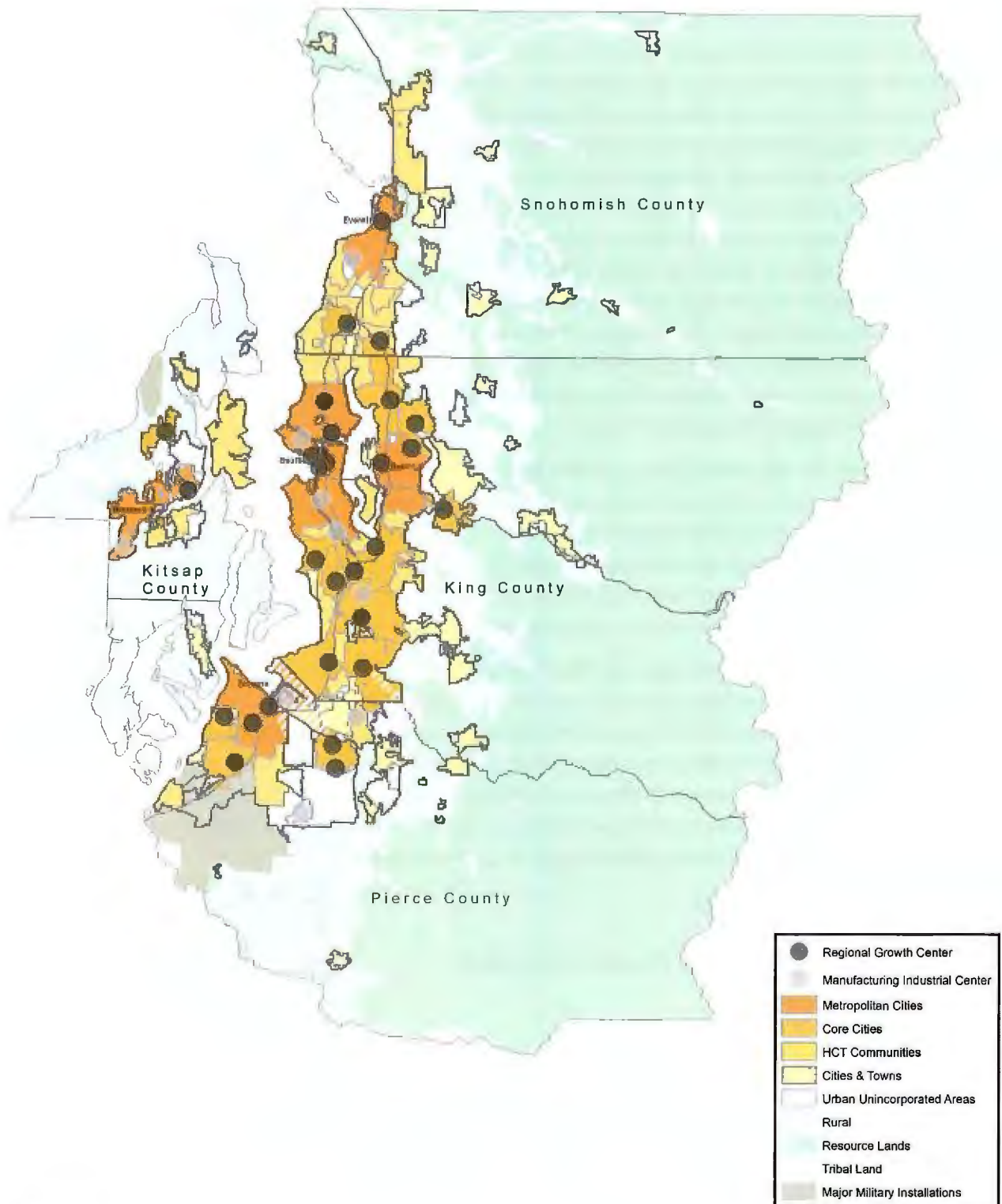
The strategy for accommodating growth asserts that the region will sustain and grow a variety of places such as active centers and central cities, small towns, and rural areas into the future. Other than in natural resource lands and military installations, all growth alternatives assume that all types of communities will grow and accommodate forecast growth (1.8 million additional people and 1.2 million additional jobs by 2050), though at different rates by geography and by county.

The Regional Growth Strategy uses “regional geographies” to classify cities and unincorporated areas by roles and types. Grouping cities and other place types provides flexibility to counties and cities to identify appropriate growth targets for individual cities in each category, while acknowledging differing roles for accommodating growth. Based on scoping comments and discussion with the board, PSRC identified changes to the VISION 2040 regional geographies and developed updated classifications for cities and unincorporated urban areas. The proposed updated regional geographies are:

- Metropolitan Cities
- Core Cities
- HCT (High-Capacity Transit) Communities
- Cities & Towns
- Urban Unincorporated Areas
- Rural
- Resource Lands
- Major Military Installations

Locations of regional geographies are depicted in Figure ES-2. Proposed regional geography changes are discussed in more detail in Chapter 3, in addition to the three alternatives summarized below.

Figure ES-2. Regional Geographies



Source: PSRC



## **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 in the region within 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.

This alternative continues to direct the largest share of future growth to the region's five major Metropolitan Cities: Seattle, Bellevue, Everett, Bremerton, and Tacoma. Growth is also focused in the region's Core Cities—those other cities with regional growth centers that are concentrations of growth and serve as economic and transportation hubs for the region.

Compared to historical trends, this alternative allocates less growth in urban unincorporated and rural areas and more growth in cities. Growth in urban unincorporated growth areas is envisioned as occurring in areas affiliated with cities for annexation, and growth in rural areas is minimized when compared to past trends.

This alternative maintains the current Regional Growth Strategy allocation of shares of growth. For this analysis, Stay the Course and subsequent data measures use the revised regional geographies. PSRC developed model inputs for Stay the Course using the existing VISION 2040 regional geographies and then calculated inputs and results based on the revised system of regional geographies.

