

CITY COUNCIL STUDY SESSION ITEM

SUBJECT

Vision 2020 Update.

STAFF CONTACT

Dan Stroh, Planning & Community Development Dept., 452-5225
Paul Inghram, Planning & Community Development Dept., 452-4070
Diane Carlson, City Manager's Office, 425-4225

POLICY ISSUES

The Puget Sound Regional Council is in the process of updating VISION 2020, the adopted regional growth strategy for the Central Puget Sound region.

The Regional Council anticipates that the region will grow by about another 1.6 million people and 1.1 million jobs by the year 2040. For the VISION update, the Regional Council is considering four growth distribution alternatives that range from concentrating growth in metropolitan cities to distributing growth toward smaller, outlying cities and rural areas.

The Growth Management Policy Board is scheduled to select a preliminary preferred growth strategy for employment and housing in October. Chapters of the Multicounty Planning Policies updates will begin to be released in September with a full roll out in November. Continued Council involvement at this time will help develop an appropriate regional growth strategy. A draft letter to the Growth Management Policy Board is attached for Council's consideration that provides comments on the growth alternatives (Attachment 1).

DIRECTION NEEDED FROM COUNCIL

Action
 Discussion
 Information

BACKGROUND/ANALYSIS

The Council has received periodic updates on the VISION 2020 update process over the last year, most recently by way of a management brief on July 31, 2006.

Subsequently, the City's adopted Interest Statement and a technical memorandum of staff comments were submitted to the Regional Council as comments on the VISION 2020 Update Draft Environmental Impact Statement (DEIS). The Regional Council staff has since collected and reviewed public comments and continued its technical analysis of the growth alternatives. Using the analysis and comments, the Growth Management Policy Board is scheduled to begin selection of a Preferred Growth Alternative and review of draft Multicounty Planning Policies at its meeting on September 14th. A preliminary Preferred Growth Alternative is scheduled to be selected at its meeting in October. A full roll out of draft Multicounty Planning Policies will occur in November. The VISION 2020 update schedule is included in Attachment 2.

Drafting a 2040 Growth Strategy

By the year 2040, the Regional Council anticipates that the region will grow by about another 1.6 million residents and 1.1 million jobs. To draft an updated growth strategy, the Regional Council has employed four primary tools:

- DEIS analysis of four growth alternatives
- Evaluation criteria of the four alternatives
- Flow chart analysis of growth distribution
- Public comments on the DEIS

Draft Environmental Impact Statement

The Draft Environmental Impact Statement (DEIS) analyzes four reasonable alternatives for the distribution of regional housing and employment growth. None of the four alternatives were defined with the expectation of being "picked" as the best growth strategy, rather it has been anticipated that a hybrid approach to growth distribution would best serve the region.

The **Growth Targets Extended** alternative is the closest alternative to a continued implementation of existing plans. However, it was defined to continue growth beyond 2025 based on "gravity," rather than centers, causing a large amount of rural and distributed growth.

The **Metropolitan Cities Alternative** focuses growth into the five metropolitan regional centers, including Bellevue. This results in the most compact distribution of growth which performs well in the DEIS for limiting impacts. Metropolitan Cities also puts the highest level of growth in King County and for Bellevue it could result in an unprecedented rate of growth that would exceed our current development capacity (although the regional plan would not specify targets for individual cities).

The **Larger Cities Alternative** limits rural growth similar to Metropolitan Cities, but pushes growth toward the larger suburban cities that currently do not include Regional Growth Centers. This avoids sprawl in outlying areas while distributing growth more broadly within the urban growth area.

The **Smaller Cities Alternative** is the most distributed alternative that pushes growth outward to smaller cities and rural areas. It results in the most sprawl and generally the greatest impacts.

Although the regional plan would not allocate growth to individual cities – that will continue to occur at the county level – the table below provides an example of how the four alternatives could result in growth in Bellevue. The numbers shown here for the four alternatives are taken from the technical appendix in the DEIS.

Bellevue Example

	Base Year (2000)	Target (2022)	Additional Growth (2000-2040)				Future Condition (2040)			
			Growth Targets Extnd'd	Metro Cities	Larger Cities	Smaller Cities	Growth Targets Extnd'd	Metro Cities	Larger Cities	Smaller Cities
Population	109,827	137,000	43,848	72,704	36,352	18,176	153,675	182,531	146,179	128,003
Employment	133,250	170,000	93,149	84,595	37,598	18,799	226,399	217,845	170,848	152,049

The numbers provided by the DEIS are not “targets,” but provide a framework that signals the expected regional direction. However, even if the regional numbers are not targets they still set up expectations for the amount of growth that individual jurisdictions will need to accommodate. Hence, the concern if the regional numbers are not achievable. Attachment 3 provides a table comparing the regional distribution of growth for each alternative.

