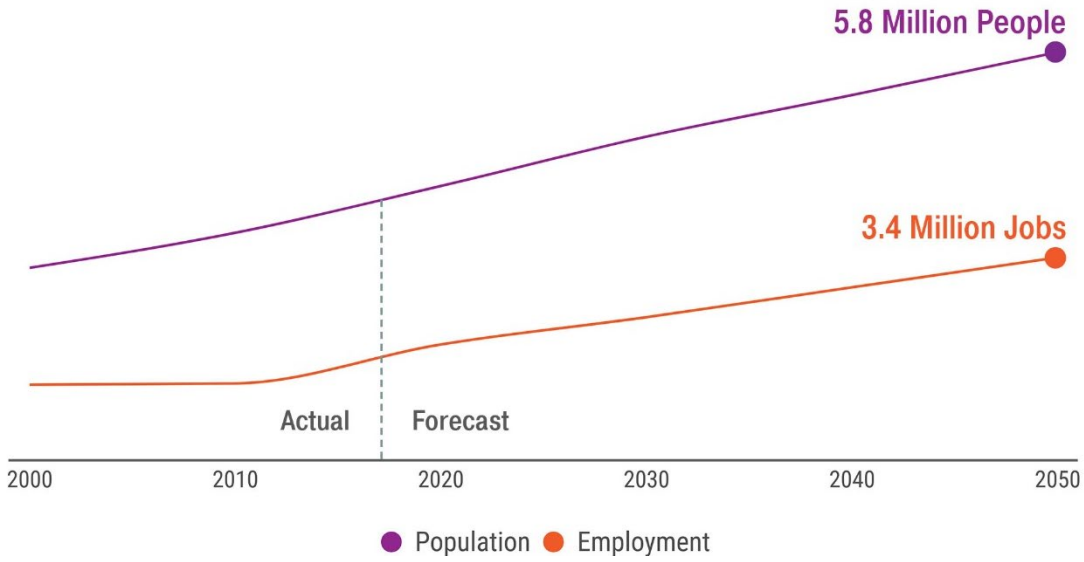
Source: PSRC

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

Source: Parametrix

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.

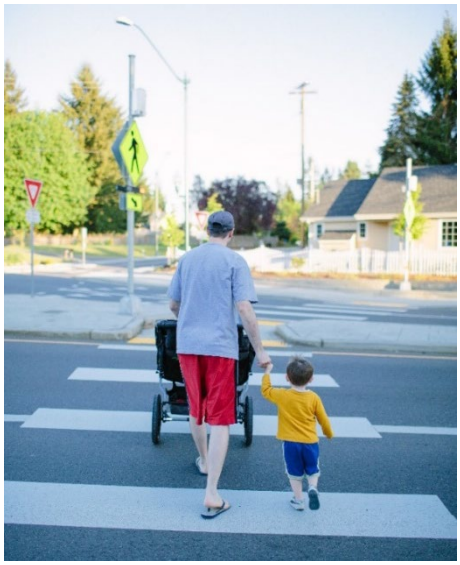
The current regional population is 4.1 million, an increase of 376,000 people—or 10 percent—from 2010 to 2017 (Figure ES-1). The VISION 2040 FEIS forecast a population of 5.0 million by 2040, whereas current forecasts have updated this to 5.3 million in 2040. By 2050, it is estimated the regional population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