## **Transit Focused Growth Alternative**

The Transit Focused Growth alternative considers a compact growth pattern based on the VISION 2040 Regional Growth Strategy that assumes accelerated growth near the region's existing and planned transit investments.

The Transit Focused Growth alternative assumes an explicit goal for 75 percent of the region's population and employment growth to occur within a quarter- to a half-mile from current and planned high-capacity transit station areas, including light rail, bus rapid transit, commuter rail, ferries, and streetcar. This would result in the largest shares of growth to Metropolitan Cities, Core Cities, and HCT Communities.

The alternative also assumes a greater role in accommodating future growth for areas served by high-capacity transit outside of Metropolitan and Core Cities. Growth in unincorporated urban growth areas with existing or planned high-capacity transit and planned for annexation or incorporation would be similar to cities with high-capacity transit.

The remaining share of population and employment growth would be distributed largely within the urban growth area among areas not served by high-capacity transit based on the broad objectives for the Regional Growth Strategy. Growth in rural areas and unincorporated areas without access to high-capacity transit and unaffiliated unincorporated areas is the lowest in this alternative.

## Reset Urban Growth Alternative

The Reset Urban Growth alternative shares similarities with actual growth patterns that occurred from 2000 to 2016 and assumes a more dispersed growth pattern throughout the urban area.

The Reset Urban Growth alternative assumes a more distributed pattern throughout the urban area. This alternative would continue to allocate the largest shares of growth to Metropolitan Cities and Core Cities, although the overall growth to these geographies and HCT Communities would be less compared to Stay the Course or Transit Focused Growth.

Growth allocations for Cities & Towns and Urban Unincorporated areas are based on land use capacities identified in currently adopted comprehensive plans. Growth in urban unincorporated areas without access to high-capacity transit and unaffiliated urban unincorporated areas is the highest in this alternative. Growth in rural areas would be slightly higher than Stay the Course.

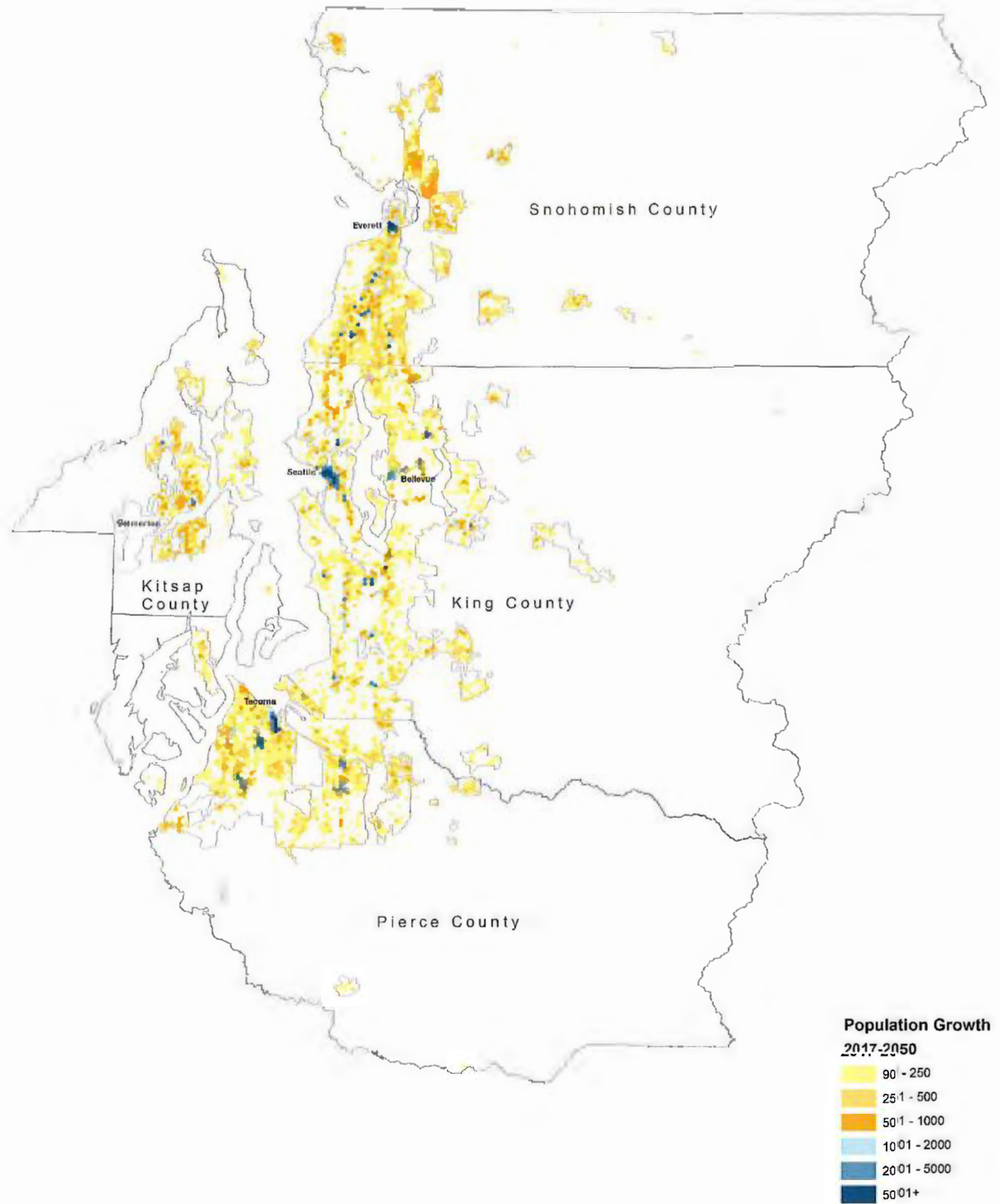
## Comparison of Alternatives

A high-level summary comparing the distribution of growth between the alternatives is presented in Table ES-1. It describes the Stay the Course (no action) alternative, and then compares the Transit Focused Growth and Reset Urban Growth alternatives to Stay the Course. Following the table, maps of each alternative's distribution of population growth throughout the region are shown in Figures ES-3 through ES-5.