Evaluation Criteria

In addition to the analysis of the DEIS, the Regional Council staff has evaluated the four alternatives using a set of criteria that represent four goals established by the Growth Management Policy Board, which are to:

- Promote an overall high quality of life.
- Protect the natural environment.
- Create an efficient land use pattern for the provision of infrastructure, facilities, and services.
- Enhance the human potential and social justice.

These goals are represented by forty-plus individual criteria that are documented in the DEIS or in a series of issue papers developed for this update. The criteria are largely quantitative measures, while in some cases criteria are addressed with an overall judgment of a topic. For a few measures, the criteria analysis found that growth distribution does not matter. However, for most of the measures, growth distribution does seem to matter, and the more focused growth alternatives – Metropolitan Cities and Larger Cities – provide the most promising results. Attachment 4 includes a summary of the Regional Council’s *Draft Report on the Evaluation Criteria for Selecting a Preferred Growth Alternative*.

Flow Chart Analysis

To develop a preliminary Preferred Growth Alternative, the Regional Council staff has employed a flow chart method that applies the year 2000 share to the 2040 regional forecast, makes adjustments, applies reasonableness tests, and then can be corrected based on policy direction from the Growth Management Policy Board. As regional numbers are developed, they are then analyzed at the county level, adjusted, and then recombined into a working regional number. Employment and population numbers are then compared and adjusted. Portions of this flow chart process have been reviewed at several meetings this year and will continue at Board meetings in September and October.

This process allows for input from technical analyses to be adjusted with policy direction from the Growth Management Policy Board. For example, three reasonableness tests all indicate that the share of employment growth in metropolitan centers, while remaining large, will continue to shift somewhat to suburban and rural locations. The Growth Management Policy Board has indicated initial support for limiting or reducing the share of housing and job growth allocated to rural areas. Combined, this could then result in a model that allocates a still very large share of growth to metropolitan cities, distributes an increasing share to suburban cities, and limits growth in rural areas to less than the current share.

DEIS Comments

Public comments on the DEIS were accepted throughout June and July. Eighty three comment letters were submitted, representing many of the government agencies in the region. Comments also came from businesses, civic organizations, interest groups, education institutions, the state, and individuals. Based on an initial summary, the comments indicate strongest support for the Metropolitan Cities and/or Larger Cities alternatives.

There was general support for the Regional Council to provide increased leadership. Comments tended to support efforts for greater regional cooperation, such as coordination with transit and federal and state transportation agencies. Comments also expressed wanting to maintain local autonomy and control. The regional plan should not set local targets or supersede the current GMA/countywide allocation process.

Some questioned the predicted levels of growth. While actual growth may vary somewhat from today's projections, the Regional Council's overall estimates are consistent with historic trends for the region and appear to be valid. Whether or not the estimates are realistic, others questioned whether the region should accept this level of growth, expressing concerns about the level of infrastructure needed and the potential environmental impacts that could result. Several expressed the need to address sustainability in regards to infrastructure, governance, the economy, and the environment.

A full, more detailed report on the comments is expected at the September Growth Management Policy Board meeting. Detailed written responses to the comments will be published in the Final EIS.

UPDATE OF THE MULTICOUNTY PLANNING POLICIES

While the growth distribution alternatives provide options for where growth should be located, the Multicounty Planning Policies (MPPs) direct how development should take place and provide a framework for the countywide planning policies and local comprehensive plans. The Growth Management Policy Board directed Regional Council staff to build on the existing policies, eliminate those that are obsolete, and develop additional one where there are gaps. The Regional Council staff has worked with the Regional Staff Committee to reorganize the existing eight policy areas into five groupings in the updated VISION: (1) environment, (2) development patterns, (3) economy, (4) transportation, and (5) public services and orderly development. Each chapter will include revised multicounty policies, actions to implement them, and measures for monitoring the effectiveness of the policies. An organization diagram is included in Attachment 5.

CONCERNS REGARDING THE PREFERRED GROWTH ALTERNATIVE

The attached comment letter seeks to provide the Growth Management Policy Board with comments that distinguish the positive features and items of concern for the alternatives to assist in developing a hybrid preferred growth alternative.

