



City of Port Orchard Council Meeting Agenda
March 26, 2019
6:30 p.m.

Mayor:

Rob Putaansuu
Administrative Official

Councilmembers:

Bek Ashby (Mayor Pro-Tem)
Chair: ED/Tourism/LT Committee
Staff: Development Director
Finance Committee
KRCC / PSRC TransPol / KRCC TransPol
KRCC PlanPol-alt / PRTPO

Shawn Cucciardi
Finance Committee
Land Use Committee
PSRC EDD-alt

Fred Chang
Utilities Committee
Sewer Advisory Committee (SAC)
Staff: Public Works Director

Jay Rosapepe
ED/Tourism/LT Committee
Utilities Committee
Chair: Lodging Tax Committee
Sewer Advisory Committee (SAC)
KRCC-alt / KRCC TransPol-alt
Kitsap Transit-alt

John Clauson
Chair: Finance Committee
Staff: Finance Director
Kitsap Public Health District-alt
KEDA/KADA-alt

Cindy Lucarelli
Chair: Utilities and SAC Committee
Staff: Public Works Director
Chair: Chimes and Lights Committee
Staff: City Clerk
KEDA/KADA

Scott Diener
Chair: Land Use Committee
Staff: Development Director
ED/Tourism/LT Committee

Department Directors:
Nicholas Bond, AICP
Development Director

Mark Dorsey, P.E.
Director of Public Works/City Engineer

Tim Drury
Municipal Court Judge

Noah Crocker, M.B.A.
Finance Director

Geoffrey Marti
Police Chief

Brandy Rinearson, MMC, CPRO
City Clerk

Contact us:

216 Prospect Street
Port Orchard, WA 98366
(360) 876-4407

1. CALL TO ORDER

A. Pledge of Allegiance

2. APPROVAL OF AGENDA

3. CITIZENS COMMENTS

*(Please limit your comments to **3 minutes** for items listed on the Agenda and that are not for a Public Hearing. When recognized by the Mayor, please state your name for the official record)*

4. CONSENT AGENDA

(Approval of Consent Agenda passes all routine items listed below, which have been distributed to each Councilmember for reading and study. Consent Agenda items are not considered separately unless a Councilmember so requests. In the event of such a request, the item is returned to Business Items.)

A. Approval of Vouchers and Electronic Payments

B. Approval of Payroll and Direct Deposits

5. PRESENTATION

A. Fathoms O' Fun Royalty New Court (Helene Jensen)

6. PUBLIC HEARING

7. BUSINESS ITEMS

A. Adoption of an Ordinance Amending Port Orchard Municipal Code Chapter 2.74 City Hall Facilities (Rinearson) *Page 3*

B. Adoption of a Resolution Amending Resolution No. 1880 Fees for Use of City Hall Facilities (Rinearson) *Page 13*

C. Adoption of a Resolution Authorizing Code Enforcement Officer and City Attorney to Initiate a Lawsuit for Warrant of Abatement at 1691 SE Crawford Road (Bond) *Page 19*

D. Approval of an Updated Interlocal Agreement with Kitsap County Public Works Regarding Traffic Signal Repair and Maintenance (Dorsey) *Page 27*

E. Approval of the March 12, 2019, Council Meeting Minutes *Page 37*

8. DISCUSSION ITEMS (No Action to be Taken)

A. PSRC Vision 2050 Update (Bond) *Page 43*

9. REPORTS OF COUNCIL COMMITTEES

10. REPORT OF MAYOR

11. REPORT OF DEPARTMENT HEADS

12. CITIZEN COMMENTS

(Please limit your comments to 3 minutes for any items not up for Public Hearing. When recognized by the Mayor, please state your name for the official record)

13. EXECUTIVE SESSION: Pursuant to RCW 42.30.110(1)(i), the City Council **will hold** a 20-minute executive session to discuss a potential litigation matter.

14. ADJOURNMENT

COMMITTEE MEETINGS

	Date & Time	Location
Finance	March 26, 2019; 5:30pm	City Hall
Economic Development and Tourism	April 8, 2019; 9:30am	City Hall
Utilities	April 15, 2019; 9:30am	City Hall
Sewer Advisory	April 24, 2019; 6:30pm	SKWRF*
Land Use	March 25, 2019; 9:30am	DCD**
Lodging Tax Advisory	April 10, 2019; 5:30pm	City Hall
Festival of Chimes & Lights	April 15, 2019; 3:30pm	City Hall
Outside Agency Committees	Varies	Varies

*South Kitsap Water Reclamation Facility, 1165 Beach Drive

**DCD, Department of Community Development, 720 Prospect Street, Port Orchard

CITY COUNCIL GOOD OF THE ORDER

Please turn off cell phones during meeting and hold your questions for staff until the meeting has been adjourned.

The Council may consider other ordinances and matters not listed on the Agenda, unless specific notification period is required.

Meeting materials are available on the City's website at: www.cityofportorchard.us or by contacting the City Clerk's office at (360) 876-4407.

The City of Port Orchard does not discriminate on the basis of disability. Contact the City Clerk's office should you need special accommodations.



City of Port Orchard

216 Prospect Street, Port Orchard, WA 98366
(360) 876-4407 • FAX (360) 895-9029

Agenda Staff Report

Agenda Item No.:	<u>Business Item 7A</u>	Meeting Date:	<u>March 26, 2019</u>
Subject:	<u>Adoption of an Ordinance Amending Port Orchard Municipal Code Chapter 2.74 City Hall Facilities</u>	Prepared by:	<u>Brandy Rinearson, MMC City Clerk</u>
		Atty Routing No.:	<u>NA</u>
		Atty Review Date:	<u>NA</u>

Summary: Periodically staff reviews the Port Orchard Municipal Code to make sure it is relevant today. In reviewing Port Orchard Municipal Code Chapter 2.74 City Hall Facilities, it was noticed that two of the rooms at City Hall were formally named and adopted by Resolution.

Resolution No. 029-13, formally names the conference room number 306 to the Carolyn Powers Conference Room, and Resolution No. 033-07, formally names the Council Chambers to the Robert G. Geiger Council Chambers. Therefore, to be consistent with the adopted resolutions, staff has prepared an ordinance updating the Port Orchard Municipal Code reflecting past actions of the City Council.

Recommendation: Approve the ordinance as presented.

Relationship to Comprehensive Plan: N/A

Motions for consideration: "I move to adopt an ordinance, approving the amendments to Port Orchard Municipal Code Chapter 2.74 City Hall Facilities, as presented"

Fiscal Impact: N/A

Alternatives: N/A

Attachments: POMC 2.74 City Hall Facilities redline, Ordinance, and Resolution Nos. 029-13 and 033-07.

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Chapter 2.74

CITY HALL FACILITIES

Sections:

2.74.010 Port Orchard City Hall facilities use policy.

2.74.010 Port Orchard City Hall facilities use policy.

- (1) Rooms available for use are the [Robert G. Geiger](#) council chambers, council conference/workroom, ~~third floor~~ [Carolyn Powers](#) conference room, and the courtroom. Use of the courtroom is limited to judicial or quasi-judicial hearing.
- (2) There would not be any rent for city of Port Orchard government, which includes elected officials, city planning commissioners, city-appointed boards and city staff working on city business.
- (3) There would not be any rent for local governmental or quasi-governmental agencies which the mayor or designee is on the board or is an active participant. This would include Kitsap Regional Coordinating Council, Kitsap County Health District, Kitsap Transit, Economic Development Council, and the Kitsap County Housing Authority.
- (4) There would not be any rent for groups in which a council member participates and it addresses city-affiliated business. Examples of this would be task forces in which a council member participates in special committees, such as the Christmas tree lighting committee or Bethel Corridor task force.
- (5) Facilities are not available for use by commercial, fraternal, political, or religious organizations.
- (6) There would not be any rent for town meetings sponsored by state or federal officials.
- (7) Other governmental agencies which are not listed above shall pay the rental fees.
- (8) Community organizations receiving financial support from the city may use the rooms without paying the rental fee in the year they receive that financial support.
- (9) Community groups not listed above shall pay the rental fee.
- (10) No regular, prescheduled, reoccurring reservations for any noncity groups or organizations will be allowed.
- (11) All scheduling shall be made and confirmed through the city clerk's office.
- (12) City council and city planning commission meetings have priority if a scheduling conflict is experienced. In the event of a special council or planning commission meeting, a prescheduled reservation by a noncity organization will be cancelled. Attempts will be made to relocate such rescheduled groups to another area. If relocation is not workable, application fees and deposit will be refunded.
- (13) City staff will open and secure the facility. No keys will be given to noncity personnel at any time. In the event a room is scheduled for use after normal business hours, a staff member or city official must be present.
- (14) City audio/visual equipment will only be operated by city-authorized personnel.
- (15) The mayor or designee shall be authorized to waive fees, rule on any exceptions or clarify rules or provisions of this policy. Exceptions or clarifications shall be in written signed format.
- (16) The rental fee would not be prorated.
- (17) No food or coffee is allowed in the council chambers. (Ord. 1780 § 1, 1999).