Table ES-1. Summary Comparison of Alternatives to Stay the Course

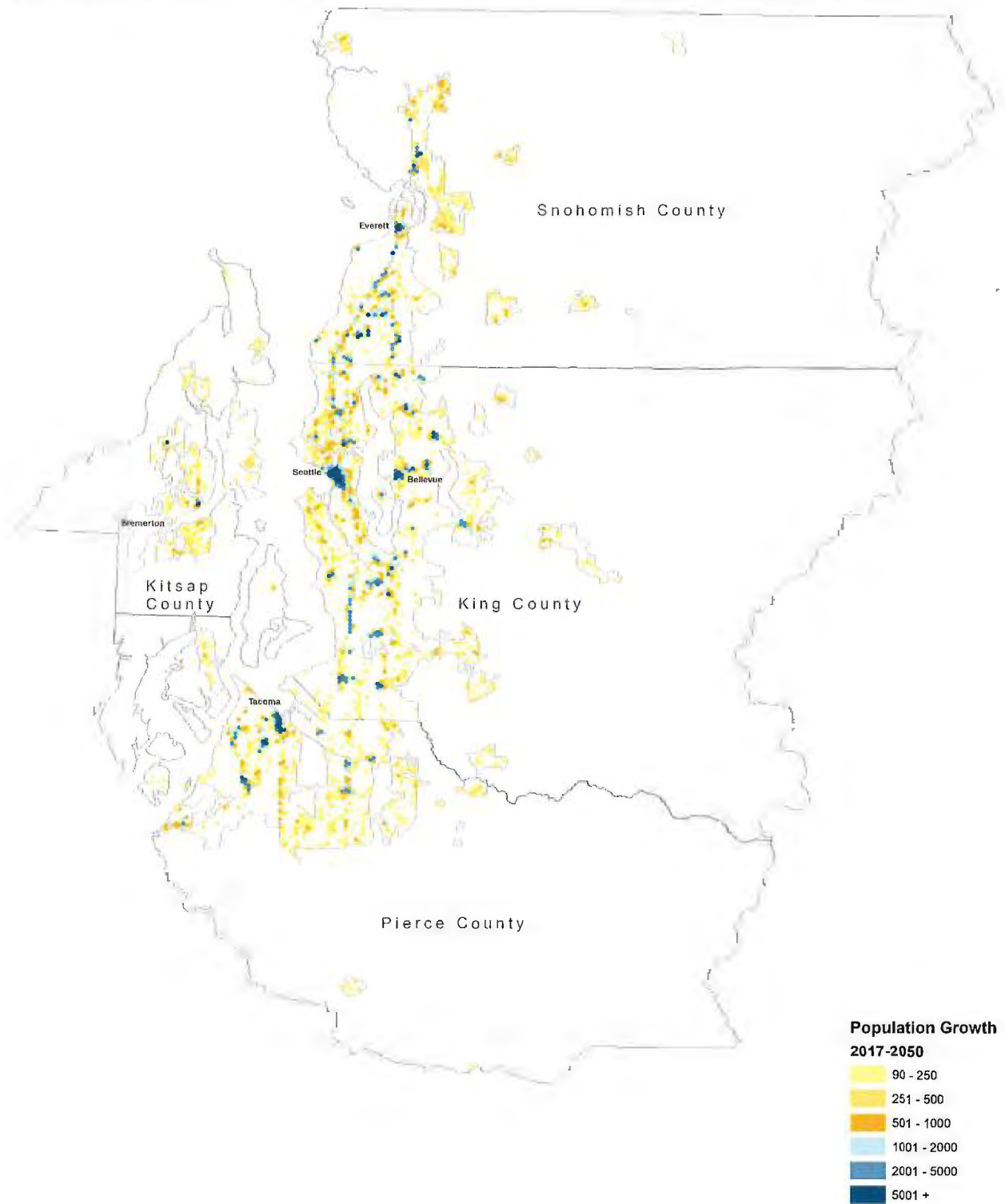
Topic	Stay the Course	Transit Focused Growth	Reset Urban Growth
What would the growth pattern look like?	Compact growth focused in Metropolitan and Core cities with regional growth centers. Extends current growth plan.	More compact growth focused in high-capacity transit areas in Metropolitan, Core and HCT Communities. Less growth in outlying areas.	Growth is more distributed throughout the urban growth area, while still assuming a large share of growth to Metropolitan and Core cities. More growth in outlying areas.
Where would population growth go?	<b>Metropolitan Cities:</b> 35% <b>Core Cities:</b> 28% <b>HCT Communities:</b> 18% <b>Cities &amp; Towns:</b> 9% <b>Urban Unincorporated:</b> 5% <b>Rural:</b> 5%	<b>Metropolitan Cities:</b> 36% <b>Core Cities:</b> 29% <b>HCT Communities:</b> 23% <b>Cities &amp; Towns:</b> 6% <b>Urban Unincorporated:</b> 4% <b>Rural:</b> 2%	<b>Metropolitan Cities:</b> 31% <b>Core Cities:</b> 25% <b>HCT Communities:</b> 18% <b>Cities &amp; Towns:</b> 8% <b>Urban Unincorporated:</b> 12% <b>Rural:</b> 6%
Where would employment growth go?	<b>Metropolitan Cities:</b> 44% <b>Core Cities:</b> 36% <b>HCT Communities:</b> 12% <b>Cities &amp; Towns:</b> 5% <b>Urban Unincorporated:</b> 3% <b>Rural:</b> 1%	<b>Metropolitan Cities:</b> 44% <b>Core Cities:</b> 35% <b>HCT Communities:</b> 13% <b>Cities &amp; Towns:</b> 4% <b>Urban Unincorporated:</b> 2% <b>Rural:</b> 1%	<b>Metropolitan Cities:</b> 41% <b>Core Cities:</b> 32% <b>HCT Communities:</b> 12% <b>Cities &amp; Towns:</b> 6% <b>Urban Unincorporated:</b> 6% <b>Rural:</b> 2%