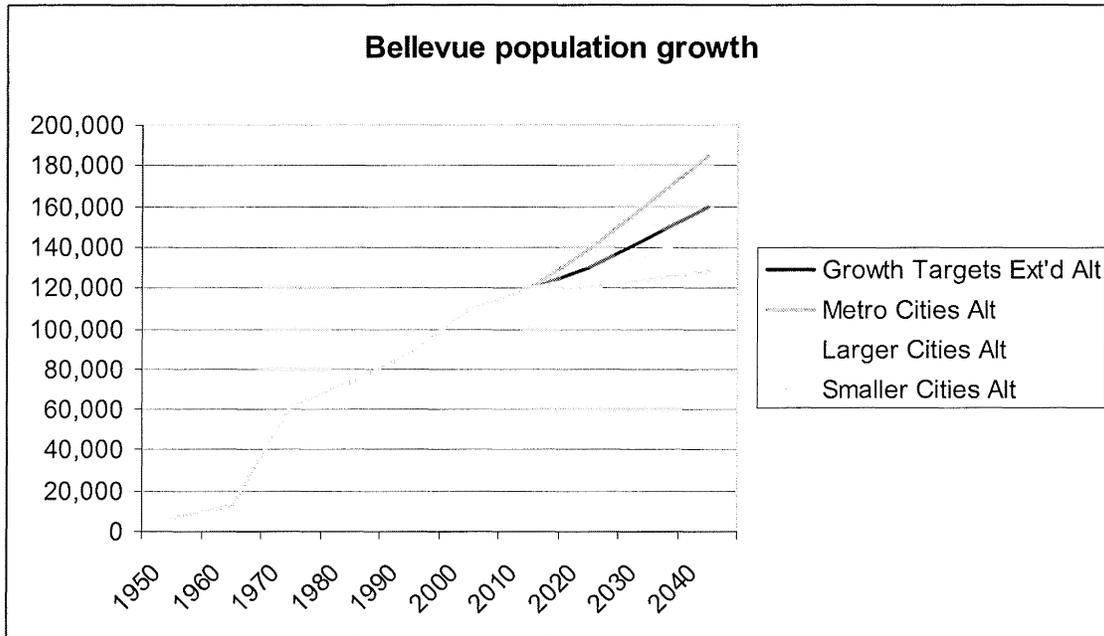
Metropolitan Cities Alternative

In the DEIS and evaluation criteria analysis, the compact form of the Metropolitan Cities alternative clearly performs well. Continuing our regional emphasis on metropolitan cities makes sense, given the benefits of capitalizing on their existing critical mass and the infrastructure planned and in place. The Metropolitan Cities alternative also reduces pressure on rural areas. We are concerned, however, that this alternative over reaches the amount of growth that can be practically accommodated by the metropolitan cities, setting up growth expectations that are not achievable or desirable.

In Bellevue's case, the population numbers go far beyond zoning buildout and would place the city on a population growth trajectory much steeper than we have ever seen. Consider that our current 20-year planning period anticipates an increase of about 20,000 people. The Metropolitan Cities alternative, according to the DEIS appendix, would have Bellevue grow by about 70,000 over forty years or nearly double our currently planned rate. To do this the city would need to increase capacity above and beyond current zoning constraints sufficient to accommodate 35,000 to 40,000 additional people. Current zoning capacity will allow for a total of about 145,000 people, or about 8,000 more than our 2022 target.¹ While Bellevue may be able to increase capacity over time as plans are updated, the amount needed within the

¹ An updated buildable lands analysis and report is under development that will provide more information about local capacity.

timeframe of the Metropolitan Cities alternative is unrealistic. Note that this issue worsens as household size declines; additional housing will be needed just to maintain current population levels.



Larger Cities Alternative

In some respects, the Larger Cities alternative provides a more balanced distribution of growth among urban areas while continuing to support compact development and avoiding excessive rural growth. It too performs well in the DEIS and evaluation criteria analysis. However, this alternative, as depicted, contradicts the region’s existing regional growth centers strategy by allocating large shares of growth to those “larger” suburban cities *without* urban centers. The core suburban cities *with* centers appear to be overlooked.

Growth Targets Extended Alternative

This alternative performs less well in the DEIS and evaluation criteria analysis. However, its shortcomings may have more to do with how it was defined than with the current growth targets. Its name implies that growth is allocated by extending the current growth targets when actually it reflects our historic development pattern more than our adopted plans. Extending the 2025 growth targets using target trends, adjusted for reasonableness, would better test the region’s existing growth strategy and continuity of existing plans.

Multicounty Planning Policies

As the Board drafts a preferred growth alternative, draft updates to the Multicounty Planning Policies will be rolled out. How the growth levels in the preferred growth alternative will be applied and incorporated in the policy framework remains unclear. If

the preferred growth alternative distributes growth by county and regional geography, it will effectively be providing growth targets for some individual cities (Everett, Bremerton, and Tacoma). Additionally, the process for reconciling the GMA/OFM growth allocation process with these new regional growth objectives needs to be defined. Currently, what it means for a county's growth targets to be "consistent with the regional plan" is undefined. As draft chapters of the Multicounty Planning Policies are released, city staff will prepare briefings for the City Council.