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF PORT ORCHARD, WASHINGTON,
AMENDING PORT ORCHARD MUNICIPAL CODE CHAPTER 2.74
CITY HALL FACILITIES.**

WHEREAS, the city hall has rooms that may be desirable for appropriate use by community organizations, and

WHEREAS, periodic review of the Port Orchard Municipal is necessary to assure it is relevant today, and

WHEREAS, during the review two of the rooms at City hall were formally named and adopted by Resolution, and

WHEREAS, Resolution No. 029-13, formally names the conference room number 306 to the Carolyn Powers Conference Room, and Resolution No. 033-07 formally names the Council Chambers to the Robert G. Geiger Council Chambers, and

WHEREAS, to be consistent with the adopted resolutions, it is the desire of the Council to update the Port Orchard Municipal Code reflecting past actions of the Council, therefore,

THE COUNCIL OF THE CITY OF PORT ORCHARD DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Port Orchard City Hall Facilities Use Policy

- (1) Rooms available for use are the Robert B. Geiger Council Chambers; Council conference/workroom; Carolyn Powers conference room; and the Courtroom. Use of the Courtroom is limited to judicial or quasi-judicial hearing.
- (2) There would not be any rent for City of Port Orchard government, which includes elected officials, City Planning Commissioners, city appointed boards and city staff working on city business.
- (3) There would not be any rent for local governmental or quasi-governmental agencies which the Mayor or designee is on the board or is an active participant. This would include Kitsap Regional Coordinating Council, Kitsap County Health District, Kitsap Transit, Economic Development Council, and the Kitsap County Housing Authority.
- (4) There would not be any rent for groups in which a council member participates and it addresses city affiliated business. Examples of this would be task forces in which a Council member participates in special committees, such as the Christmas Tree Lighting Committee or Bethel Corridor Task Force.

- (5) Facilities are not available for use by commercial, fraternal, political, or religious organizations.
- (6) There would not be any rent for town meetings sponsored by State or Federal officials.
- (7) Other governmental agencies which are not listed above shall pay the rental fees.
- (8) Community organizations receiving financial support from the city may use the rooms without paying the rental fee in the year they receive that financial support.
- (9) Community groups not listed above shall pay the rental fee.
- (10) No regular, prescheduled, re-occurring reservations for any non-city groups or organization will be allowed.
- (11) All scheduling shall be made and confirmed through the City Clerk's office.
- (12) City Council and City Planning Commission meeting have priority if a scheduling conflict is experienced. In the event of a special Council or Planning Commission meeting, a prescheduled reservation by a non-city organization will be cancelled. Attempts will be made to relocate such rescheduled groups to another area. If relocation is not workable, application fees and deposit will be refunded.
- (13) City staff will open and secure the facility. No keys will be given to non-city personnel at any time. In the event a room is scheduled for use after normal business hours, a staff member or city official must be present.
- (14) City audio/visual equipment will only be operated by city authorized personnel.
- (15) The Mayor or designee shall be authorized to waive fees, rule on any exceptions or clarify rules or provisions of this policy. Exceptions or clarifications shall be in written signed format.
- (16) The rental fee would not be pro-rated.
- (17) No food or coffee is allowed in the Council Chambers.

SECTION 2. Severability. If any section, sentence, clause or phrase of this Ordinance should be held to be unconstitutional or unlawful by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

SECTION 3. Publication. This Ordinance shall be published by an approved summary consisting of the title.

SECTION 4. Effective Date. This Ordinance shall take effect and be in full force and effect five days after publication, as provided by law.

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the Clerk in authentication of such passage this 26th day of March 2019.

Robert Putaansuu, Mayor

ATTEST:

SPONSOR:

Brandy Rinearson, MMC, City Clerk

Bek Ashby, Councilmember

APPROVED AS TO FORM:

Sharon Cates, City Attorney

PUBLISHED:

EFFECTIVE DATE:

RESOLUTION NO. 033-07

A RESOLUTION OF THE CITY OF PORT ORCHARD,
WASHINGTON DEDICATING THE CITY HALL COUNCIL
CHAMBERS TO HONOR ROBERT G. GEIGER

WHEREAS, Robert G. Geiger was first elected to the Port Orchard City Council on April 2, 1962 and served without interruption until his retirement on December 31, 2007; and

WHEREAS, Council Member Robert G. Geiger his 45 years of public service included 1,119 City Council meeting, of which he was absent for only 10 of these meetings; and

WHEREAS, Council Member Robert G. Geiger has demonstrated almost five decades of service to his community in which he unselfishly gave his total dedication to the betterment of the Port Orchard community; and


WHEREAS, Council Member Robert G. Geiger's service has been instrumental in many City accomplishments which include the following:

- The construction of City Hall
- The expansion of the Port Orchard Library
- The first land use zoning code
- The establishment of the City's modern professional police department
- The merger of the volunteer fire department with the local fire district
- The construction of the modern wastewater treatment facility
- The construction of the Port Orchard Bypass
- The transition from a small town into a City and regional center
- Achieving a debt free status for City government

THEREFORE THE MAYOR AND CITY COUNCIL HEREBY RESOLVE:

The City Council Chambers is dedicated to the ideals of public services as demonstrated by Councilman Robert G. Geiger and are hereby named the

THE ROBERT G. GEIGER COUNCIL CHAMBERS



Kim E. Abel, Mayor



Rick Wyatt, Council Member



John Clauson, Council Member



Carolyn Powers, Council Member



Rita Dilenno, Council Member



Fred Chang, Council Member

Attest:


Michelle Merlino, City Clerk



Robert Putaansuu, Council Member

Introduced by: City Clerk
Requested by: Council
Drafted by: City Clerk
Introduced: November 26, 2013
Adopted: November 26, 2013

RESOLUTION NO. 029-13

**A RESOLUTION OF THE CITY OF PORT ORCHARD,
WASHINGTON DEDICATING THE CITY HALL CONFERENCE
ROOM 306 TO HONOR CAROLYN POWERS**

WHEREAS, Carolyn Powers was first appointed to the Port Orchard City Council on January 11, 1988, and served without interruption until her retirement on December 31, 2013; and

WHEREAS, Councilmember Carolyn Powers has demonstrated 26 years of service to her community in which she unselfishly gave her total dedication to the betterment of the Port Orchard community; and

WHEREAS, Councilmember Carolyn Powers has voiced her interest and care of the City's park system; and

WHEREAS, Councilmember Carolyn Powers in addition served in the following capacities;

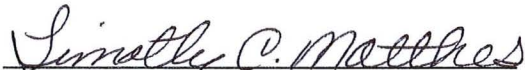
State Representative, 26th District
Chairperson, Olympic College Board of Trustees
President, State Trustees Association
President, Board of Directors, Kitsap Mental Health
Founding Member and President, Olympic College Foundation
Advisory Council, Area Agency on Aging
Board of Directors, Kiwanis of Port Orchard
Advisory Council, Kitsap Community Resources
Co-Chair, United Way Campaign
Kitsap Workforce Training Council
Higher Education Coordinating Board
Board of Directors, Kitsap Health Planning Council
Port Orchard Business and Professional Women
Member, Port Orchard Chamber of Commerce
League of Women Voters
Washington State Women's Political Caucus
National Women's Political Caucus


**THE MAYOR AND CITY COUNCIL OF THE CITY OF PORT ORCHARD,
WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

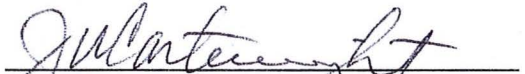
THAT: The City Hall Conference Room No. 306 is dedicated to the ideals of public services as demonstrated by Councilmember Carolyn Powers and is hereby named the

CAROLYN POWERS CONFERENCE ROOM

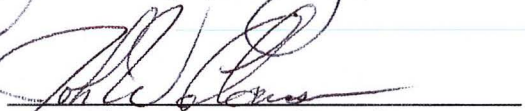
PASSED by the City Council of the City of Port Orchard, SIGNED by the Mayor and attested by the City Clerk in authentication of such passage this 26th day of November 2013.


Timothy C. Matthes, Mayor


Fred Chang, Councilmember



Jeff Cartwright, Councilmember

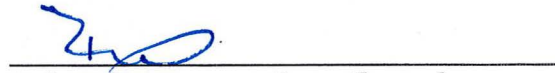

Jerry Childs, Councilmember


John Clauson, Councilmember


Cindy Lucarelli, Councilmember

Attest:


Brandy Rinearson, CMC, City Clerk


Robert Putaansuu, Councilmember



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City of Port Orchard

216 Prospect Street, Port Orchard, WA 98366
(360) 876-4407 • FAX (360) 895-9029

Agenda Staff Report

Agenda Item No.:	<u>Business Item 7B</u>	Meeting Date:	<u>March 26, 2019</u>
Subject:	<u>Adoption of a Resolution Amending</u>	Prepared by:	<u>Brandy Rinearson, MMC</u>
	<u>Resolution No. 1880 Fees for Use of</u>		<u>City Clerk</u>
	<u>City Hall Facilities</u>	Atty Routing No.:	<u>NA</u>
		Atty Review Date:	<u>NA</u>

Summary: On February 26, 2019, the Council held a discussion regarding after hours use of City Hall. During that discussion, it was raised that the rates of the facility is outdated in relation to current staffs’ hourly and overtime rates. Staff was asked to bring forward an amendment to the resolution with today’s rates.

Staff worked with the Finance department to capture the current hourly and overtime rates of the City Clerk’s office employees, who are tasked with scheduling and being present during the use.