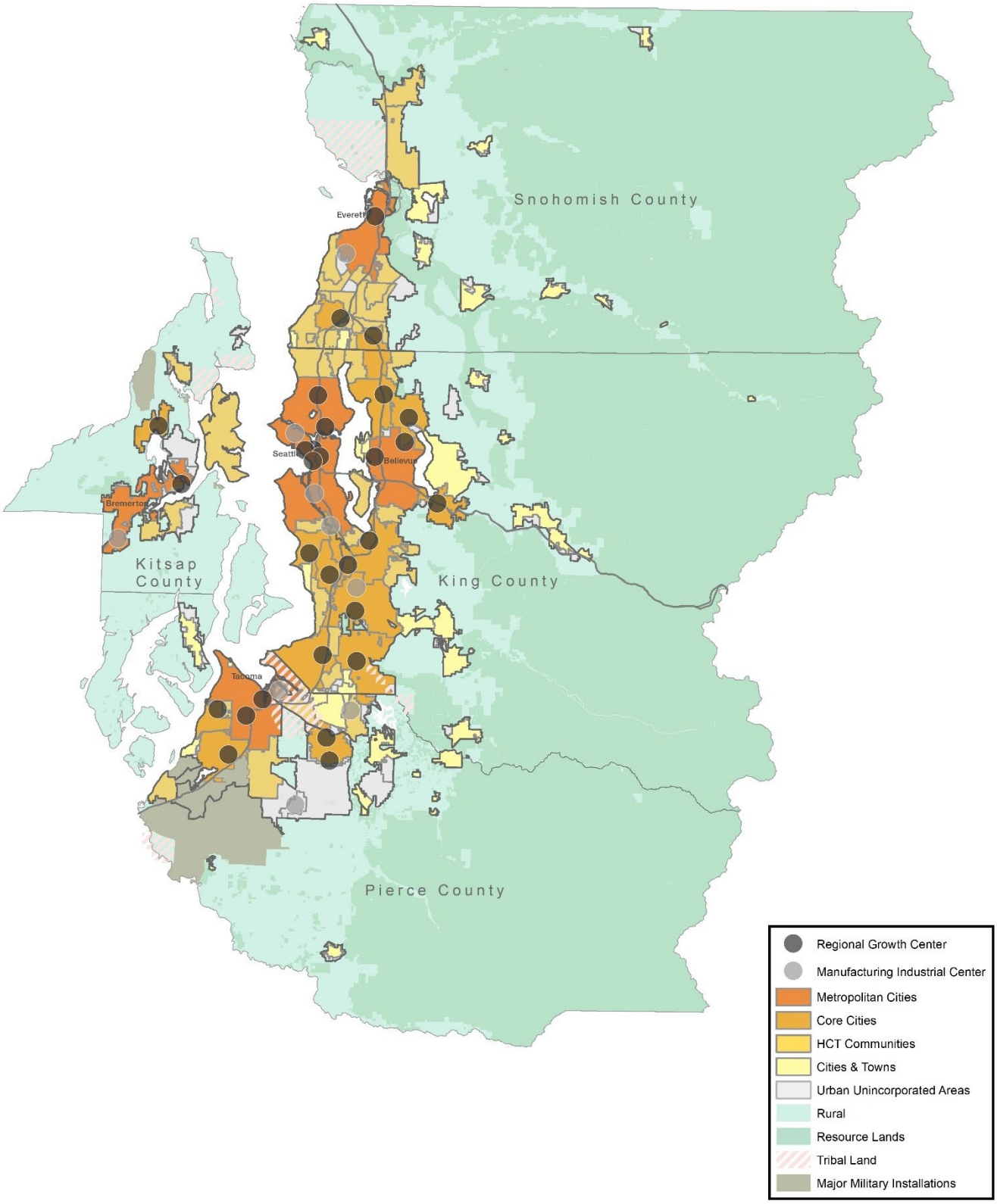
The strategy for accommodating growth asserts that the region will sustain and grow a variety of places such as active centers and central cities, small towns, and rural areas into the future. Other than in natural resource lands and military installations, all growth alternatives assume that all types 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.