NEXT STEPS

The Regional Council's Growth Management Policy Board will work with staff and consultants to select a Preferred Growth Alternative at their September and October meetings. The Growth Management Policy Board will begin review of draft policy updates at its September meeting. Initial chapters may be available as early as September 11th. A full role out of draft Multicounty Planning Policies will occur in November. The other regional policy boards will be involved in the policy update process as indicated on the schedule, Attachment 2.

Release of a complete draft VISION package, including the policies and the growth distribution alternative, is scheduled for May 2007, which will then be analyzed in a Supplemental DEIS (SDEIS). The SDEIS and draft VISION will be published in 2007. The tentative schedule is for the General Assembly of the Regional Council to take final action on the updated VISION in 2008.

CITY OF BELLEVUE INVOLVEMENT

<p>Growth Management Policy Board (GMPB)</p> <ul style="list-style-type: none"> • Deputy Mayor Chelminiak • Mayor Degginger serves as the alternate 	<p>Executive Board</p> <ul style="list-style-type: none"> • Councilmember Phil Noble • Councilmember Balducci serves as the alternate 	<p>Transportation Policy Board (TPB)</p> <ul style="list-style-type: none"> • Councilmember Balducci • Phil Noble serves as the alternate 	<p>Economic Development District Board (EDD)</p> <ul style="list-style-type: none"> • Councilmember Lee • Councilmember Chelminiak serves as the alternate
---	---	---	--

ALTERNATIVES

- (1) Approve the draft letter as attached, and direct staff to transmit it to the Regional Council's Growth Management Policy Board.
- (2) Choose to not send a comment letter, or provide alternative direction to staff.

RECOMMENDATION

Staff recommends Alternative 1.

ATTACHMENT(S)

1. Draft letter to the Growth Management Policy Board
2. VISION Update Project Schedule
3. Regional Growth Alternatives Table
4. Summary of the Draft Report on the Evaluation Criteria for Selecting a Preferred Growth Alternative
5. Comparison Outline of Multicounty Planning Policies



September 11, 2006

Puget Sound Regional Council
Growth Management Policy Board
1011 Western Avenue, Suite 500
Seattle, WA 98194

Dear Commissioner Lent and Members of the Board:

I am writing on behalf of the Bellevue City Council to convey our thoughts on the VISION 2020 Draft Environmental Impact Statement (DEIS) growth alternatives as the Growth Management Policy Board approaches the key decision point of identifying a preliminary preferred growth alternative. We recognize the value of the DEIS process and how the four future growth alternatives represent a range of growth choices. Clearly, the optimal growth strategy is one that incorporates the best features of each alternative. In this light, we would like to provide the Board with comments that focus on distinguishing both positive features and items of concern to assist in developing a hybrid preferred growth alternative.

Metropolitan Cities Alternative

In the DEIS and evaluation criteria analysis, the compact form of the Metropolitan Cities alternative clearly performs well. Continuing our regional emphasis on metropolitan cities makes sense, given the benefits of capitalizing on their existing critical mass and the infrastructure planned and in place. The Metropolitan Cities alternative also reduces pressure on rural areas. We are concerned, however, that this alternative over reaches the amount of growth that can be practically accommodated by the metropolitan cities, setting up growth expectations that are not achievable or desirable.

In Bellevue's case, the population numbers go far beyond zoning buildout and would place the city on a population growth trajectory much steeper than we have ever seen. Consider that our current 20-year planning period anticipates an increase of about 20,000 people. The Metropolitan Cities alternative, according to the DEIS appendix, would have Bellevue grow by about 70,000 over forty years or nearly double our currently planned rate. To do this the city would need to increase capacity above and beyond current zoning constraints sufficient to accommodate 35,000 to 40,000 additional people. While Bellevue may be able to increase capacity over time as plans are updated, the amount needed within the timeframe of the Metropolitan Cities alternative is unrealistic. Note that this issue worsens as household size declines; additional housing will be needed just to maintain current population levels.

Larger Cities Alternative

In some respects, the Larger Cities alternative provides a more balanced distribution of growth among urban areas while continuing to support compact development and avoiding excessive rural growth. It too performs well in the DEIS and evaluation criteria analysis. However, this alternative, as depicted, contradicts the region's existing regional growth centers strategy by allocating large shares of growth to those "larger" suburban cities *without* urban centers. The core suburban cities *with* centers appear to be overlooked.