The hourly after-hours staffing charges went from \$35 per hour to \$100 per hour. The audio/visual equipment fee went from an unknow amount and needed to be calculated each time, was changed to an hourly rate of \$50 during regular working hours and \$100 per hour after regular hours. Lastly, the rate for room setup went from \$20 per hour to a flat rate of \$50.

An amended resolution, reflecting the above changes, has been provided to you as part of the packet for your consideration.

Recommendation: Approve the resolution as presented.

Relationship to Comprehensive Plan: N/A

Motions for consideration: “I move to adopt a resolution, approving the amendments to Resolution No. 1880, adjusting the hourly rates of staff, as presented”

Fiscal Impact: The new fees will be more in-line with actual cost of staffs’ time, and in most cases will be cost neutral.

Alternatives: N/A

Attachments: Resolution No. 1880 redline and Resolution

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RESOLUTION NO. 1880

A RESOLUTION OF THE CITY OF PORT ORCHARD, WASHINGTON
~~ESTABLISHING—AMENDING~~ FEES FOR USE OF CITY HALL
FACILITIES ~~AND REPEALING RESOLUTION NO. 1867.~~

WHEREAS, it is the desire of the City Council to provide fees for use of city hall facilities,
and,

WHEREAS, the City of Port Orchard ~~has~~ adopted Ordinance No. 1780 establishing
procedures and policies for the use of city hall facilities, and authorizing fees established by city
resolution, and

WHEREAS, the City Council deems it in the best interest of the City of Port Orchard to
periodically review and update such resolutions, now, therefore,

**THE CITY COUNCIL OF THE CITY OF PORT ORCHARD, WASHINGTON HEREBY
RESOLVES AS FOLLOWS:**

SECTION 1. Port Orchard City Hall Facilities Use Fees. The following fees are
established for use of certain rooms within Port Orchard City Hall. Use of city hall facilities are subject to
policies and procedures as set forth in Port Orchard Municipal Code Chapter 2.74 City Hall Facilities ~~Use
Policy adopted by Ordinance No. 1780.~~

- | | | |
|-----|---|---|
| (1) | Council Chamber | \$40.00 per hour, minimum of two hours |
| (2) | Courtroom | \$40.00 per hour, minimum of two hours |
| (3) | Council Conference Room | \$25.00 per hour, minimum of two hours |
| (4) | Conference Room #306 | \$25.00 per hour, minimum of two hours |
| (5) | After hour staffing charges | \$35.00 <u>\$100.00</u> per hour |
| (6) | Cleaning/damage deposit | \$100.00 |
| (a) | Refundable if no extra
cleaning or maintenance
is required after use. | |
| (b) | In the event that extra
cleaning or maintenance
is required, the amount
of deposit forfeited will
be determined by the
City Clerk based upon
time and cost of
cleaning or repairing
damage. | |

(7) Audio/Visual equipment fee.

\$50.00 per hour during regular working hours and days

\$100.00 per hour for after regular working hours and days

~~Fee shall be determined at time of scheduling or use by the City Clerk, based upon availability and cost of equipment operator.~~

(8) Room set up fee

\$20 per hour,
minimum one hour \$50.00

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the Clerk in authentication of such passage this ~~22nd~~26th day of ~~November 1999~~ March 2019.

Putansuu, MAYOR
ATTEST:

LESLIE J. WEATHERILLRobert

Patricia ParksBrandy Rinearson, City Clerk

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF PORT ORCHARD, WASHINGTON
AMENDING FEES FOR USE OF CITY HALL FACILITIES.**

WHEREAS, it is the desire of the City Council to provide fees for use of city hall facilities, and,

WHEREAS, the City of Port Orchard adopted Ordinance No. 1780 establishing procedures and policies for the use of city hall facilities, and authorizing fees established by city resolution, and

WHEREAS, the City Council deems it in the best interest of the City of Port Orchard to periodically review and update such resolutions, now, therefore,

**THE CITY COUNCIL OF THE CITY OF PORT ORCHARD, WASHINGTON HEREBY
RESOLVES AS FOLLOWS:**

SECTION 1. Port Orchard City Hall Facilities Use Fees. The following fees are established for use of certain rooms within Port Orchard City Hall. Use of city hall facilities are subject to policies and procedures as set forth in Port Orchard Municipal Code Chapter 2.74 City Hall Facilities.

- | | | |
|-----|--|--|
| (1) | Council Chamber
hours | \$40.00 per hour, minimum of two hours |
| (2) | Courtroom
hours | \$40.00 per hour, minimum of two hours |
| (3) | Council Conference Room
hours | \$25.00 per hour, minimum of two hours |
| (4) | Conference Room #306
hours | \$25.00 per hour, minimum of two hours |
| (5) | After hour staffing charges | \$100.00 per hour |
| (6) | Cleaning/damage deposit | \$100.00 |
| (a) | Refundable if no extra
cleaning or
maintenance is
required after use. | |

(b) In the event that extra cleaning or maintenance is required, the amount of deposit forfeited will be determined by the City Clerk based upon time and cost of cleaning or repairing damage.

- | | | |
|-----|-----------------------------|--|
| (7) | Audio/Visual equipment fee. | \$50.00 per hour during regular working hours and days |
| | | \$100.00 per hour for after regular working hours and days |
| (8) | Room set up fee | \$50.00 |

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the Clerk in authentication of such passage this 26th day of March 2019.

Robert Putaansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk



City of Port Orchard

216 Prospect Street, Port Orchard, WA 98366
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Agenda Staff Report

Agenda Item No.:	<u>Business Item 7C</u>	Meeting Date:	<u>March 26, 2019</u>
Subject:	<u>Adoption of a Resolution Authorizing Code Enforcement Officer and City Attorney to Initiate a Lawsuit for Warrant of Abatement at 1691 SE Crawford Road</u>	Prepared by:	<u>Nicholas Bond DCD Director</u>
		Atty Routing No.:	<u>016-19</u>
		Atty Review Date:	<u>March 21, 2019</u>

Summary: The City of Port Orchard has been pursuing the abatement of 1691 SE Crawford Road (the “Property”) under the provisions of Chapter 35.80 RCW, as adopted by Port Orchard Municipal Code (POMC) Section 20.212. The current owner purchased the Property in 2008 and there has been recurring enforcement at this location in 2009, 2012, 2014, and 2017-present (all unresolved), for unpermitted additions and modifications, rental occupancy of an unsafe structure, nuisance conditions, and dilapidation, generally as follows:

- Doors and windows have been changed without permits;
- An exterior wall has apparently been opened and a bedroom built on the carport slab;
- The carport, which may not be structurally sound, has been enclosed and used as living space;
- A dilapidated garage, completely lacking plumbing, insulation, sanitary facilities, or other necessary amenities, and relying on unsafe wiring for light and a portable heater has been repeatedly rented for occupancy, including to families with young children;
- Portions of the house and carport are dilapidated;
- The property is continually full of junk and trash; and,
- The property continues to create a public nuisance by hosting vagrants, who live in cars and tents on and around the property.

On August 14, 2018, the City issued a Complaint and Notice of Hearing, stating in what respects the Property was dangerous or unfit, and giving notice that a hearing would be held on August 30, 2018, at which hearing all parties in interest would be given the right to file an answer to the complaint, to appear in person or otherwise, and to give testimony at the time and place in the complaint. A contractor appeared at the hearing on behalf of the owner and stated that he had already begun cleanup. He subsequently submitted a “course of action” that addressed some of the issues, needed further inspections, and stated that “subletting will no longer be a problem.”

The City issued its Findings and Order on September 10, 2018, finding that the Property contains dangerous buildings, as contemplated by Chapter 35.80 RCW and Chapter 20.212 POMC, and the building(s) and real property are public nuisances, attracting and harboring vagrants, and creating fire, health, and safety hazards.

All notices were properly served, in accordance with Chapter 35.80 RCW and Chapter 20.212 POMC.

There has been no further contact or response from the owner, tenant, property manager, contractor, or anyone else associated with the Property, no further work to correct the violations, and no compliance with the Order. The Property and carport, which had been cleaned up, are again full of junk.

The next step to secure compliance with the City's Notice and Order is to obtain a Warrant of Abatement from the Kitsap County Superior Court. Authorization to initiate lawsuits on behalf of the City must be obtained from the Port Orchard City Council.

Relationship to Comprehensive Plan: No relationship to Comprehensive Plan.

Recommendation: Provide authorization to the Code Enforcement Officer and City Attorney to move forward with the lawsuit to seek a Warrant of Abatement.

Motion for consideration: I move to adopt a Resolution authorizing the Port Orchard Code Enforcement Officer and City Attorney to undertake such actions as are necessary and appropriate to initiate and pursue a lawsuit for a Warrant of Abatement for the property located at 1691 SE Crawford Road on behalf of the City of Port Orchard as presented.

Fiscal Impact: A \$240 filing fee is required by the Kitsap County Superior Court. All of the costs of this action, including attorney fees, are chargeable to the property owner, and so may be reimbursed. Due to variables in the cost of abatement, response of the owner, and value of the property if sold at tax auction, total costs and percentage of recovery of those costs is unknown; however, the City has budgeted adequate funds for dangerous building abatement. Recovery of costs may take up to four years.