Figure ES-3. Stay the Course: Population Growth Distribution 2017–2050



Source: PSRC

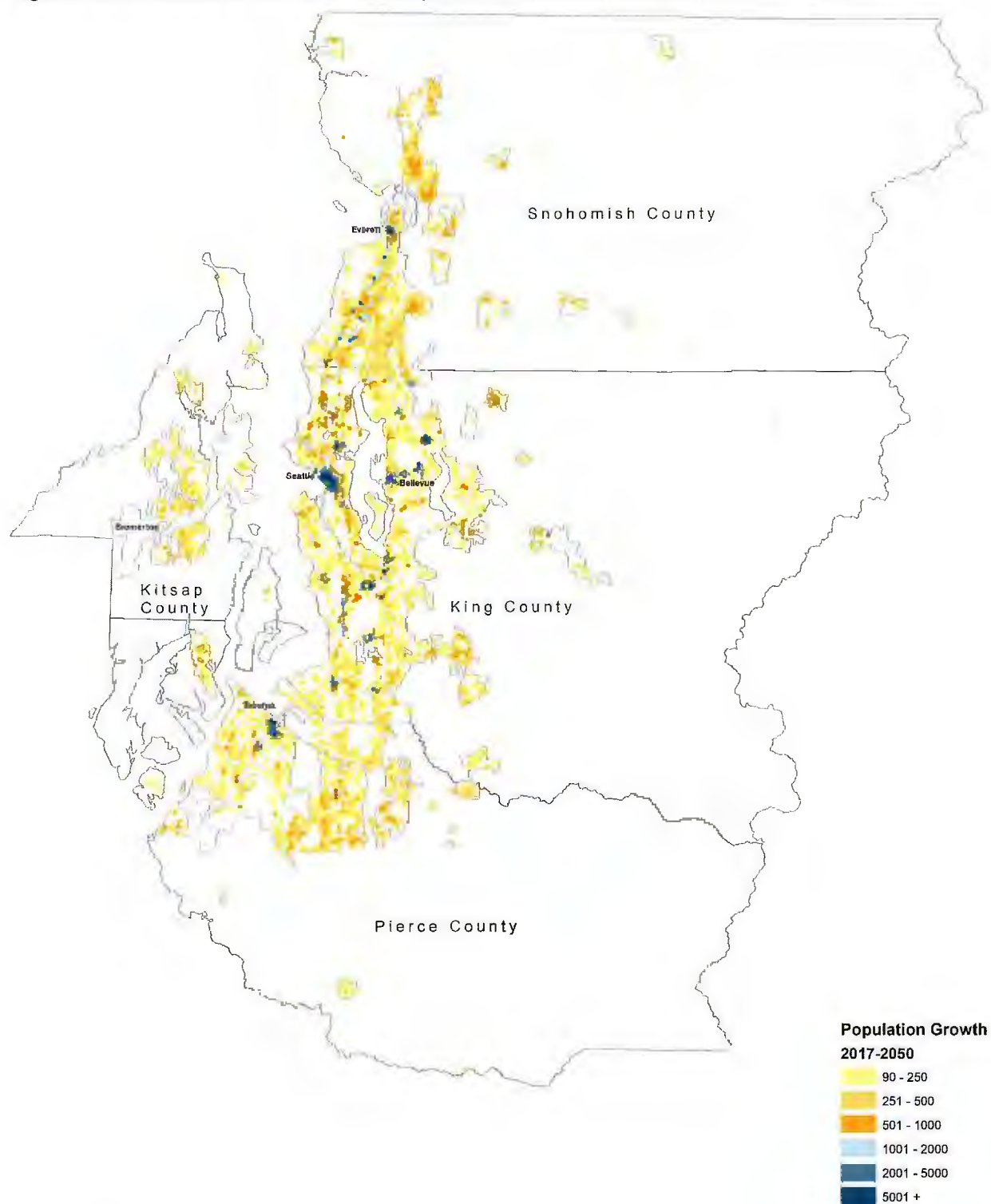
Figure ES-4. Transit Focused Growth: Population Growth Distribution 2017–2050



Source: PSRC



Figure ES-5. Reset Urban Growth: Population Growth Distribution 2017–2050



Source: PSRC

All alternatives assume the same amount of regional growth in population and employment from 2017 to 2050—1.8 million additional people and 1.2 million additional jobs. As described above, the difference between alternatives is how the growth is allocated among the regional geographies—Metropolitan Cities, Core Cities, HCT Communities, Cities & Towns, Urban Unincorporated, and Rural areas—and among the region’s four counties. This distribution of additional growth throughout the region results in environmental impacts. Some impacts are similar across all alternatives, and some impacts show differences between alternatives. Key impacts common to all alternatives are summarized in Table ES-2. Key differences between alternatives are summarized in Table ES-3. Comprehensive discussion of all impacts can be found in Chapters 4 and 5. See Appendix C for discussion of the modeling process and results.

The results summarized here are the result of analysis of the growth distribution patterns for each alternative. Local plans that will be updated in accordance with GMA are not included. These results also do not include planning and improvements that may occur at transit station areas or the effects of other upcoming subarea plans.