The point is illustrated by comparing the distribution of the Metropolitan Cities alternative to the Larger Cities alternative. The Larger Cities alternative bypasses core suburban cities, while the "larger" suburban cities grow dramatically. For example, "larger" city Des Moines' population would increase

from 29,267 today to 70,068 in year 2040; Issaquah would increase from 11,212 to 37,050; and Woodinville would increase from 9,194 to 26,795.

Growth Targets Extended Alternative

This alternative performs less well in the DEIS and evaluation criteria analysis. However, its shortcomings may have more to do with how it was defined than with the current growth targets. Its name implies that growth is allocated by extending the current growth targets, when actually it reflects our historic development pattern more than our adopted plans. Extending the 2025 growth targets using target trends, adjusted for reasonableness, would better test the region's existing growth strategy and continuity of existing plans.

Multicounty Planning Policies

As the Board drafts a preferred growth alternative, draft updates to the Multicounty Planning Policies will be rolled out. We agree with the principle that the VISION should focus on areas of regional coordination. The VISION should avoid local mandates and should not establish growth targets for individual jurisdictions. How the growth levels in the preferred growth alternative will be applied and incorporated in the policy framework remains unclear. If the preferred growth alternative distributes growth by county and regional geography, it will effectively be providing growth targets for some individual cities (Everett, Bremerton, and Tacoma). Additionally, the process for reconciling the GMA/OFM growth allocation process with these new regional growth objectives needs to be defined. What will it mean for a county's growth targets to be "consistent with the regional plan"?

In summary, a hybrid preliminary preferred growth alternative should build on the centers approach embraced by VISION 2020. The hybrid should place significant emphasis on metropolitan centers, scaled to realistic levels, with a substantial share also allocated to suburban cities with designated regional centers. We also encourage the Board to use a process and timeline for review of the Multicounty Planning Policies that allows for an appropriate opportunity for review by the cities and counties.

We appreciate the Board's consideration of these comments. Bellevue looks forward to continued involvement with the update of VISION 2020, both through our representation on the Regional Council policy boards and through continued involvement by our staff and other community stakeholders.

If you have any questions or need additional information from the city of Bellevue, please feel free to contact Paul Inghram at (425) 452-4070.

Sincerely,

Grant Degginger
Mayor

cc: Bellevue City Council
Steve Sarkozy, City Manager
Matthew Terry, Planning & Community Development Director
Goran Sparrman, Transportation Director

VISION Update Project: Schedule Thru Decision on What To Include in Supplemental DEIS