Alternatives: Do not approve Resolution and provide guidance to staff regarding either not moving forward with the abatement or moving forward without a Warrant of Abatement from the Kitsap County Superior Court.

Attachments: Resolution.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF PORT ORCHARD, WASHINGTON, AUTHORIZING THE CODE ENFORCEMENT OFFICER AND CITY ATTORNEY TO INITIATE A LAWSUIT IN KITSAP COUNTY SUPERIOR COURT TO OBTAIN A WARRANT OF ABATEMENT FOR THE OWNER OF 1691 SE CRAWFORD ROAD.

WHEREAS, the City of Port Orchard has been pursuing the abatement of 1691 SE Crawford Road under the provisions of Chapter 35.80 RCW, as adopted by Port Orchard Municipal Code (POMC) Section 20.212 POMC; and

WHEREAS, the current owner, Jessica Francis, purchased the property, located at 1691 SE Crawford Road, Port Orchard, Kitsap County, Washington in August 2008; and

WHEREAS, it is unclear whether the purported lienholder, Sharon L. Miller, still holds a lien on the property; and

WHEREAS, in 2009, Kitsap County initiated an enforcement action against the property and property owner for replacement of doors, windows, and siding without a permit. The owner applied for and was granted a permit, but failed to call for inspection, and on August 16, 2010, the permit expired. The permit was never reactivated, and the doors, windows, and siding have not been inspected and, therefore, do not comply with the City's Building Code; and

WHEREAS, on September 22, 2012, Port Orchard Police, responding to an incident at the property, found a family living in the garage, which had: no bathroom, running water, kitchen facilities, or fixed heat source; bare plywood floors; and, no functioning electricity except for an extension cord running from the house to power a portable heater; and

WHEREAS, on February 12, 2014, Code Enforcement Officer Katherine Woodside again found the garage and enclosed carport occupied, along with nuisance conditions on the property. Officer Woodside spoke to Joseph Arredondo, Property Manager for the owner, about the conditions and, on March 6, 2014, issued a Notice and Order for the Abatement of an Unsafe or Unlawful Condition, requiring cleanup of the property and returning the garage area back to a garage within 14 days; and

WHEREAS, on July 10, 2017, Code Enforcement Officer Doug Price and officials of other agencies inspected the property, having notified the owner of, and the tenant on, the property in advance of the inspection, finding garbage, inoperable vehicles, and other nuisance conditions. In addition, it appeared there were multiple other people living on and about the property, in the garage, carport, and vehicles. The tenant of the property denied this, did not allow an inspection of the interior of the house, and claimed to be willing to allow an inspection of the garage/carport, but unable to find the key. The owner did not respond to subsequent attempts to contact her by mail and e-mail regarding the condition of the property and associated buildings; and

WHEREAS, on October 26, 2017, Officer Price, Port Orchard Police Officers, and a representative of Child Protective Services contacted a family in the garage on the property. The family did not allow an inspection of the interior, but said they were paying rent to live in the garage and the owner knew they were living there. The garage, and the deck from the garage to the house, were dilapidated. The roof was leaking and covered with a tarp. What amounted to a living room, for those not living in the house itself, was set up under a tarp on the back patio; and

WHEREAS, on April 5, 2018, Officer Price inspected the buildings with Ernie Arredondo, son of Joseph Arredondo, the property manager. The garage and carport were vacant, except for a portion of the carport that had apparently been enclosed and incorporated into the house as a bedroom by removal of the exterior wall of the house. Most of the front wall of the garage had been removed to create a continuous space with the enclosed carport, leaving the roof unsupported. What was visible of the building was badly deteriorated and the wiring was modified in a substandard manner. The rest of the garage and carport could not be assessed due to the substantial quantity of furniture, junk, and trash inside and out. Arredondo and the tenant agreed to get them cleaned up and call for reinspection. The rear floor of the house, in the area of the water heater, appeared to be collapsing; and

WHEREAS, there was no further contact from the property owner, the tenant on the property, or the property manager, the house remained occupied, and there was no apparent change in the condition of the property or associated buildings; and

WHEREAS, due to dilapidation, damage, and/or improper and unpermitted construction, modification, and occupancy, the buildings/structures on the property were deemed to be dangerous or unfit for human habitation or other uses, as defined by POMC 20.212.040; and

WHEREAS, on August 14, 2018, the City issued a Complaint and Notice of Hearing, stating in what respects the property is dangerous or unfit, and giving notice that a hearing would be held on August 30, 2018, at which hearing all parties in interest would be given the right to file an answer to the complaint, to appear in person or otherwise, and to give testimony at the time and place in the complaint; and

WHEREAS, the City accomplished proper service by posting the Complaint and Notice of Hearing in a conspicuous place on the property in accordance with POMC 20.212.050, as well as by mailing the same by certified and regular first class mail to the owner at the mailing address on record with the Kitsap County Treasurer-Assessor and to the purported lienholder at the mailing address on record with the Kitsap County Auditor, and recorded the Complaint and Notice with the Kitsap County Auditor; and

WHEREAS, on August 30, 2018, a hearing was held before the Community Development Director, Nick Bond, at which hearing, Officer Price testified and presented photographs and documents regarding the condition and ownership of the building(s) and property; and

WHEREAS, Contractor Alfred Capdepon appeared on behalf of the property owner and testified to the following facts: that he had viewed the property that morning and agreed that it was a mess, but the garage was vacant; that they were already working on cleaning up; that the owner did not authorize the subletting of the building and property nor the modifications to the buildings; and, that he believed the owner did not follow through on the 2009 window and door permit because she decided not to change the windows and doors. He raised questions as to whether or not the apparently added bedroom was, in fact, an addition or was original, but did not have any direct knowledge or information to provide regarding the question; and

WHEREAS, at the hearing, Mr. Capdepon did not present a plan to correct the violations, but was offered the opportunity to provide a plan for consideration, as long as it is delivered to the City in time to be considered prior to the issuance of the City's Findings and Order; and

WHEREAS, a proposed course of action and timelines was submitted by Mr. Capdepon on September 6, 2018. According to that document, the wall on the front of the carport, the breezeway connecting the garage and carport, and make-shift wiring had all been removed, a garbage dumpster had been ordered and paid for, and subletting of the property would no longer be allowed; and

WHEREAS, according to Kitsap County records, as testified to by Officer Price, the 2009-10 permit for windows, doors, and siding was applied for in response to County enforcement, because the windows, doors, and siding had already been changed without permits; and

WHEREAS, Officer Price further testified that, on the inspection date(s) specified above, the buildings on the Property were dangerous, unfit for human habitation or other use, and a public nuisance, as defined by POMC 20.212.040; and

WHEREAS, the City filed its Findings and Order on September 10, 2018, finding that the property contains dangerous buildings, as contemplated by Chapter 35.80 RCW and Chapter 20.212 POMC and is properly subject to abatement under these legal authorities. In addition, the building(s) and property are public nuisances, attracting and harboring vagrants, and creating fire, health, and safety hazards; and

WHEREAS, the City accomplished proper service by posting the Findings and Order in a conspicuous place on the property in accordance with POMC 20.212.060, as well as by mailing the same by certified and regular first class mail to the owner at the mailing address on record with the Kitsap County Treasurer-Assessor and to the purported lienholder at the mailing

address on record with the Kitsap County Auditor, and recorded the Complaint and Notice with the Kitsap County Auditor; and

WHEREAS, neither the property owner nor lienholder filed an appeal of the Findings and Order; and

WHEREAS, to date, the dangerous property/buildings have not been abated; the property and carport have again become filled with junk, and the dilapidated, unsafe garage appears to again be in use; and there has been no further work, contact, or response from the parties responsible for the Property; and

WHEREAS, the next step to secure compliance with the City's Findings and Order is to obtain a Warrant of Abatement from the Kitsap County Superior Court; and

WHEREAS, authorization to initiate lawsuits on behalf of the City must be obtained from the Port Orchard City Council; now, therefore,

THE CITY COUNCIL OF THE CITY OF PORT ORCHARD, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

1. Recitals. The recitals set forth above are hereby incorporated by reference as if set forth fully herein.
2. Authorization. Authorization to initiate a lawsuit on behalf of the City of Port Orchard, seeking to obtain a Warrant of Abatement for the property located at 1691 SE Crawford Road in Port Orchard, Washington, is hereby provided to the Port Orchard Code Enforcement Officer and the City Attorney, who may, as representatives of the City, undertake such actions as are necessary and appropriate to pursue such lawsuit on behalf of the City.
3. Severability. If any one or more sections, subsections, or sentences of this Resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Resolution and the same shall remain in full force and effect.
4. Effective Date. This Resolution shall take effect immediately upon its passage.

PASSED by the City Council of the City of Port Orchard, SIGNED by the Mayor and attested by the City Clerk in authentication of such passage this 26th day of March 2019.