Table ES-2. Impacts Common to All Alternatives

Resource	Impacts Common to All Alternatives
<b>Population, Employment, Housing, and Land Use</b>	<ul style="list-style-type: none"> <li>Population and employment growth directed toward built areas will increase density and encourage infill and redevelopment</li> <li>Population and employment growth in less-developed and rural areas would result in lower-density land uses and potential development pressures on natural resource lands</li> <li>There is potential for displacement unless affordable housing opportunities and/or other support is provided</li> </ul>
<b>Transportation</b>	<p>Compared to current conditions:</p> <ul style="list-style-type: none"> <li>The average distance people drive and the amount of time spent in a vehicle each day would be reduced</li> <li>The average time people spend in congestion each year is forecast to increase</li> <li>Overall transit ridership is forecast to more than double</li> <li>Generally, the percentage of trips made by driving alone would decrease, while walking, biking, and transit use would increase</li> <li>Substantially more jobs would be accessible by transit, walking, or biking</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>There would be a marked reduction in all pollutants, including CO<sub>2</sub>e (a measure used for reporting greenhouse gases)</li> </ul>
<b>Ecosystems</b>	<ul style="list-style-type: none"> <li>Activities associated with development, including clearing, grading, vegetation removal, and conversion of land to impervious surface would have adverse impacts to ecosystem resources such as fragmentation and degradation of habitat</li> </ul>
<b>Water Quality and Hydrology</b>	<ul style="list-style-type: none"> <li>Amount of impervious surface would increase as a result of added development, which may alter stormwater hydrology, reduce aquatic habitat, and degrade water quality</li> </ul>
<b>Public Services and Utilities</b>	<ul style="list-style-type: none"> <li>Demand for additional utilities including energy, solid waste, sanitary sewer, water, and stormwater would be anticipated</li> <li>General service expansions of fire and police services, health and medical services, and schools would be anticipated</li> </ul>

Table ES-2. Impacts Common to All Alternatives (continued)

Resource	Impacts Common to All Alternatives
<b>Parks and Recreation</b>	<ul style="list-style-type: none"> <li>For both local and regional parks, recreation, and open space resources, growth would lead to increased use, which could lead to degradation of the recreational experience, potential degradation of natural and open space resources, and increased conflicts between users</li> </ul>
<b>Environmental Health</b>	<ul style="list-style-type: none"> <li>Development or redevelopment could occur in contaminated areas and expose construction workers or people living near construction activities to contamination or pollution; however, growth in contaminated areas would result in a beneficial impact through cleanup activities</li> <li>Human health would experience beneficial impacts from increased walking, biking, and transit and increased access to open spaces</li> <li>Increasing density of the urban environment could cause localized air quality and noise impacts if not properly planned for and mitigated</li> </ul>
<b>Historic, Cultural, and Archaeological Resources</b>	<ul style="list-style-type: none"> <li>Development could alter landscapes and properties with archaeological, cultural, or historic resources through damage and destruction</li> </ul>
<b>Visual Quality</b>	<ul style="list-style-type: none"> <li>Development in existing urban areas would result in an increase in density, height, and scale of new and redeveloped areas, which could impede viewsheds and increase shading but may provide beneficial impacts through redevelopment of aging infrastructure and poorly maintained properties</li> <li>Development in existing outlying and rural areas would potentially convert undeveloped spaces to other uses and may not be consistent with community visual character</li> </ul>
<b>Earth</b>	<ul style="list-style-type: none"> <li>Impacts from earthquakes, landslides, volcanic activities, and floods could result in damage to buildings and infrastructure, disruptions to utilities, economic losses, and injuries and loss of life</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>Growth in urban areas would likely increase localized noise impacts through the replacement of vegetation with paved surfaces and buildings, an increase in the number of noise sources (e.g., vehicles, construction equipment, and emergency vehicles), and an increase in population density</li> </ul>

Table ES-3. Summary Comparison of Alternatives Impacts

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
<b>POPULATION, EMPLOYMENT, HOUSING</b>			
<b>What would the balance of jobs and housing be?</b> In 2014, King County subareas: 1.19 to 1.32. Kitsap, Pierce, and Snohomish counties: 0.71 to 0.78. (jobs-housing ratios indexed to the regional average)	Generally improves job-housing ratios compared to baseline (2014). In King County subareas: 1.12 to 1.37. Kitsap, Pierce, and Snohomish counties: 0.65 to 0.77.	 Improves jobs housing ratios compared to Stay the Course. King County subareas: 1.03 to 1.29. Kitsap, Pierce, and Snohomish counties: 0.80 to 0.81.	 Improves jobs housing ratios compared to Stay the Course. King County subareas: 1.02 to 1.27. Kitsap, Pierce, and Snohomish counties: 0.79 to 0.81.
<b>How dense would housing be?</b> Regional housing stock in 2017: 16% high-density 20% moderate-density 64% low-density (regional housing stock by density)	Less moderate-density housing compared to baseline (2017). Moderate-density housing tends to provide more affordable housing choices. Regional housing stock growth (2017-2050): 46% high-density 15% moderate-density 39% low-density	 More moderate density housing compared to Stay the Course. Regional housing stock growth (2017-2050): 57% high-density 19% moderate-density 24% low-density	 Less moderate density housing compared to Stay the Course. Regional housing stock growth (2017-2050): 44% high-density 13% moderate-density 43% low-density
<b>LAND USE</b>			
<b>How close would growth be to rural and resource lands?</b> Population and employment growth in proximity to urban growth boundary (2017-2050)	9% of growth (2017-2050) throughout region occurs in proximity to the urban growth boundary.	 6% of growth throughout the region occurs in proximity to urban growth boundary, a decrease compared to Stay the Course.	 10% of growth throughout the region would occur in proximity to urban growth boundary, an increase compared to Stay the Course.
<b>How much land would be needed for development?</b> Acres of developed land (2017-2050)	322,000 acres of land developed.	 285,000 acres of land developed, a decrease compared to Stay the Course.	 331,000 acres of land developed, an increase compared to Stay the Course.
<b>How close would transit be?</b> Population and employment growth in proximity to high-capacity transit service (2017-2050)	48% of population and employment growth (2017-2050) occurs near high-capacity transit.	 75% of population and employment growth occurs near high-capacity transit, an increase compared to Stay the Course.	 44% of population and employment growth occurs near high-capacity transit, a decrease compared to Stay the Course.


