V8Revised June 26, 2006

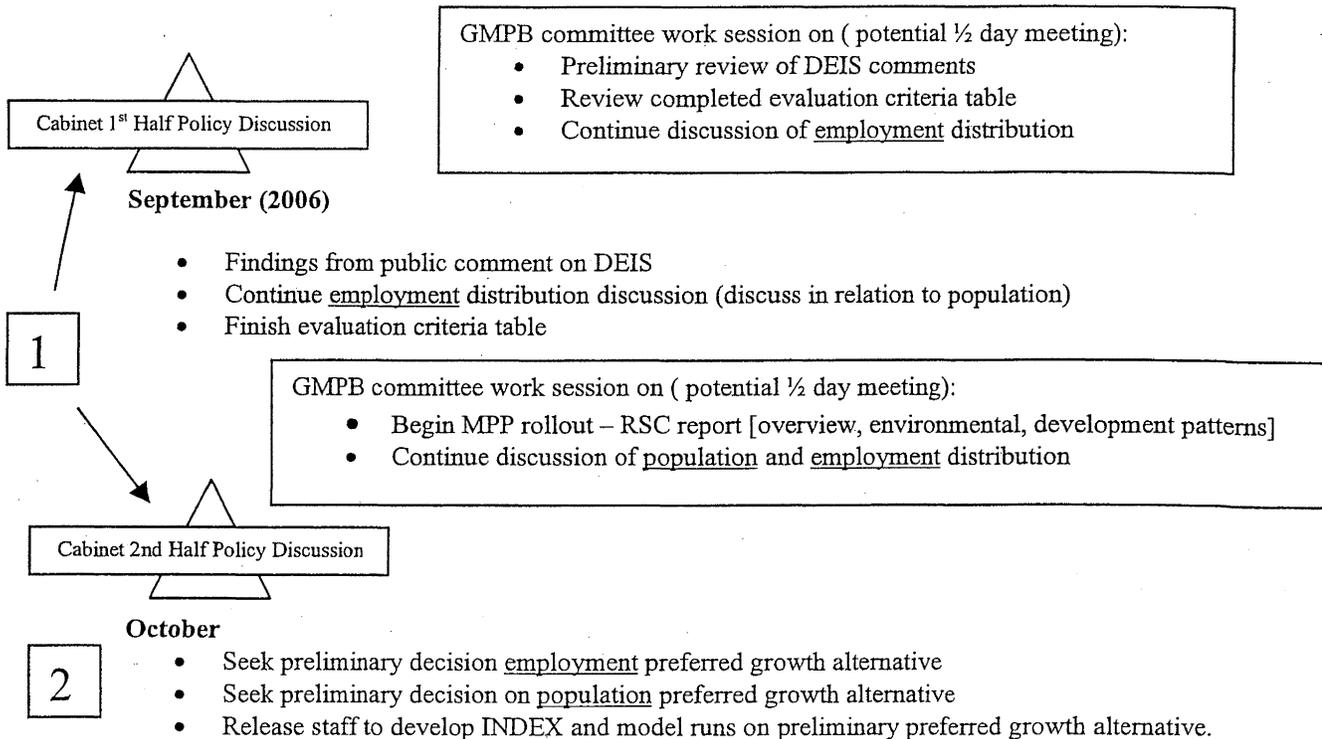
July (2006)–

- Discuss potential ways to distribute employment in the preferred growth alternative
- Distribute staff report from May public event

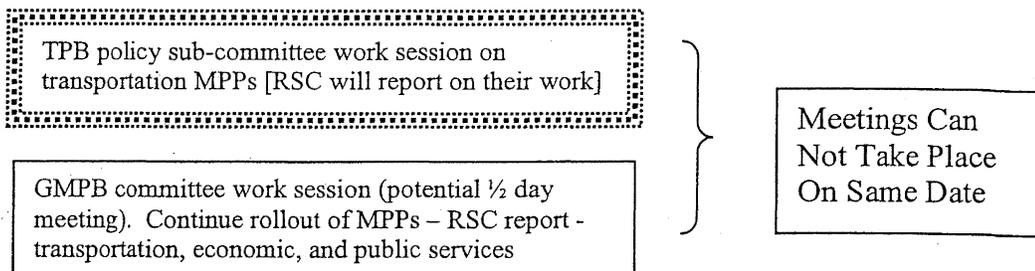
- **Board coordination meeting with GMPB, TBP, EDD, and Executive Board**

July 31, End of 60 Day Public Comment Period

August (2006)– No meeting of the full Board, Committee meeting only



Note: GMPB Briefing of Transportation Policy Board, Economic Development District Board, and Executive Board. EDD Board will review policy.



Ongoing Participation - Outreach to Jurisdictions, Regional Staff Committee, Countywide Staff Organizations, Planning Directors

3

November (2006) – FULL DAY “ROLL OUT” MEETING ON MULTICOUNTY PLANNING POLICIES

- **Substance**
 - Discuss preliminary analysis of tentative preferred growth alternative [potential for early results from model runs]
 - Discussion roll out complete package of MPPs
- **Format**
 - Group discussion and overview
 - Breakout sessions
 - Transportation and Environment
 - Development Patterns
 - Economy and Public Services
- **Participants**
 - Growth Management Policy Board members
 - EDD policy sub-committee (3 elected members) (chair/vice chair)
 - Transportation policy sub-committee (3 elected members) (chair/vice chair)
 - Executive Board (President and Vice President)

4

December (2006)

- **Joint ½ day board coordination meeting with GMPB, TBP, EDD Board, and Executive Board**
 - Preferred growth alternative (results from model runs)
 - MPPs

**Regular meeting of the Economic Development District Board –
First Reading of Economic Policies**

January (2007)

- **GMPB decision on preferred growth alternative**
- Continue discussion of VISION / MPPs [full day meeting??]

- Seek “action to proceed” on transportation policies from TPB
 - Seek “action to proceed” on economic policies from EDD

February (2007) - Continue discussion of VISION / MPPs [full day meeting??]