Robert Putaansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk

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City of Port Orchard

216 Prospect Street, Port Orchard, WA 98366
(360) 876-4407 • FAX (360) 895-9029

Agenda Staff Report

Agenda Item No.	<u>Business Item 7D</u>	Meeting Date:	<u>March 26, 2019</u>
Subject:	<u>Approval of an Updated Interlocal Agreement with Kitsap County Public Works Regarding Traffic Signal Repair and Maintenance</u>	Prepared by:	<u>Mark Dorsey, P.E. Public Works Director</u>
		Atty Routing No:	<u>NA</u>
		Atty Review Date:	<u>NA</u>

Summary: On September 14, 2010, after many years of signal maintenance performed by the City of Bremerton, the City of Port Orchard entered into an Interlocal Agreement (ILA) with Kitsap County Public Works for continued Traffic Signal/Intersection Street Light Repair and Maintenance (KC-324-10.) With the recent intersection modifications associated with the Tremont Street Widening Project, the ILA needs to be updated. Unlike the previous ILA with automatic renewal, this Agreement is for a term of 2-years with two (2) 1-year renewal options that require prior written notification and consent from both parties.

Relationship to Comprehensive Plan: Chapter 8 – Transportation.

Recommendation: Staff recommends the Council authorize the Mayor to execute a Contract, thereby updating the Interlocal Agreement (ILA) between Kitsap County and the City of Port Orchard, related to annual Traffic Signal/Intersection Street Light Repair and Maintenance for a term of 2-years with two (2) 1-year renewal options upon prior consent from both parties.

Motion for Consideration: I move to approve a Contract, thereby updating the Interlocal Agreement (ILA) between Kitsap County and the City of Port Orchard, related to annual Traffic Signal/Intersection Street Light Repair and Maintenance for a term of 2-years with two (2) 1-year renewal options upon prior consent from both parties.

Fiscal Impact: None, previous ILA rates had already been updating via annual CIP-U adjustments.

Alternatives: None.

Attachments: Interlocal Agreement.

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**INTERLOCAL AGREEMENT KC-_____ -19 BETWEEN
KITSAP COUNTY AND THE CITY OF PORT ORCHARD FOR
REIMBURSABLE WORK PERFORMED BY
KITSAP COUNTY PUBLIC WORKS**

This Interlocal Agreement is made and entered into pursuant to the provisions of Chapter 39.34 RCW by and between Kitsap County (hereinafter the "COUNTY") and the City of Port Orchard (hereinafter the "CITY"), collectively the "Parties."

RECITALS

- A. WHEREAS, the City of Port Orchard owns and operates electric street lights, street light systems, traffic signals, traffic control devices and flashers situated within the City of Port Orchard;

- B. WHEREAS, Kitsap County has personnel skilled in maintaining street lights, street light systems, traffic signals, traffic control devices, and flashers, and Kitsap County wants to provide maintenance services to the street lighting and traffic control equipment owned and operated by the City of Port Orchard;

AGREEMENT

NOW, THEREFORE in consideration for the foregoing recitals, which are incorporated herein by reference, and the mutual promises and covenants, contained herein, it is hereby agreed as follows:

Section 1. PURPOSE.

This Agreement continues the longstanding cooperation between the Parties whereby the COUNTY will provide maintenance services for traffic signals, as identified in Exhibit A, (hereinafter "Traffic Signals"), incorporated in full by this reference. The COUNTY will maintain radar speed signs, lighted crosswalk and warning flashers located in the CITY, (hereinafter "Traffic Control Devices") as identified in EXHIBIT B and incorporated in full by this reference. The COUNTY will repair the Traffic Control Devices on a time and materials basis and only when expressly requested by the CITY. The Parties may amend the number and locations of Traffic Signals and Traffic Control Devices from time to time and may revise the Exhibits on an annual basis.

Section 2. TERM.

This Agreement shall become effective on May 1, 2019 for a two (2) year term ending April 30, 2021, with two one-year options to renew following prior notice and written consent of the parties.

Section 3. CONSIDERATION.

Commencing May 1, 2019, the CITY shall pay the COUNTY three hundred twenty-five dollars (\$325.00) per month for each Traffic Signal or group of five (5) electrical Traffic Control Devices described in EXHIBITS A and B. Such payment shall apply to the first year of this Agreement and is payable to the COUNTY in quarterly installments due thirty (30) days after receipt of an invoice from the COUNTY ("Base Year"). The CITY shall pay the COUNTY on a time and materials basis for repair of Traffic Control Devices.

In the event the CITY adds additional Traffic Signals or Traffic Control Devices requiring maintenance, the CITY shall pay the sum of three hundred twenty-five dollars (\$325.00) per month per Traffic Signal or

group of five (5) Traffic Control Devices added, which shall be paid quarterly thirty (30) days after receipt of an invoice and pro-rated to the date of activation.

At the beginning of each successive year thereafter, all charges shall automatically adjust in an amount equal to the percentage change in the "all items" category of the Consumer Price Index for All Urban Consumers ("CPI-U") as published by the Bureau of Labor Statistics of the U.S. Department of Labor for the Seattle-Tacoma-Bellevue metropolitan statistical area for the month of June. If at any time during the term of this Agreement the practice of computing the CPI-U is abandoned or altered by the U.S. Department of Labor, this Agreement shall be revised by mutual agreement of the parties to identify a substitute standard.

Section 4. SERVICES PROVIDED.

- A. This Agreement shall cover the annual maintenance of all Traffic Signals and Traffic Control Devices described in the Agreement. In addition, the CITY shall create a reserve which shall be administered by the COUNTY in the amount of seven thousand five hundred dollars (\$7,500.00) (the "Reserve"). The Reserve shall be used to cover the cost of time and materials for the repairs not included in the annual maintenance. The CITY shall replenish the Reserve immediately upon receipt of notice from the COUNTY that the Reserve has become exhausted such that the Reserve is restored to \$7,500.00. Once the Reserve has been exhausted, the CITY shall pay additional cost on a time and materials basis for work requested by the CITY. The CITY shall be required to replace any major piece of equipment with a cost of over \$1,000.00, and upon the CITY's request, the COUNTY will assist the CITY in the ordering and acquisition of such replacement equipment.
- B. The COUNTY shall provide annual maintenance of the Traffic Signals listed in EXHIBIT A. The annual maintenance will consist of a complete inspection of the traffic signal, conflict monitor testing, cleaning the cabinet and electronic components, and complete overhead inspection and cleaning. The COUNTY will perform a monthly visual operation analysis of the signal covered by the contract to detect any malfunctions and failures.
- C. Annual maintenance does not include signal coordination and timing, locates or consulting services.
- D. The CITY may provide LED modules to change out lamps or outdated LEDs at the CITY's sole expense. The COUNTY will provide labor at no extra cost while performing retrofit heads to LEDs, but conversion replacement LEDs shall be conducted at the CITY's expense.
- E. The COUNTY shall coordinate and inspect the replacement and installation of failed traffic signal loops by a contractor when requested to do so by the CITY. This is part of the COUNTY's role as consultant and will be charged against the Reserve.
- F. The COUNTY may provide services to the CITY as a construction management consultant for the purpose of assisting in the design and inspection of new traffic signal and lighting systems. Consulting services are not considered annual maintenance and shall be charged against the Reserve.
- G. In the event the repair Reserve has been exhausted, and the COUNTY provides services before the Reserve is replenished, the CITY shall reimburse the COUNTY on a time and materials basis.

Section 5. EQUIPMENT.

The COUNTY shall provide services described in Section 4 for the street lighting, and traffic signal equipment located within the CITY. The equipment includes and is limited to:

- A. Traffic Signal Controllers
- B. Load Switches

- C. Detection Equipment
- D. Conflict Monitor Units
- E. Pre-exemption Equipment
- F. Auxiliary Cabinet Wiring
- G. Traffic Signal Loops
- H. Traffic Signal Circuit Wiring
- I. Signal Heads, Pedestrian Heads, LEDs
- J. Street Lighting Equipment
- K. Street Light Circuit Wiring
- L. Traffic Signal Timing; install and maintain City provided plans from data provided by City.
- M. Flashers, school flashers, and fire station flashers.

Section 6. TIME OF SERVICE.

The COUNTY shall provide additional coverage 24 hours a day, 7 days a week for all Traffic Signal failures and malfunctions, and Traffic Control Devices, including and not limited to damage caused to traffic signals by traffic accidents and weather conditions. The CITY shall have the option at the CITY's sole expense to secure services from another agency for emergency response situations if the COUNTY is unable to respond in a timely manner. Failures, malfunctions and damages shall not be considered annual maintenance and will be charged against the Reserve.

Section 7. INDEMNIFICATION.

Each party, to the extent of its own negligence, shall defend, indemnify and hold the other party, its officers, officials, employees, and agents harmless from any and all claims, injuries, damages, losses or suits, including all legal costs and attorney fees, arising out of or in connection with the indemnitor's performance of this Agreement. Neither party assumes responsibility to the other party for the consequences of any act or omission of any person, firm or corporation not a party to this Agreement. The COUNTY accepts no responsibility for the performance or suitability of any good or service to be provided by third party vendors.

IT IS FURTHER SPECIFICALLY AND EXPRESSLY UNDERSTOOD THAT THE INDEMNIFICATION PROVIDED HEREIN CONSTITUTES THE PARTIES' WAIVER OF IMMUNITY UNDER INDUSTRIAL INSURANCE, TITLE 51 RCW, SOLELY FOR THE PURPOSES OF THIS INDEMNIFICATION. THE PARTIES FURTHER ACKNOWLEDGE THAT THEY HAVE MUTUALLY NEGOTIATED THIS WAIVER.

The provisions of this section shall survive the expiration or termination of this Agreement.

Section 8. TERMINATION.

This Agreement may be terminated by either party, with or without cause, with sixty (60) days prior written notice to the other.