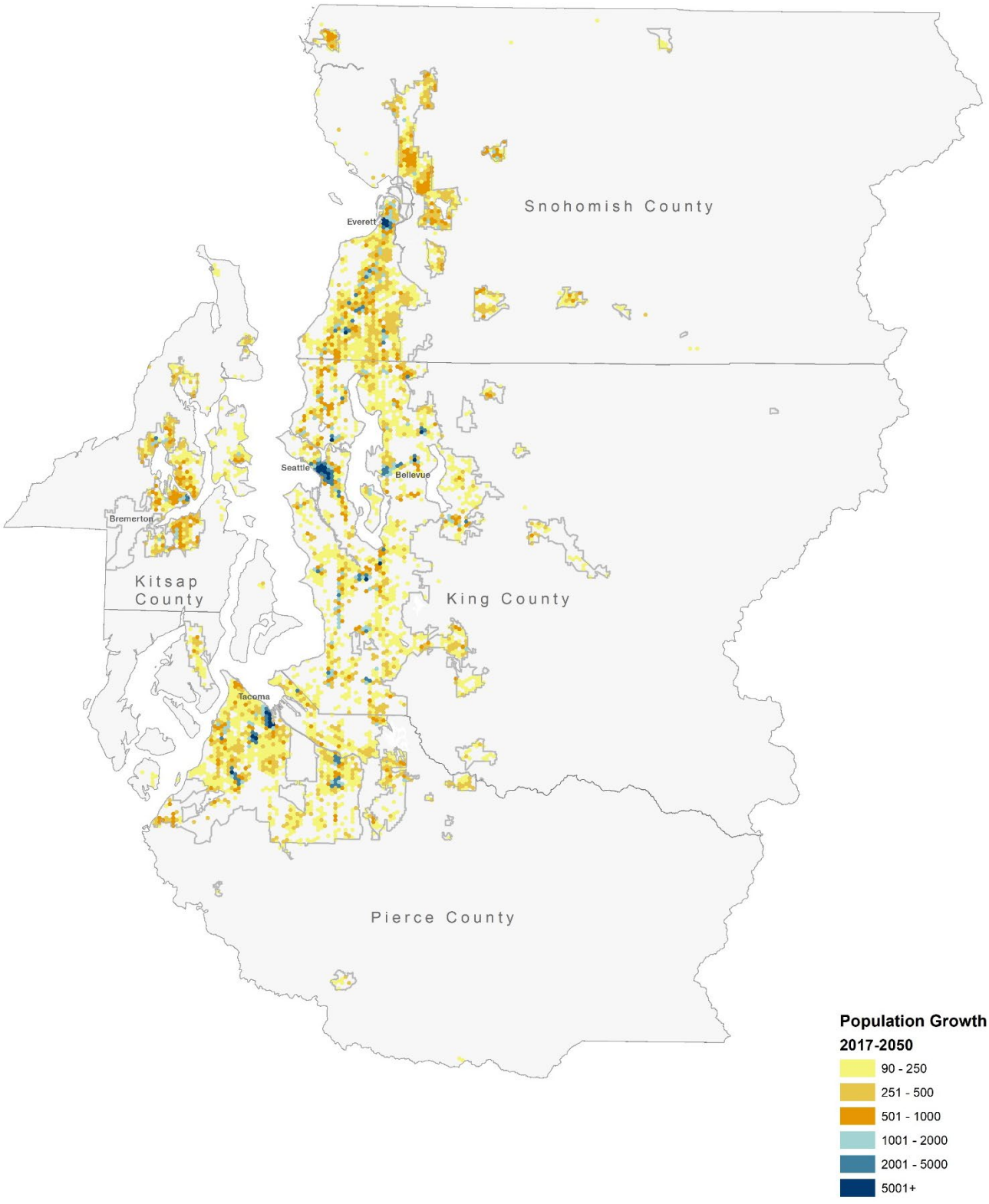
Comparison of Alternatives

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

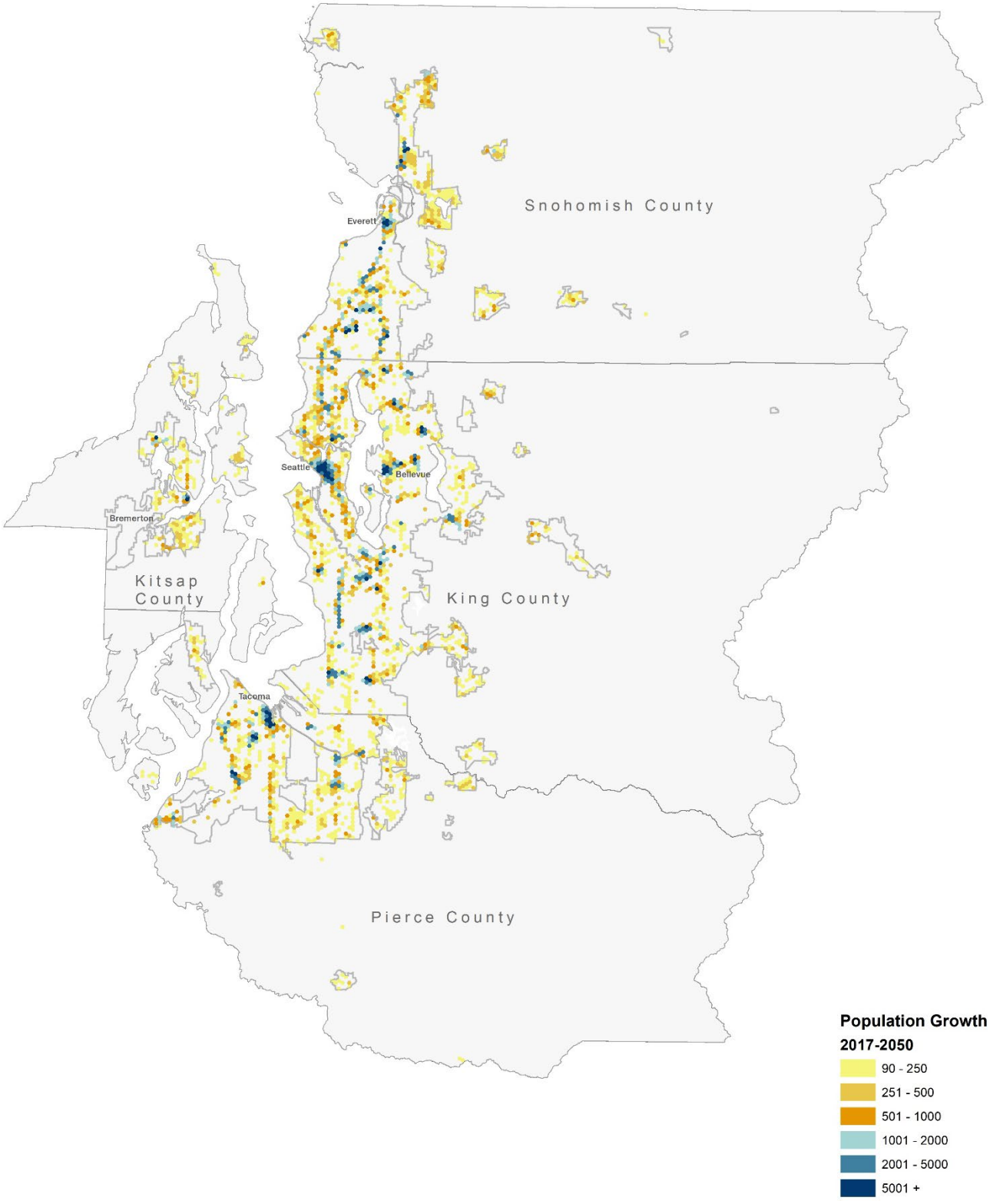
Topic	Stay the Course	Transit Focused Growth	Reset Urban Growth
What would the growth pattern look like?	Compact growth focused in Metropolitan and Core cities with regional growth centers. Extends current growth plan.	More compact growth focused in high-capacity transit areas in Metropolitan, Core and 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?	**Metropolitan Cities:** 35% **Core Cities:** 28% **HCT Communities:** 18% **Cities & Towns:** 9% **Urban Unincorporated:** 5% **Rural:** 5%	**Metropolitan Cities:** 36% **Core Cities:** 29% **HCT Communities:** 23% **Cities & Towns:** 6% **Urban Unincorporated:** 4% **Rural:** 2%	**Metropolitan Cities:** 31% **Core Cities:** 25% **HCT Communities:** 18% **Cities & Towns:** 8% **Urban Unincorporated:** 12% **Rural:** 6%
Where would employment growth go?	**Metropolitan Cities:** 44% **Core Cities:** 36% **HCT Communities:** 12% **Cities & Towns:** 5% **Urban Unincorporated:** 3% **Rural:** 1%	**Metropolitan Cities:** 44% **Core Cities:** 35% **HCT Communities:** 13% **Cities & Towns:** 4% **Urban Unincorporated:** 2% **Rural:** 1%	**Metropolitan Cities:** 41% **Core Cities:** 32% **HCT Communities:** 12% **Cities & Towns:** 6% **Urban Unincorporated:** 6% **Rural:** 2%