5

March (2007)

- *GMPB Recommend public release of complete VISION package*
- General Assembly briefing

6

April / May (2007)

- *Executive Board Recommend public release of complete VISION package - Special briefing by GMPB members*

7

RELEASE STAFF AND CONSULTANTS TO PREPARE SUPPLEMENTAL DEIS

Attachment 3

REGIONAL GROWTH ALTERNATIVES COMPARISON SHARE OF POPULATION AND EMPLOYMENT GROWTH, BY REGIONAL GEOGRAPHY (2000 TO 2040)

2000-2040 Growth Allocations		Metropolitan Cities	Core Suburban Cities	Larger Suburban Cities	Smaller Suburban Cities	Unincorp. UGA	Rural Areas	TOTAL
Growth Targets	Population	26%	17%	9%	10%	24%	13%	100%
Extended Alternative	Employment	45%	28%	7%	9%	8%	3%	100%
		545,000	347,000	80,000	109,000	98,000	41,000	1,219,000
Metropolitan Cities Alternative	Population	40%	25%	15%	10%	5%	5%	100%
	Employment	45%	30%	10%	5%	5%	5%	100%
		685,000	428,000	257,000	171,000	86,000	86,000	1,712,000
		549,000	366,000	122,000	61,000	61,000	61,000	1,219,000
Larger Cities Alternative	Population	20%	30%	30%	5%	10%	5%	100%
	Employment	20%	30%	30%	5%	10%	5%	100%
		342,000	514,000	514,000	86,000	171,000	86,000	1,712,000
		244,000	366,000	366,000	61,000	122,000	61,000	1,219,000
Smaller Cities Alternative	Population	10%	10%	5%	30%	35%	10%	100%
	Employment	10%	10%	5%	30%	35%	10%	100%
		171,000	171,000	86,000	514,000	599,000	171,000	1,712,000
		122,000	122,000	61,000	366,000	427,000	122,000	1,219,000

Notes: Totals may vary due to rounding. The percentages represent what was adopted by PSRC's Growth Management Policy Board adopted in September 2005. For each alternative, the shaded areas represent the geographies of focus. Please see the footnote on page 3 of the Executive Summary for more information on the total growth figures.

Summary

The purpose of the evaluation criteria is to assist in the selection of a preferred growth alternative for accommodating forecasted growth. The evaluation criteria are one tool among many to help in this selection.

This report discusses the purpose, nature, and revisions to the published version of the evaluation criteria, and applies the 40-plus evaluation criteria measures. It also contains summary conclusions regarding which alternatives best meet the evaluation criteria's overarching goals.

Applying the evaluation criteria was, overall, a fairly straightforward technical process. The analysis, which was based upon information contained in the Draft Environmental Impact Statement (with some supplementary analysis of the data), found no measures that defied explanation or were counter-intuitive.

For a few measures, the analysis found that growth distribution does not matter. However, for most of the measures, growth distribution does seem to matter, and the focused growth alternatives provided the most promising result.

The following table provides, in matrix format, a listing of all of the rankings discussed in the report. More detailed conclusions are provided in section F.

Combined Listing of Evaluation Criteria Rankings

		VISION 2020 Update Alternatives			
		Growth Targets Ext.	Metropolitan Cities	Larger Cities	Smaller Cities
1. Environmental Quality					
	1A. Imperviousness		<input checked="" type="checkbox"/>		
	1B. Wastewater Generation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	1C. Solid Waste Generation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	1D. Air Quality			<input checked="" type="checkbox"/>	
	1E. Climate Change		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	1F. Noise	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	1G. Water Quality and Hydrology		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	1H. Parks and Recreation			<input checked="" type="checkbox"/>	
	1I. Visual Quality and Aesthetic Resources		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	1J. Historic and Cultural Resources			<input checked="" type="checkbox"/>	
	1K. Ecosystem Health		<input checked="" type="checkbox"/>		
2. Health					
	2A. Potential for Physical Activity		<input checked="" type="checkbox"/>		
	2B. Proximity to Parks		<input checked="" type="checkbox"/>		
	2C. Environmental Health				<input checked="" type="checkbox"/>
	2D. Potential for Reducing Automobile Injuries		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Combined Listing of Evaluation Criteria Rankings