Section 9. GENERAL PROVISIONS.

9.1 Governing Law and Attorney's Fees.

This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. Any judicial action to resolve disputes arising out of this Agreement shall be brought in Kitsap County Superior Court. In the event of litigation to enforce any of the terms or provisions herein, each party shall pay all its own costs and attorney's fees.

9.2 Amendment.

This Agreement may be amended from time to time as deemed appropriate by the Parties, provided, any such amendment shall become effective only after it has been adopted in writing by the authorized representatives of the Parties.

9.3 Entire Agreement.

This Agreement contains the entire understanding of the Parties and supersedes any other agreement or understanding between the Parties relating to the subject matter of this Agreement.

9.4 Compliance with Laws.

The Parties shall comply with all applicable rules and regulations pertaining to them in connection with the matters covered herein.

9.5 Severability.

The provisions of this Agreement are severable. Any term or condition of this Agreement or application thereof deemed to be illegal, invalid or unenforceable, in whole or in part, shall not affect any other term or condition of the Agreement and the Parties' rights and obligations will be construed and enforced as if the Agreement did not contain the particular provision.

9.6 Implied Contract Terms.

Each provision of law and any terms required by law to be in the Agreement are made a part of the Agreement as if fully stated in it.

9.7 Assignment.

The rights or obligations under this Agreement, and any claims arising thereunder, are not assignable or delegable, in whole or in part, by any party to this Agreement.

9.8 Waiver.

A failure by any party to exercise its rights under this Agreement shall not preclude that party from subsequent exercise of such rights and shall not constitute a waiver of any other rights under this Agreement unless stated to be such in a writing signed by an authorized representative of the party.

9.9 Headings.

Headings of this Agreement are for convenience only and shall not affect the interpretation of this Agreement.

9.10 Recording.

This Agreement shall be recorded with the Kitsap County Auditor's Office in compliance with RCW 39.34.040.

9.11 Further Acts.

Each party shall execute and deliver all such documents and perform all such acts as reasonably necessary, from time to time, to carry out the matters contemplated by this Agreement.

9.12 Counterparts.

This Agreement may be executed in any number of counterparts, all such counterparts shall be deemed to constitute one and the same instrument, with each counterpart deemed an original.

9.13 Authorization.

Each person signing below warrants that they have full power and authority to execute this Agreement on behalf of the party for whom they sign.

9.14 No Third-Party Beneficiary.

No provision of this Agreement is intended to, nor shall it be construed to, create any third-party beneficiary or provide any rights or benefits to any person or entity other than the COUNTY and the CITY.

9.15 Administration; No Separate Entity Created.

The CITY Public Works Director shall serve as the administrator of this Agreement. No separate legal entity is formed by this Agreement.

9.16 Ownership and Disposition of Property.

Each party shall retain ownership of all of its real and personal property used in connection with this Agreement.

9.17 No Employment Relationship Created.

The parties agree that nothing in this Agreement shall be construed to create an employment relationship between any party and any employee, agent, representative or contractor of the other party.

Section 10. NOTICE.

All communications and payments hereunder may be delivered or mailed. If mailed, they shall be sent to the Parties at the addresses listed below by registered or 1st class mail, or by personal service, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Agreement or such other address as may be hereafter specified in writing.

County:
Jeff Shea
614 Division Street MS-26
Port Orchard, WA 98366

City of Port Orchard:
City Hall
216 Prospect Street
Port Orchard, WA 98366

Dated this _____ day of _____, 2019.

APPROVED:

KITSAP COUNTY BOARD OF COMMISSIONERS
PORT ORCHARD, WASHINGTON

EDWARD E. WOLFE, Chair

ROBERT GELDER, Commissioner

CHARLOTTE GARRIDO, Commissioner

ATTEST

Dana Daniels, Clerk of the Board

APPROVED:

CITY OF PORT ORCHARD
KITSAP COUNTY, WASHINGTON

ROBERT PUTAANSUU, Mayor

ATTEST/AUTHENTICATED:

Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM

Sharon Cates, City Attorney

EXHIBIT A
TRAFFIC SIGNAL INVENTORY

LOCATION	#
Tremont & Sidney	1
Tremont & Port Orchard Blvd.	1
Tremont & Pottery (Flasher Controlled Roundabout)	1
Sidney & Sedgewick	1
Bethel & Lund	1
Bethel & Wal-Mart	1

EXHIBIT B

TRAFFIC CONTROL DEVICES

SOLAR POWERED SPEED RADAR SIGNS	#
Bay Street lighted crosswalks	2
Sedgewick Speed Sign	1
Portable Radar Speed Sign	1
Mile Hill Radar Speed Sign	1

FLASHERS	#
Sidney Glen Elementary School Flashers	2
South Kitsap High School Flashers	2
Cedar Heights Junior High School Flashers	3



**City of Port Orchard
Council Meeting Minutes
Regular Meeting of March 12, 2019**

1. CALL TO ORDER AND ROLL CALL

Mayor Putaansuu called the meeting to order at 6:30 p.m.

Roll call was taken by the City Clerk as follows:

Mayor Pro-Tem Ashby	Present
Councilmember Chang	Present
Councilmember Clauson	Present
Councilmember Cucciardi	Absent
Councilmember Diener	Present
Councilmember Lucarelli	Present
Councilmember Rosapepe	Present
Mayor Putaansuu	Present

Staff present: Public Works Director Dorsey, Finance Director Crocker, Development Director Bond, City Attorney Cates, Human Resource Coordinator Howard, and City Clerk Rinearson.

A. PLEDGE OF ALLEGIANCE

Mayor Putaansuu led the audience and Council in the Pledge of Allegiance.

2. APPROVAL OF AGENDA

MOTION: By Councilmember Clauson, seconded by Councilmember Diener, to move the Executive Session to the end of the meeting; with no action being taken.

The motion carried.

MOTION: By Councilmember Ashby, seconded by Councilmember Lucarelli, to approve the agenda as amended.

The motion carried.

3. CITIZENS COMMENTS

Steve Sego said the proposed new zoning code works, and we can see it in action with the Community Event Center. He encouraged Council to support the new code changes and thanked them for their hard work.

Gary Anderson said there is a difference today than several years ago with the level of interest from people expressing a desire in coming to Port Orchard. The City has provided him with information that he can now share with those people to give them a reason to come to Port Orchard.

Noel Larsen encouraged adoption of the zoning updates as it is well organized, clear, and provides flexibility in high quality development.

Robert Baglio voiced his support of the updated new zoning code. It is exciting what is going on in Port Orchard and noted Council is taking a leadership role.

4. CONSENT AGENDA

- A.** Approval of Checks Nos. 76266 through 76268, and Check Nos. 76274 through 76322, and ACH payments totaling \$1,234,298.36; February Electronic Payment Dates 2/1/2019 through 2/28/2019 totaling \$73,787.92; and Bi-Weekly Payroll Check Nos. 76269 through 76273, and electronic payments, totaling \$290,052.10.
- B.** Approval of the February 19, 2019, Council Meeting Minutes
- C.** Excusal of Councilmember Shawn Cucciardi Due to Business Obligations

MOTION: By Councilmember Ashby, seconded by Councilmember Diener, to approve the consent agenda as presented.

The motion carried.

5. PRESENTATION

A. Proclamation: Port Orchard Community Service Day

Mayor Putaansuu read the proclamation into the record.

6. PUBLIC HEARING

There were no public hearings.

7. BUSINESS ITEMS

A. Adoption of an Ordinance Amending Port Orchard Municipal Code Title 20, Including Repealing Chapters, Adding New Chapters, Repealing Interim Ordinance No. 015-18, Repealing Ordinance No. 019-17, and Amending the Zoning Map

MAIN MOTION: By Councilmember Diener, seconded by Councilmember Rosapepe, to approve an ordinance adopting the 2019 updated Zoning Code as presented, with the Alternative 2 Zoning Map, and corrections to scrivener errors as identified by the Code Publishing Company.

Councilmember Ashby mentioned a scrivener's error in section 20.39.345, to remove "[six]" from the paragraph.

She noted she would like more Council discussion on sections 20.39.615 'Home Occupation'; section 20.39.620 'Home Business'; and section 20.134.100 'General Requirements' to discuss ADU's (Accessory Dwelling Units), as they all seem to have conflicting information.

Council and staff discussed the sections and clarification of home businesses and activities.

AMENDED MOTION: By Councilmember Ashby, seconded by Councilmember Diener, to restate bullet point 6 in that section [20.39.620] to say no more than 2 employees of the business shall work on the premise in addition to the owner.

Council discussed the number of employees and parking at home based businesses.

The amended motion carried.

Council and staff discussed the amount of traffic and clients visiting home based businesses.

AMENDED MOTION: By Councilmember Rosapepe, seconded by Councilmember Clauson, to [amend 20.39.620 #9 to state] no more than 12 vehicle trips per day are permitted at the home business.

The amended motion carried.

Council and staff continued discussion of the definitions of home based businesses and ADU's [accessory dwelling units].

AMENDED MOTION: By Councilmember Diener, seconded by Councilmember Rosapepe, under 20.134.100(f) the title of subsection "f" should say Home Occupation and Home Businesses, and the section should read "Home occupation and home businesses shall be allowed subject to existing regulations. However, for residential ADU's in both the main residence and the ADU contain a home business, only 1 of the 2 is permitted to receive customers."

