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Council Meeting Date:

Agenda Item: 6(a)

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**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b> PSRC Briefing on Vision 2020 Update
<b>DEPARTMENT:</b> PADS
<b>PRESENTED BY:</b> Joe Tovar, Director Steven Cohn, Senior Planner

**PROBLEM / ISSUE STATEMENT:**

The Puget Sound Regional Council (PSRC), in coordination with its member jurisdictions, is developing an update of Vision 2020, the regional growth strategy. This update (through the year 2040) is important because the regional plan affects funding of regional transportation projects.

**FINANCIAL IMPACT:**

There is no direct impact on funding of existing regional transportation projects. Growth projections in the plan could affect the location and type of proposed future regional projects.

**RECOMMENDATION**

No action is required. This is an informational session only.

Approved By: City Manager  City Attorney \_\_\_\_\_

## INTRODUCTION

At the Council's August 21 meeting, Ben Bakkenta, Principal Planner in the Growth Management and Planning section of the Puget Sound Regional Council, will discuss the Vision 2020+20 update with the City Council. He will explain the update process and schedule, and review how growth in Shoreline fits into the growth projected for the region.

## BACKGROUND

Approximately every ten years, PSRC staff develops long-range forecasts for the four-county area under PSRC's jurisdiction (King, Snohomish, Pierce, and Kitsap). The PSRC as a regional entity is the only organization in this area that develops population and jobs forecasts beyond the 20-year horizon required by GMA. The long-term forecasts are largely used for major transportation facilities planning, and are also used for local planning purposes and as a checkpoint for the State in the development of new 20-year GMA countywide projections.

## DISCUSSION

The PSRC recently released a Draft Environmental Impact Statement for Vision 2020+20, the update of the regional growth and transportation strategy for the four-county region. The regional growth strategy was last updated in 1995. This version is being called "Vision 2020+20" because it uses 2040 as the horizon year.

It is worthwhile to note that the Vision 2020+20 takes a longer-term view and operates at a larger scale than any City's comprehensive plan. The Vision update:

- Quantifies the amount of forecasted growth, and
- Compares the costs and other impacts that are associated with different assumptions of locating growth throughout the region.

Vision 2020+20 analyzes four alternatives that distribute forecasted growth throughout the region. The forecasted growth for the region is forecast to total 1.6 million additional residents and 1.1 million additional jobs between now and 2040. The projected growth is approximately twice the number of people and jobs assumed in the most recent GMA update which considers growth through 2022.

*Attachment 1* illustrates the major differences between the four alternatives. Though analysis has not been undertaken, it is likely that most cities within King County will have to rezone some areas within their jurisdictions in order to accommodate growth of the magnitude assumed in the Vision update. The alternatives in Attachment 1 are described below:

- Alternative 1 extends to 2040 the growth patterns assumed in the adopted 20-year growth targets. Under this alternative, the "larger suburban cities" group (of which Shoreline is a part) is assumed to receive a 9% share of the future regional population growth.

- Alternative 2 assumed a more densely focused regional pattern, with the largest share of future growth occurring in the region's five major cities. A large amount of growth is also assumed to occur in the region's core suburban cities. Under this alternative, the "larger suburban cities" are assumed to receive a 15% share of the future regional population growth.
- Alternative 3 assumes that suburban cities will accommodate the bulk of future growth. Under this alternative, the "larger suburban cities" will receive 30% of the future growth.
- Alternative 4 has the most dispersed regional growth pattern. Smaller suburban cities and the unincorporated County within the Urban Growth Area would receive the most growth, with the "larger suburban cities" only receiving 5% of the new growth.

Over the next year, PSRC staff, working together with the residents of the region and its cities and counties, will develop, choose, and analyze the impacts and implications of a Preferred Growth Alternative that reflects shared values, long-term goals and nearer-term objectives.

*Attachment 2* is a proposed position of the Suburban Cities Association on the preliminary selection of a Preferred Growth Alternative (The SCA Public Issues committee plans to take a final position on the Preferred Growth Alternative at its September meeting.)

To facilitate discussion for the meeting on August 21, staff offers the following for Council consideration and discussion:

1. What new regional and local infrastructure (transit, water/sewer etc) will be needed to serve the new residents and jobs?
2. What are the demographics (school-age children, elderly) going to be in the year 2040?
3. What is the process the PSRC will use to choose its preferred alternative? What assurances can the PSRC offer that the growth targets for each city are a) realistic and b) fair?
4. Will the preferred alternative bind us as a city or region in any way? Will it be tied to transportation funding? What about current zoning capacity?
5. Does the analysis/future analysis discuss the costs of investment (to bring aging infrastructure up-to-date or provision of new infrastructure)?