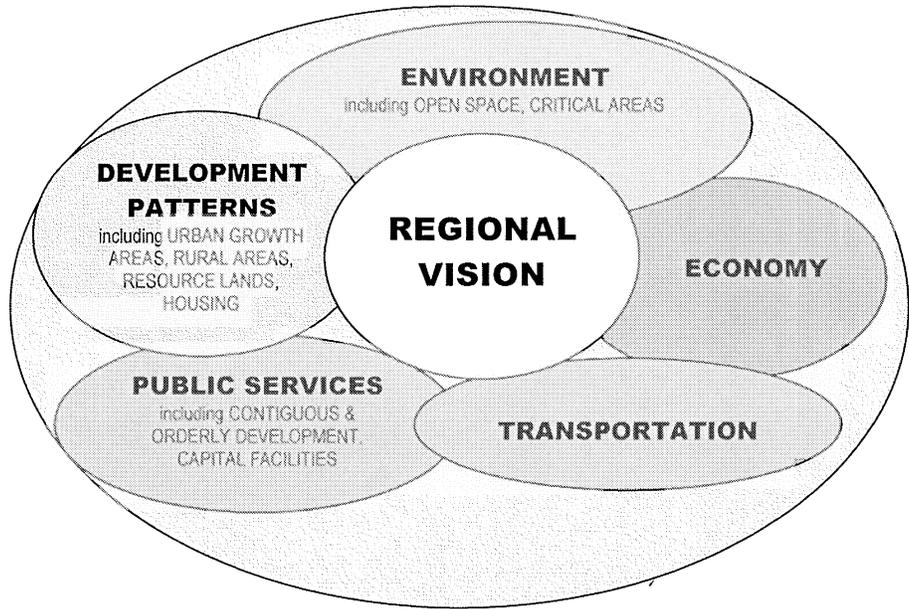
	VISION 2020 Update Alternatives			
	Growth Targets Ext.	Metropolitan Cities	Larger Cities	Smaller Cities
3. Economic Prosperity				
3A. Access to Jobs - Transit Adjacency to Employment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
3B. Geographic Relationship - Land Area with 20 Jobs Per Acre or Above		<input checked="" type="checkbox"/>		
3C. Geographic Relationship - Proximity of People to Land Area with 20 Jobs Per Acre or Above			<input checked="" type="checkbox"/>	
3D. Jobs/Housing Balance - Regional Share of Jobs in Everett, Tacoma, and Bremerton	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
3E. Jobs/Housing Balance - Regional Share of Population in Seattle and East King County Subarea		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Land Use (includes Maintaining Rural Character & Protecting Resource Lands)				
4A. Transit Adjacency to Population		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4B. Urban Areas - Amount of Population in Cities with Regional Growth Centers		<input checked="" type="checkbox"/>		
4C. Rural Area - Population Levels in Rural Area		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4D. Rural Area - Minimizing Potential for Conversion of Rural Land to Urban Land		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4E. Rural Area - Environmental Impacts in Rural Areas		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4F. Rural Area - Transportation Impacts in Rural Areas		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4G. Rural Areas - Maintenance of Rural Character		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4H. Resource Lands - Protection of Resource Lands		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
4I. Overall Land Use Impacts		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Transportation				
5A. Travel Distance		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5B. Travel Time		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
5C. Daily Vehicle Miles Traveled			<input checked="" type="checkbox"/>	
5D. Daily Vehicle Hours Traveled			<input checked="" type="checkbox"/>	
5E. Daily Hours of Delay			<input checked="" type="checkbox"/>	
5F. Work Trip Mode Split		<input checked="" type="checkbox"/>		
5G. Household Access to Jobs - 10 Minute Walk (1/2 Mile)		<input checked="" type="checkbox"/>		
5H. Household Access to Jobs - 20 Minute Bike Ride (4 Miles)		<input checked="" type="checkbox"/>		
5I. Household Access to Jobs - 30 Minute Transit Ride		<input checked="" type="checkbox"/>		
6. Efficiencies in the Provision and Use of Infrastructure, Public Facilities and Services				
6A. Public Services and Facilities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6B. Water Supply		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6C. Sanitary Sewer		<input checked="" type="checkbox"/>		
6D. Overall Energy Use (Electric, Natural Gas, and Petroleum)			<input checked="" type="checkbox"/>	
7. Environmental Justice				
7A. Distribution of Employment Growth Compared to Locations of Environmental Justice Populations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
7B. Access to Transportation Services and Facilities		<input checked="" type="checkbox"/>		
7C. Overall Judgment of Impact on EJ Populations		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

COMPARISION OF OUTLINE OF MULTICOUNTY POLICIES – – for 1995 DOCUMENT & PROPOSED VISION UPDATE

1995 VISION 2020

OVERVIEW
URBAN GROWTH AREAS
CONTIGUOUS & ORDERLY DEVELOPMENT
CAPITAL FACILITIES
HOUSING
RURAL AREAS
OPEN SPACE, RESOURCE PROTECTION, CRITICAL AREAS
ECONOMICS
TRANSPORTATION

VISION 2020 + 20 UPDATE



<i>POLICY-RELATED TERMS</i>	
VISION	Desired future state – what the region will be like at some future point in time.
Goal	Broad statement of desired long-term results.
Policy	Official statement used to guide actions to implement the VISION. Provides framework for decisionmaking. Multicounty policies guide countywide policies and local policies.
Action	Steps or tasks called for to implement the VISION and its policies, according to guidance provided by policy. A PROGRAM is a specific set of coordinated actions to implement the VISION. (An example is the regional transportation improvement program.)
Measure	A basis or standard of comparison to appraise an action that is to contribute to longer-term goals