The amended motion carried.

**The main motion carried.
(Ordinance No. 011-19)**

B. Adoption of an Ordinance Amending Port Orchard Municipal Code Chapters 12 and 20, Establishing Regulations Related to a Street Cut Moratorium [Prohibition] on Newly Paved Streets Within the City

MOTION: By Councilmember Diener, seconded by Councilmember Clauson, to adopt an ordinance thereby updating POMC Chapters 12.04.020 and 20.24.080 and establishing regulations related to a Street Cut Moratorium [Prohibition] on newly paved streets within the City, with final form approved by the City Attorney.

**The motion carried.
(Ordinance No. 002-19)**

C. Adoption of an Ordinance Approving the Reclassification of the Human Resources Coordinator and Assistant Finance Director Job Positions to an Exempt Status

MOTION: By Councilmember Clauson, seconded by Councilmember Ashby, to adopt an ordinance, approving the reclassification of the Human Resource Coordinator and Assistant Finance Director positions to an exempt status, as presented.

**The motion carried.
(Ordinance No. 012-19)**

D. Approval of Change Orders No. 14 through 18 to Contract No. 037-17 with Active Construction Inc. for Tremont Street Widening Project

MOTION: By Councilmember Lucarelli, seconded by Councilmember Rosapepe, to authorize the Mayor to execute Change Orders No. 14 through 18, with Active Construction, Inc. in an amount not to exceed \$221,856.15.

The motion carried.

E. Approval of Reimbursement Expenses for Police Chief Candidates

MOTION: By Councilmember Clauson, seconded by Councilmember Lucarelli, to approve the Mayor's authorization for the reimbursement expenses for the Police Chief candidates, for a maximum of \$1,000 per candidate; but no more than \$5,000 for all candidates.

The motion carried.

F. Approval of the February 26, 2019, Council Meeting Minutes

MOTION: By Councilmember Ashby, seconded by Councilmember Diener, to approve the minutes as presented.

The motion carried. Councilmember Clauson abstained.

8. DISCUSSION ITEMS (No Action to be Taken)

There were no discussion items.

9. REPORTS OF COUNCIL COMMITTEES

Councilmember Clauson reported the Finance Committee is scheduled to meet March 26th at 5:30pm.

Councilmember Ashby reported on the March 11th Economic Development and Tourism Committee meeting. The next meeting is scheduled for the second Monday in April [April 8th].

Councilmember Lucarelli reported on the February 27th Utilities Committee meeting. The next meeting is scheduled for April 15th. She reported on the February 27th Festival of Chimes and Lights committee meeting. The next meeting is scheduled for March 18th.

Mayor Putaansuu reported the Land Use Committee is scheduled to meet March 25th.

Councilmember Rosapepe briefly reported on lodging tax funds and policies and noted the committee will be meeting around the first week in April.

Mayor Putaansuu reported on the 2020 Census and job opportunities.

10. REPORT OF MAYOR

The Mayor reported on the following:

- April 27th Community Service Day;
- Kitsap Transit request for the Carlisle safety improvements;
- Public Works Director Dorsey's appointment to the Public Works Board;
- News article about opportunities in Port Orchard;
- Presentation to the Public Facilities Board;
- Derelict sailboat near Dekalb Pier;
- Reopening of Swimdeck; and
- Council retreat.

After a brief discussion, Council decided not to hold an independent Council Retreat this year, but should topics arise they could incorporate it as part of a Work Study Session.

11. REPORT OF DEPARTMENT HEADS

Public Works Director Dorsey reported on Well No. 9; McCormick Village Park; Rockwell Pocket Park; Bay Street Pedestrian Pathway Segment 3; Well No. 13; and the Tremont Street Widening project.

Finance Director Crocker reported that they are implementing new software and going live with the new payroll this week.

HR Coordinator Howard reported on new City employees and noted her position has been posted to the website.

City Clerk Rinearson reported that she received an update from EVI on how the three short videos are going and she will work the Economic Development and Tourism Committee to continue to move the project forward.

12. CITIZEN COMMENTS

In response to **Gerry Harmon**, Finance Director Crocker noted the new utility billing will be going live in April and they will continue to send out notices and post information on the City's website.

Gerry Harmon reminded the Council that the downtown parking hours have been changed before.

13. EXECUTIVE SESSION

At 8:06 p.m., Mayor Putaansuu recessed the meeting for a 20-minute executive session to discuss a potential litigation matter pursuant to RCW 42.30.110.(1)(i). City Attorney Cates, Development Director Bond, and Public Works Director Dorsey were invited to attend.

14. ADJOURNMENT

The meeting adjourned at 8:26 p.m. No other action was taken. Audio/Visual was successful.

Brandy Rinearson, MMC, City Clerk

Robert Putaansuu, Mayor



City of Port Orchard City Council Meeting Executive Summary

Issue Title: PSRC VISION 2050 Update

Meeting Date: March 26, 2019

Time Required: 20 Minutes

Attendees: Nick Bond, Community Development Director

Action Requested at this Meeting: Provide direction to staff on comments to be provided to the PSRC, regarding the PSRC’s draft VISION 2050 revised environment policies and growth alternatives.

Issue #1 – Draft Supplemental EIS: The Puget Sound Regional Council (PSRC) is currently updating its long-term regional growth strategy plan, VISION 2040, to the 2050 planning horizon. A draft Supplemental Environmental Impact Statement (SEIS) for the VISION 2050 update has been released.

Under the state Growth Management Act (GMA), local jurisdictions are responsible for adopting 20-year growth targets that are the basis for their comprehensive plans. Each county and city is required to accommodate both population and employment growth targets. These targets inform the local jurisdiction’s preparation of the land use, transportation, housing and capital facilities in the comprehensive plan, which are required demonstrate how the jurisdiction’s growth targets will be met. In Port Orchard, these targets are determined through regional planning at PSRC and are then further refined at the Kitsap Regional Coordinating Council (KRCC).

The draft SEIS evaluates three regional growth alternatives that are being considered by PSRC for VISION 2050:

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

Each of these three alternatives is intended to help preserve critical areas and 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, each one distributes growth differently and has unique tradeoffs. The draft SEIS provides 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. All of the alternatives assume that all jurisdictions will continue to grow and will accommodate forecasted growth through 2050.

The “Stay the Course” alternative is a direct extension of the existing VISION 2040 regional growth strategy, and assumes a compact growth pattern focused in the largest and most transit-connected cities in the region, and within the region’s 29 designated regional growth centers. This alternative serves as the required “no action alternative”. In Port Orchard, the growth allocation for the planning period from 2016-2036 added 8,235 additional residents within the City boundaries and 3,132 additional jobs. This would mean that in 2036, the City’s population would be 20,558 and the total employment would be 9,941.

Projecting this growth forward, and if KRCC distributions percentages don't change, the City would have to plan for an additional 3,294 residents and 1,253 jobs from 2036-2044 (the City's next 20-year Comprehensive Plan planning horizon). This would result in a 2044 city population of 23,852 and 11,194 jobs. Interestingly, according to the last buildable lands report, the City already has the land capacity to accommodate this additional growth.

The "Transit Focused Growth" alternative considers a compact growth pattern which is based on the VISION 2040 regional growth strategy, but which assumes accelerated growth near the region's existing and planned transit investments. This alternative provides a goal for 75% percent of the region's population and employment growth to occur within ¼ to ½ mile from current and planned high-capacity transit station areas. The largest share of growth would be allocated to cities like Seattle, Bellevue and Tacoma. The remaining shares of population and employment growth would be distributed largely within other urban growth areas not served by high-capacity transit. This alternative is likely to increase the City's growth allocations compared to the stay the course alternative. It would also ask us to concentrate this extra growth in centers, especially downtown. This alternative is likely already accommodated in the zoning changes adopted on March 12, 2019 and would not be hard to implement. The City's foot ferry is considered a high capacity transit facility. It is expected that with responsibility for growth comes funding in support of that growth.

The "Reset Urban Growth" alternative is based on the region's actual growth patterns from 2000 to 2016 and assumes a more dispersed growth pattern throughout urban areas. This alternative would continue to allocate the largest shares of growth to large cities, although the overall growth in these cities would be less compared to the "Stay the Course" or "Transit Focused Growth" alternatives. Under this alternative, growth allocations for smaller cities and unincorporated areas would be based on the land use capacities identified in currently adopted comprehensive plans. Over the past 16 years, several cities in the region have exceeded their growth allocations. This has occurred in cities like Gig Harbor and Covington and has corresponded with other cities falling short of their growth allocations (Tacoma, Everett). This alternative would reset the growth allocation so that these outlying cities would see yet more growth and would likely reduce growth allocations in other cities. In Port Orchard, which has been meeting its growth allocation, this would likely result in no change or a slight reduction in allocated growth compared to the stay the course alternative. This alternative would likely further stress the region's roads and highways and would not utilize the investments in transit and fast ferries to the degree that the transit focused growth alternative would. Kitsap, Pierce, and Snohomish Counties along with the cities that have exceeded and wish to continue to exceed growth allocations are likely to support this alternative.

More information on the three alternatives can be found in the draft SEIS Executive Summary (Attachment 1). The City Council should consider supporting one or a combination of alternatives. We will need to comment by April 29th. This item will appear on the April Work Study Agenda to finalize a possible City comment letter.