KEY:  Increased impacts compared to Stay the Course       Similar impacts to Stay the Course / Neutral       Reduced impacts compared to Stay the Course



Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
<b>TRANSPORTATION</b>			
<b>How much would the average person drive?</b> 38 minutes, 16.1 miles in 2014 (average daily drive time and drive distance, per person)	35 minutes, 13.4 miles, in 2050, a decrease compared to baseline (2014).	 33 minutes, 12.8 miles, a slight decrease compared to Stay the Course.	 35 minutes, 13.6 miles, similar to Stay the Course.
<b>How long would the average person be stuck in traffic each year?</b> 21 hours in 2014 (average annual time spent in congestion, per person)	31 hours in congestion in 2050, an increase compared to baseline (2014).	 29 hours, a decrease compared to Stay the Course.	 32 hours, an increase compared to Stay the Course.
<b>How many transit trips would be taken?</b> 194 million trips in 2014 (annual transit boardings)	476 million trips in 2050, a substantial increase compared to baseline (2014).	 502 million trips in 2050, an increase compared to Stay the Course.	 490 million trips in 2050, an increase compared to Stay the Course.
<b>How many jobs would be accessible by walking, biking, or transit?</b> Job accessibility varies by county and mode (jobs accessible by walking, biking, or transit)	In 2050, substantial increase in number of jobs accessible by transit, walking, and biking across all four counties compared to baseline (2014).	 Increases number of jobs accessible by transit, walking, and biking compared to Stay the Course.	 Reduces number of jobs accessible by transit, walking, and biking compared to Stay the Course.
<b>AIR QUALITY</b>			
<b>What would be the contribution to climate change and air pollution?</b> Pollutant emissions: 47,200 tons per day CO <sub>2</sub> e in 2014, see Section 4.4 for other pollutants. (CO <sub>2</sub> e is a measure used for reporting greenhouse gas emissions)	Reduction in greenhouse gas emissions compared to baseline (41,000 tons per day CO <sub>2</sub> e). Substantial reduction in emissions of other pollutants compared to baseline (2014).	 Slight reduction in greenhouse gas emissions compared to Stay the Course (39,600 tons per day CO <sub>2</sub> e). Slight reduction in emissions of other pollutants compared to Stay the Course.	 Slight increase in greenhouse gas emissions compared to Stay the Course (41,400 tons per day CO <sub>2</sub> e). Slight increase in emissions of other pollutants compared to Stay the Course.
<b>ECOSYSTEMS</b>			
<b>How much land would be needed for development?</b> Development and land cover (2017-2050)	322,000 acres would be needed for development. Some would occur on previously undeveloped lands where ecosystem impacts would be likely.	 285,000 acres needed for development, a decrease compared to Stay the Course.	 331,000 acres needed for development, an increase compared to Stay the Course.
<b>Would important habitat be harmed?</b> Development in areas of regionally-significant habitat	Growth would occur in areas with regionally significant habitat. Development to accommodate this growth would impact regionally significant habitat.	 Less growth to areas with regionally significant habitat, reduced impacts compared to Stay the Course.	 Increased growth to areas with regionally significant habitat, increased impacts compared to Stay the Course.














KEY:  Increased impacts compared to Stay the Course       Similar impacts to Stay the Course / Neutral       Reduced impacts compared to Stay the Course

Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
<b>WATER</b>			
<b>How much hardened surface would be added by growth?</b> New impervious surface added to undeveloped areas (2017–2050)	23,200 acres impervious surface added to region (2017–2050).	 19,600 acres, less impervious surface added to region compared to Stay the Course.	 24,300 acres, more impervious surface added to region compared to Stay the Course.
<b>How much would redevelopment improve old stormwater systems?</b> Redevelopment (2017–2050)	Redevelopment of 22,800 acres of impervious surface in areas with outdated stormwater controls by 2050, resulting in potential water quality benefit.	 Redevelopment of 17,200 acres of impervious surface in areas with outdated stormwater controls.	 Redevelopment of 26,000 acres of impervious surface in areas with outdated stormwater controls.
<b>PUBLIC SERVICES, UTILITIES, AND ENERGY</b>			
<b>How much new infrastructure would be needed?</b>	Strong growth focus in urban areas would require service expansion or new infrastructure. Additional growth in outlying and rural areas may require new infrastructure.	 Less growth in outlying and rural areas may reduce the need to construct or expand facilities near open spaces, decreasing impacts compared to Stay the Course.  Similar service expansion anticipated in urban areas as Stay the Course.	 Greater growth in outlying and rural areas may increase the need to construct or expand infrastructure in areas not currently served, increasing impacts compared to Stay the Course.  Similar service expansion anticipated in urban areas as Stay the Course.
<b>PARKS AND RECREATION</b>			
<b>Would parks be nearby?</b> 59% of population was located near parks providing local urban access in 2017 (urban population in proximity to parks providing local urban access)	55% of population would be near parks in 2050.	 59% of population would be near parks in 2050, an increase compared to Stay the Course.	 55% of population would be near parks in 2050, similar to Stay the Course.
<b>VISUAL QUALITY</b>			
<b>How would areas change visually?</b>	Some development in outlying and rural areas could result in negative visual impacts in these areas.	 Less development in outlying and rural areas would slightly reduce negative impacts to these areas.	 More development in outlying and rural areas would slightly increase negative impacts to these areas.













KEY:  Increased impacts compared to Stay the Course       Similar impacts to Stay the Course / Neutral       Reduced impacts compared to Stay the Course

Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
<b>ENVIRONMENTAL JUSTICE <sup>1</sup></b>			
<b>How would communities of color and low-income communities be affected by changes in jobs and housing?</b>	Communities of color and low-income communities compared to the region as a whole: <ul style="list-style-type: none"> <li>Jobs-housing ratios indicate housing may become more unaffordable or unavailable</li> <li>Moderate-density housing growth is reduced compared to the region as a whole which may reduce the availability of affordable housing stock</li> </ul>	Compared to Stay the Course, for communities of color and low-income communities: <ul style="list-style-type: none"> <li>Improved balance of jobs and housing</li> <li>Moderate-density housing growth is similar to Stay the Course and reduced compared to the region as a whole which may reduce the availability of affordable housing stock</li> </ul>	Compared to Stay the Course: <ul style="list-style-type: none"> <li>Worsened balance of jobs and housing for low-income communities; improved balance for communities of color</li> <li>Moderate-density housing growth is similar to Stay the Course and reduced compared to the region as a whole which may reduce the availability of affordable housing stock</li> </ul>
<b>Would communities of color and low-income communities benefit from changes to land use and transportation?</b>	Greater proximity to high-capacity transit for communities of color and low-income communities compared to baseline.	 Greater proximity to high-capacity transit for communities of color and low-income communities compared to Stay the Course.	 Reduced proximity to high-capacity transit for communities of color and low-income communities compared to Stay the Course.
<b>Would access to parks change for communities of color and low income communities?</b>	Slightly greater access to local parks in communities of color and low-income communities compared to the region as a whole.	 Greater access to local parks in communities of color and low-income communities compared to Stay the Course.	 Greater access to local parks in low-income communities compared to Stay the Course. Similar access to local parks in communities of color compared to Stay the Course.
<b>Would the risk of displacement increase?</b>  Displacement has been occurring in the region (2017-2050 growth in areas of higher displacement risk)	18% of population growth would occur in areas of higher displacement risk.	 23% of population growth would occur in areas of higher displacement risk, an elevated displacement risk compared to compared to Stay the Course.	 16% of population growth would occur in areas of higher displacement risk, a slightly reduced displacement risk compared to Stay the Course.

<sup>1</sup> Communities of color are census tracts that are greater than 50 percent people of color. Low-income communities are census tracts that are greater than 50 percent people with low incomes (households earn less than 200 percent of the federal poverty level).

KEY:  Increased impacts compared to Stay the Course       Similar impacts to Stay the Course / Neutral       Reduced impacts compared to Stay the Course

## Multicounty Planning Policies

VISION 2040 includes the multicounty planning policies for the four-county region. Multicounty planning policies provide a common, coordinated policy framework for local plans and other large-scale planning efforts in the region. They are designed to support implementation of the Regional Growth Strategy, including concentrating growth within the region's designated urban growth area and limiting development in resource and rural areas. The policies provide an integrated framework for addressing planning for the environment, land use, housing, the economy, transportation, and public services.

For each topic area, Chapter 7 of the VISION 2040 FEIS summarizes the multicounty planning policies and describes their purpose and environmental effects. Input to date indicates that VISION 2040's policies provide a strong foundation and should be largely retained, with select updates for emerging policy areas and changing conditions. Some changes are also proposed to strengthen or clarify policies. The multicounty planning policies will be revised to be consistent with the preferred Regional Growth Strategy alternative selected by the Growth Management Policy Board and will be included with the draft plan when it is released in summer 2019. Environmental effects of the multicounty planning policies will be included in the Final SEIS.

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
April 2, 2019	City Council Study Session (TMBN 16, Noon)    City Council Meeting (TMB Council Chambers, 5:00 PM)	Code Compliance and Neighborhood Enhancement Update	NCS	NCS Staff will provide code compliance and neighborhood enhancement updates, to include a nuisance mapping preview.
		Vision 2050 Draft Supplemental Environmental Impact Statement	PDS	PDS staff will present a draft of proposed comments to the Puget Sound Regional Council on the VISION 2050 Draft Supplemental Environmental Impact Statement. VISION 2050 will set new mandates covering comprehensive plans and development regulations for cities, town, and counties in this region.
		Executive Session - Review Qualifications of a Candidate	CMO	
April 9, 2019	City Council Study Session (TMBN 16, Noon)    Special Committee of the Whole Meeting (TMBN 16, 3:00)  City Council Meeting (TMB Council Chambers, 5:00 PM)	Six-Year Transportation Improvement Program	PW/Engineering	Draft Annual Amendment to the Six-Year Transportation Improvement Program as required by RCW 35.77 will be presented.
		2019-20 CDBG, HOME, and ESG Funding Recommendations for Annual Action Plan	CED	Council will review Program Year 2019-20 Community Development Block Grant funding recommendations for housing assistance, economic development, community development and public service projects.
		Council Strategic Planning Work Session Follow-Up and Action Plan	Council/CMO	As a follow up to the Council's February 15th Strategic Planning Work Session, this discussion will summarize Council priority policies that were identified, propose next steps to move to action, communicate staff assignments, and identify council contingencies.



**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
<b>April 16, 2019</b>	City Council Study Session (TMBN 16, Noon)       City Council Meeting (TMB Council Chambers, 5:00 PM)	Homelessness Program Update	NCS	NCS will provide an update on the Homelessness Program and the connection to the Affordable Housing Action Strategy.
		Environmental Action Plan	ESD/OEPS	Overview of the 2018 Annual Environmental Action Plan Progress Report, sharing progress towards meeting targets, accomplishing actions and highlighting key inter-departmental and community partnership successes.
<b>April 23, 2019</b>	City Council Study Session (TMBN 16, Noon)       City Council Meeting (TMB Council Chambers, 5:00 PM)	TacomaFIRST311 Customer Service Update	CMO/CSC	Update on the City's Customer Support Center, which provides a "one-stop shop" for services through their reception, 311 phone support, online resources, and mobile app connectivity.
		Review Interim Regulations, Related Data/Developments and the Subarea Plan Status	PDS	
		Public Hearing - Proposed Six-Month Tideflats Interim Regulations Extension	PDS	
<b>April 30, 2019</b>	City Council Study Session (TMBN 16, Noon)       City Council Meeting (TMB Council Chambers, 5:00 PM)	Community Workforce Agreement Taskforce Recommendations and Report	CMO	Facilitator Karen Reed will present recommendations developed by the "CWA Task Force" (comprised of leaders from labor unions, private contractors, minority and women's business enterprises, and economically distressed communities).
		Review Proposed Six-Month Tideflats Interim Regulations Extension Public Hearing Testimony	PDS	