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



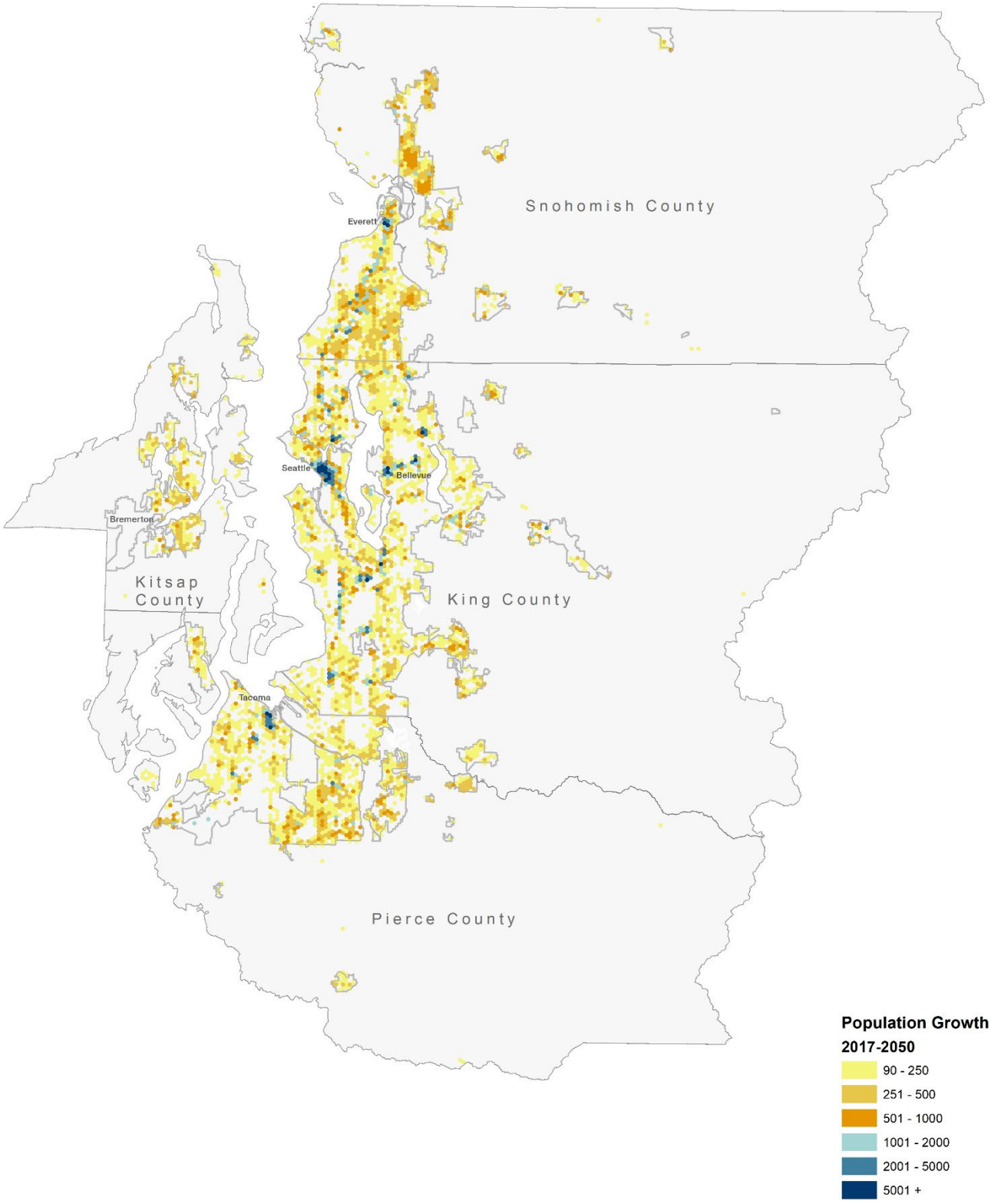
Source: PSRC

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
Population, Employment, Housing, and Land Use	• Population and employment growth directed toward built areas will increase density and encourage infill and redevelopment • 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 • There is potential for displacement unless affordable housing opportunities and/or other support is provided
Transportation	Compared to current conditions: • The average distance people drive and the amount of time spent in a vehicle each day would be reduced • The average time people spend in congestion each year is forecast to increase • Overall transit ridership is forecast to more than double • Generally, the percentage of trips made by driving alone would decrease, while walking, biking, and transit use would increase • Substantially more jobs would be accessible by transit, walking, or biking
Air Quality	• There would be a marked reduction in all pollutants, including CO_2e (a measure used for reporting greenhouse gases)
Ecosystems	• 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
Water Quality and Hydrology	• Amount of impervious surface would increase as a result of added development, which may alter stormwater hydrology, reduce aquatic habitat, and degrade water quality
Public Services and Utilities	• Demand for additional utilities including energy, solid waste, sanitary sewer, water, and stormwater would be anticipated • General service expansions of fire and police services, health and medical services, and schools would be anticipated

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

Resource	Impacts Common to All Alternatives
Parks and Recreation	• 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
Environmental Health	• 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 • Human health would experience beneficial impacts from increased walking, biking, and transit and increased access to open spaces • Increasing density of the urban environment could cause localized air quality and noise impacts if not properly planned for and mitigated
Historic, Cultural, and Archaeological Resources	• Development could alter landscapes and properties with archaeological, cultural, or historic resources through damage and destruction
Visual Quality	• 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 • Development in existing outlying and rural areas would potentially convert undeveloped spaces to other uses and may not be consistent with community visual character
Earth	• 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
Noise	• 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

Table ES-3. Summary Comparison of Alternatives Impacts

	2050 Growth Alternatives		
Topic	**Stay the Course**	**Transit Focused Growth**	**Reset Urban Growth**
POPULATION, EMPLOYMENT, HOUSING			
What would the balance of jobs and housing be? 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.
How dense would housing be? 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
LAND USE			
How close would growth be to rural and resource lands? 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.