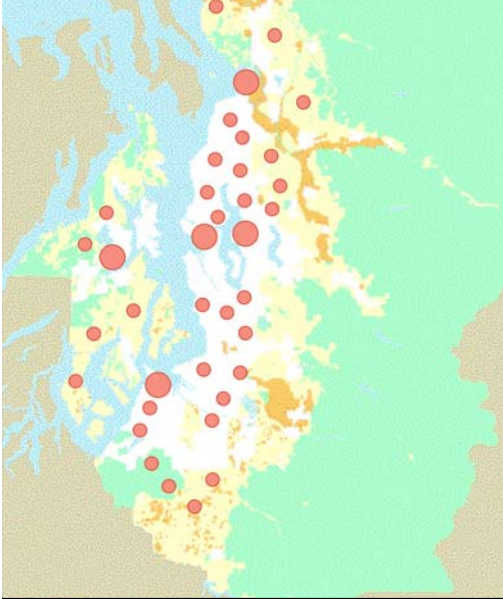
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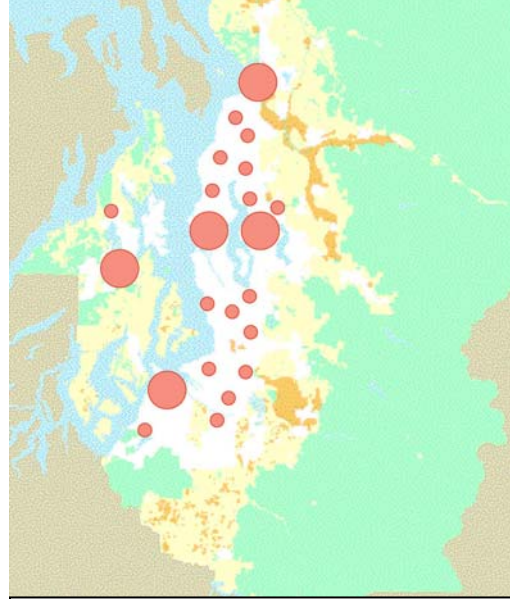
### **ATTACHMENTS**

- A. PSRC Regional Growth Alternatives for 2040
- B. Proposed SCA Position on a Preferred Growth Alternative (as of Aug. 9)

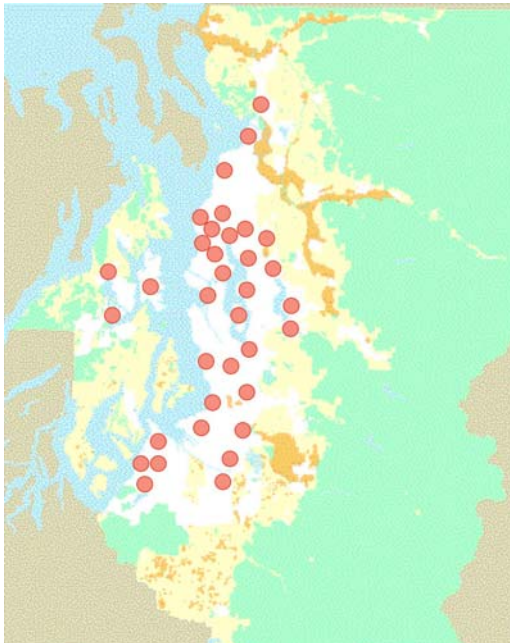
**Puget Sound Regional Council  
Vision 2020+20  
Regional Alternatives for the year 2040**



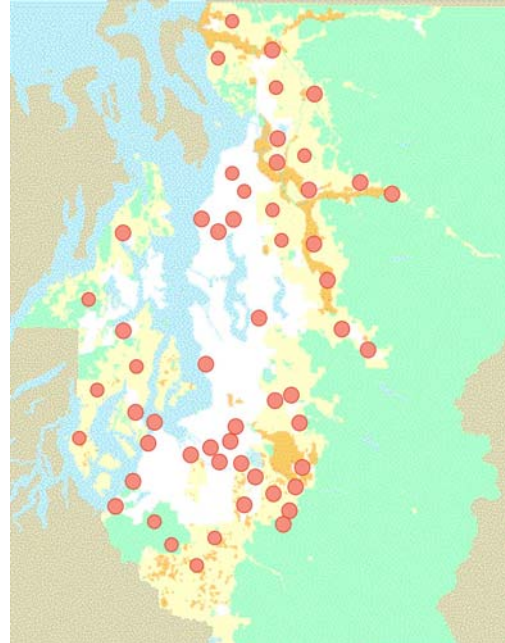
**ALTERNATIVE 1**



**ALTERNATIVE 2**



**ALTERNATIVE 3**



**ALTERNATIVE 4**

### **Proposed SCA Position on Preliminary Selection of a Preferred Growth Alternative**

The Puget Sound Regional Council (PSRC) is updating Vision 2020, the long-range growth, economic, and transportation strategy for the 4-county central Puget Sound region. Over the next 35 years, the region is forecast to grow by 1.6 million new people and 1.1 million new jobs. Central to the update is selecting a Preferred Growth Alternative (PGA), a vision of where that growth should occur.

The Growth Management Policy Board (GMPB) has begun the process of analyzing and selecting a PGA to recommend to the Executive Board for further analysis in a Supplemental Environmental Impact Statement. The selected alternative will describe a desired pattern within the region of future population and job growth, and will provide regional guidance for countywide and local policy making. The goal is to identify an “environmentally friendly and economically successful growth pattern that can be efficiently served by infrastructure, services, and amenities.”