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
<b>May 7, 2019</b>	City Council Study Session (TMBN 16, Noon)	2018 Year-End Financials, Reappropriation, and 2019 1 <sup>st</sup> Quarter Financials	Office of Management and Budget	OMB will present the 2018 Year-End and 1 <sup>st</sup> Quarter 2019 Financial Report as well as provide a briefing on the 2019 Reappropriation process.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
<b>May 14, 2019</b>	Joint U-Board Study Session (TMBN 16, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)	First Reading Tideflats Interim Regulations Extension Ordinance	PDS	
<b>May 21, 2019</b>	City Council Study Session (TMBN 16, Noon)	Bloomberg Harvard Innovation Project Update	Mayor	
	City Council Meeting (TMB Council Chambers, 5:00 PM)	Final Reading Tideflats Interim Regulations Extension Ordinance	PDS	
<b>May 28, 2019</b>	<b>CANCELLED</b>			

Community Vitality and Safety			
<b>Committee Members:</b> Blocker (Chair), Beale, Thoms, Ushka, Alternate-Hunter <b>Executive Liaison:</b> Linda Stewart; <b>Staff Support -</b> Will Suarez		<b>2nd and 4th Thursdays</b> <b>4:30 p.m.</b> <b>Room 248</b>	<b>CDC Assignments:</b> - Citizen Police Advisory Committee - Human Services Commission • Human Rights Commission • Housing Authority • Commission on Disabilities • Library Board • Tacoma Community Redevelopment Authority
<b>April 11, 2019</b>	Neighborhood and Community Services Equity Initiative	Linda Stewart, Director, Neighborhood & Community Services Department; Coleman and Associates	Informational briefing about equity, diversity, and inclusion, scope of work for 2019.
<b>Future</b>			
<b>April 25, 2019</b>	Joint Pierce County/CVS meeting		The meeting will take place at 930 Tacoma Avenue South, Room 1045
	Affordable Housing Action Strategy	Daniel Murillo, Housing Division Manager, Community and Economic Development Department	
	Pierce County Affordable Housing Revenue Study	Jason Escanero, Senior Legislative Analyst, Pierce County	
	Mental Health Tax and Homelessness		
<b>May 9, 2019</b>	Human Services Commission Interviews	Doris Sorum, City Clerk	5 vacancies
	TCRA Interviews	Doris Sorum, City Clerk	3 vacancies
	Closed Captioning Resolution and Education Campaign	Lucas Smiraldo, Policy Analyst II, Office of Equity and Human Rights; Todd Holloway, Chair, Tacoma Area Commission on Disabilities	The Tacoma Area Commission on Disabilities (TACOD) is requesting support from the Community, Vitality and Safety Committee to recommend a resolution that will promote the practice of using closed captioning on televisions in establishments frequented by people in Tacoma including pubs, restaurants, bars, waiting rooms and other shared public spaces.



<b>Economic Development Committee</b>			
<b>Committee Members:</b> Thoms (Chair), McCarthy, Ushka, Woodards, Alternate-Beale <b>Executive Liaison:</b> Tadd Wille; <b>Staff Support -</b> Lynda Foster		<b>2nd, 4th, and 5th Tuesdays</b> <b>10:00 a.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> •Tacoma Arts Commission •Greater Tacoma Regional Convention Center Public Facilities District •Foss Waterway •City Events and Recognition Committee
<b>April 9, 2019</b>	Update on Development of Economic Development Strategic Plan	<i>Jeff Robinson, Community &amp; Economic Dev Director</i>	The economic development strategic plan update will include a summary and discussion of currently drafted sections of the plan by the consulting firm Community Attributes
<b>Future</b>			
<b>April 23, 2019</b>	Theatre Square Planning Update	<i>Janine Robinson, Pierce Transit</i>	Pierce Transit will provide an overview of the work that has been done over the past 18 months to redesign Theater Square, the property adjacent to the Pantages Theater on Broadway, as part of the renovation of their bus layover facility on Commerce Street.
<b>April 30, 2019</b>			

<b>Government Performance and Finance Committee</b>			
<b>Committee Members:</b> Ibsen (Chair), Blocker, Hunter, Mello, Alternate-Thoms <b>Executive Liaison:</b> Andy Cherullo; <b>Staff Support -</b> Bucoda Warren		<b>1st and 3rd Tuesday</b> <b>10 a.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> •Public Utility Board •Board of Ethics •Audit Advisory Board •Civil Service Board
<b>April 2, 2019</b>	Cancelled		
<b>Future</b>			
<b>April 16, 2019</b>	Non-Emergent Lift Fee Update	Michael Newhouse, Assistant Fire Chief and Teresa Green, Fire Department Manager	An update on the education and outreach regarding the non-emergent lift fee passed by council.
<b>May 7, 2019</b>			

**Infrastructure, Planning and Sustainability Committee**

<b>Committee Members:</b> Mello (Chair), Beale, Ibsen, McCarthy, Alternate-Hunter <b>Executive Liaison:</b> Kurtis Kingsolver; <b>Staff Support -</b> Rebecca Boydston (Nick Anderson will be covering through May)		<b>2nd and 4th Wednesdays</b> <b>4:30 p.m.</b> <b>Room 16</b>	<b>CBC Assignments:</b> •Sustainable Tacoma Commission •Planning Commission •Landmarks Preservation Commission •Board of Building Appeals •Transportation Commission
<b>April 10, 2019</b>	Commingled Recycling Update	Lewis Griffith, Environmental Services	SWM will provide recommendations based on the results of outreach efforts related to commingled recycling.
<b>Future</b>			
<b>April 24, 2019</b>	STC Work Plan	Kristi Lynett, Office of Environmental Policy and Sustainability	
	Rename of Puyallup River Bridge	Reuben McKnight, Historic Preservation Officer, Planning and Development Services	On Feb 27, the landmarks commission is scheduled to make a recommendation regarding the naming of Puyallup River Bridge and Ells St to Fishing Wars Memorial Bridge and Fishing Wars Memorial Crossing, in cooperation with the Puyallup Tribe.
<b>May 8, 2019</b>	Environmental Services Strategic Plan Update		Environmental Services staff will present an update to the Strategic Plan, including updates to all three service areas.