How much land would be needed for development? 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.
How close would transit be? 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
TRANSPORTATION			
How much would the average person drive? 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.
How long would the average person be stuck in traffic each year? 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.
How many transit trips would be taken? 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.
How many jobs would be accessible by walking, biking, or transit? 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.
AIR QUALITY			
What would be the contribution to climate change and air pollution? Pollutant emissions: 47,200 tons per day CO_2e in 2014, see Section 4.4 for other pollutants. (Co_2e is a measure used for reporting greenhouse gas emissions)	Reduction in greenhouse gas emissions compared to baseline (41,000 tons per day CO_2e). 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_2e). 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_2e). Slight increase in emissions of other pollutants compared to Stay the Course.
ECOSYSTEMS			
How much land would be needed for development? 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.
Would important habitat be harmed? 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
WATER			
How much hardened surface would be added by growth? 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.
How much would redevelopment improve old stormwater systems? 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.
PUBLIC SERVICES, UTILITIES, AND ENERGY			
How much new infrastructure would be needed?	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.
PARKS AND RECREATION			
Would parks be nearby? 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.
VISUAL QUALITY			
How would areas change visually?	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
ENVIRONMENTAL JUSTICE [1]			
How would communities of color and low-income communities be affected by changes in jobs and housing?	Communities of color and low-income communities compared to the region as a whole: – Jobs-housing ratios indicate housing may become more unaffordable or unavailable – Moderate-density housing growth is reduced compared to the region as a whole which may reduce the availability of affordable housing stock	Compared to Stay the Course, for communities of color and low-income communities: – Improved balance of jobs and housing – 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	Compared to Stay the Course: – Worsened balance of jobs and housing for low-income communities; improved balance for communities of color – 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
Would communities of color and low-income communities benefit from changes to land use and transportation?	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.
Would access to parks change for communities of color and low income communities?	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.
Would the risk of displacement increase? 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.

[1] 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.