There is general consensus among the SCA representatives on the GMPB on the following principles that could be adopted by the association to guide the policy board in developing a growth alternative for the Vision 2020 update:

- **Maintain continuity with existing policy.** The Preferred Growth Alternative (PGA) should reinforce development patterns envisioned in existing Multicounty Planning Policies (MPPs) and King County Countywide Planning Policies (CPPs), specifically population and job growth focused in urban areas and further concentrated within designated Regional Growth Centers and Manufacturing and Industrial Centers.
- **Accommodate urban residential development throughout Urban Growth Areas (UGAs).** All jurisdictions will accommodate a fair share of new population growth, in the current 20-year planning period and beyond. Future residential development in the region should 1) be focused within the existing UGAs, 2) make efficient use of land, and 3) achieve a compact urban pattern of development containing a range of densities.
- **Focus growth where there is existing infrastructure.** Future population and employment growth should be directed first to those areas with current or planned infrastructure to serve that growth, then to those areas where it can be extended easily. Achieving the adopted regional vision for growth will be dependent upon adequate transportation funding in the region so that the necessary transportation improvements to support that growth are in fact provided.
- **Protect rural and resource lands.** The PGA should seek to limit population and job growth in areas designated as rural and resource lands under the Growth Management Act (GMA). Most of the region’s growth through 2040 should be accommodated within existing UGA boundaries.
- **Select a PGA based on Draft Environmental Impact Statement (DEIS) alternatives with lowest regional impacts.** The PGA should be a hybrid approach that reflects a balance between DEIS alternatives with the lowest regional environmental impacts—the Metropolitan Cities and Larger Cities alternatives. Such a hybrid would require less land for new development, and new growth in rural/resource areas would be avoided or reduced. Compact growth also promotes more transit, carpools, walking and bicycling, and less SOV use. Redevelopment of existing underused areas would also be promoted, thus ensuring the most efficient use of available land. The other alternatives analyzed in the Draft EIS—Growth Targets Extended and Smaller Cities—have higher overall environmental impacts and therefore are not as desirable for the future regional growth pattern. These other alternatives would have higher impacts on natural resources and plants and animals, and there could be more pressure to develop in rural and resource areas. Regionally, higher levels of automobile use, higher levels of congestion, and lower levels of transit use and other travel modes would be likely. The costs of providing public services would also likely be higher.

- **Focus growth, where appropriate, in smaller cities.** Some growth should also be directed to smaller cities that desire such growth and have the location, infrastructure and capacity to accommodate it. Sustaining the level of growth currently targeted to smaller cities in King County through the year 2040 is possible without significantly compromising the environmental benefits associated with compact growth in the region.
- **Support regional economic development.** The PGA should be developed in coordination with the Prosperity Partnership's regional economic development strategy focused around key industry clusters.
- **Improve balance of jobs and housing.** The PGA should promote an improved balance between housing and job locations within the region.
- **Establish growth totals for King County that are achievable and build upon existing policies.** The PGA will distribute regional population and job growth among the regions four counties as well as among "regional geographies." In establishing growth totals for King County, the GMPB should balance the objective of achieving compact growth with a realistic appraisal of the county's capacity to attract and accommodate an increased share of the region's population and job growth. GMPB should consider factors, such as: population projections from the state Office of Financial Management, current GMA targets for population/households and for jobs in the county and region, historical trends, and demographic and economic forecasts for the region.
- **Associate urban unincorporated areas with annexing cities.** GMA identifies cities as the primary providers of urban services in the UGA. Many urban areas that remain under county jurisdiction at this time will likely be annexed to cities by the 2040 time horizon of the Vision update, and as such, will be appropriate for significant levels of urban growth. Where countywide and local policies envision annexation of urban unincorporated areas to cities, growth envisioned for these areas should generally be consistent with that envisioned for those cities.
- **Support financial stability of cities.** The PGA should be consistent with the long-term financial sustainability of cities, in particular, the need for smaller cities to attract modest levels of business growth to maintain a tax base sufficient to fund local urban services.
- **Recognize differences between cities.** There are significant differences between cities within the regional geographies used for the DEIS analysis. Care should be taken to recognize those differences—particularly differences in ability to accommodate additional population and jobs—in defining and analyzing the regional PGA as well as in future growth target decisions at the county-wide level.
- **Maintain local discretion in setting GMA/CPP growth targets.** SCA is not endorsing any particular level of population or job growth for any jurisdiction. The PGA is intended to provide guidance for future allocation of growth targets to cities and unincorporated areas within each of the four counties. The determination of targets for individual cities, which occurs every ten years, remains within the authority and discretion of the counties and cities working collaboratively within a countywide planning framework.

These guiding principles for selection of a Vision 2020 Preferred Growth Alternative were developed in consultation with planning staff from SCA cities represented on the PSRC Regional Staff Committee. The SCA caucus on GMPB will continue to work with this staff group during fall 2006 to develop a proposed SCA position on revised Multicounty Planning Policies, which are to be adopted by PSRC as part of the Vision update.

*Contact Michael Hubner at SCA at (253) 856-5443 with any questions you may have about either document.*