Staff Recommendation – Draft Supplemental EIS:

Staff recommends that the City express a preference for either the "stay the course" or "transit-focused growth" alternatives, or both. The region is making tremendous investment in high capacity transit through the 2016 Sound Transit 3 ballot measure (ST-3) and the Kitsap Transit fast ferry system. We have the capacity to accommodate our share of growth under either alternative and the environmental impacts of these alternatives are expected to be less than under the "reset urban growth" alternative. In addition, the

region is already behind on funding the repair, replacement, and maintenance of existing roads and under the reset urban growth alternative, this problem will likely get worse. Furthermore, the stay the course and transit focused growth alternatives do more to put the region's cities on a more fiscally sustainable footing. In addition to expressing support for these alternatives, we may want to express support for including language in Vision 2050 that requires jurisdictions that are under or over performing to take reasonable measures to fall into line with the regional growth strategy. For instance, if a city like Gig Harbor or Covington is growing too much, it may be because they are subsidizing growth by having their residents pay for growth. This could be high water rates combined with low connection fees or a lack of transportation impact fees. These subsidies are in turn making infill growth in Tacoma less competitive.

Issue #2 – Draft Policy Language – Environment and Development Patterns Chapters: In addition to commenting on the draft SEIS, PSRC is working on Vision 2050 Policy Language that would apply to all 3 alternatives. Currently, the “Environment” and “Development Patterns” chapters are under review and the proposed amendments are shown as attached in strike through and underline. Comments on these chapters are needed this month.

Potential revisions to the multi-county environmental planning and development patterns policies that will be included in the VISION 2050 update and which will result in additional planning work for the City include:

- Strengthening provisions to address climate change mitigation, resilience and adaptation.
- Recognizing and supporting efforts to accelerate Puget Sound recovery from environmental degradation.
- Integrating recommendations from the Regional Open Space and Conservation Plan.
- Building racial and social equity into new and revised environmental policies and actions more explicitly.

These revisions are provided in a memorandum provided by PSRC on February 14, 2019 (Attachments 2 and 3).

Staff Recommendation on Draft Policy Language – Environment and Development Patterns Chapters: DCD staff has drafted comments on the proposed policies which are included in the attached letter. Council can strike, amend, or add comments as they see fit, or, can choose not to comment.

Alternatives: Direct staff to prepare comment letters to the PSRC on the draft SEIS, and/or the revised environment policies and growth alternatives; do not provide comments to the PSRC. The comments on the draft SEIS can be discussed again at the April Work study meeting if Council wishes.

Relationship to Comprehensive Plan: The City's comprehensive plan is required to be consistent with the PSRC's regional growth strategy plan and countywide planning policies, in order to receive PSRC funding or proceed with projects that are part of the Regional Transportation Improvement Program. The transportation element of the City's comprehensive plan must be certified by the PSRC. These regional policies will be binding on the City when we perform our next periodic update to the Comprehensive Plan.

Attachments:

1. Draft VISION 2050 SEIS Executive Summary
2. PSRC Memorandum on VISION 2050 Environment Policies and Development Patterns Chapter
3. Draft Comment Letter on Environment and Development Patterns Chapter Amendments

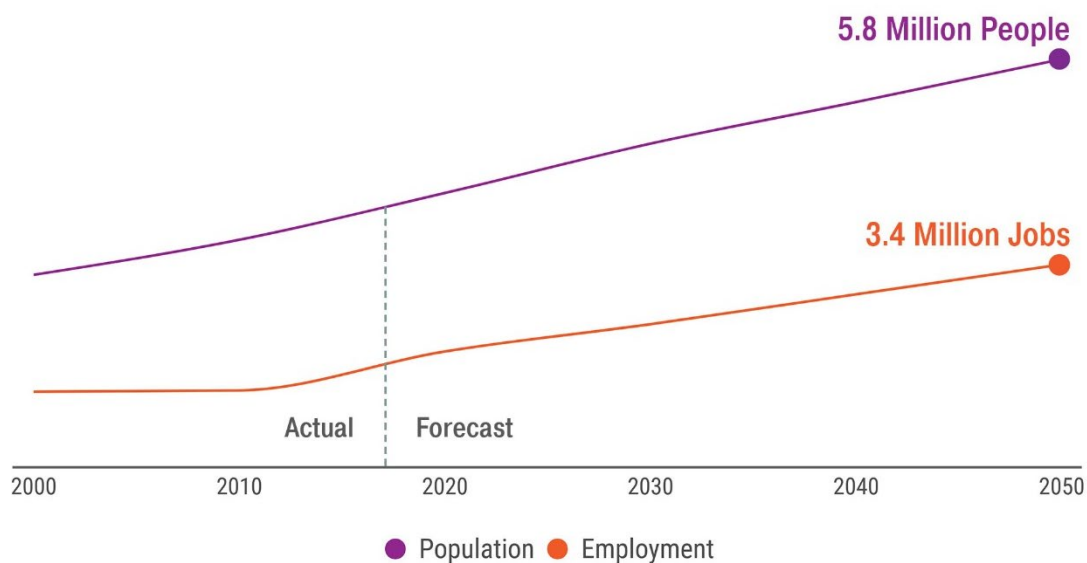


Source: PSRC

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

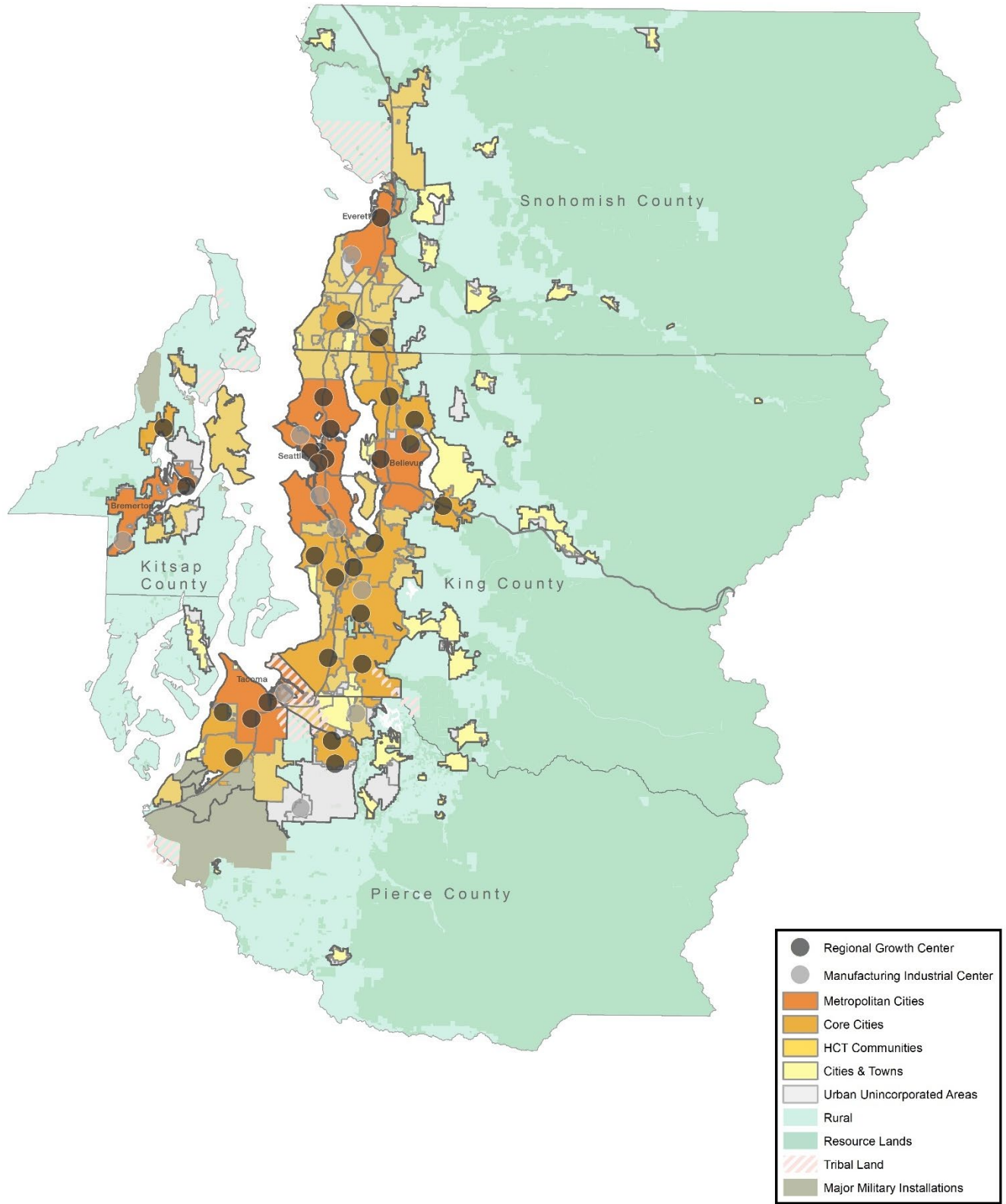
The strategy for accommodating growth asserts that the region will sustain and grow a variety of places such as active centers and central cities, small towns, and rural areas into the future. Other than in natural resource lands and military installations, all growth alternatives assume that all types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

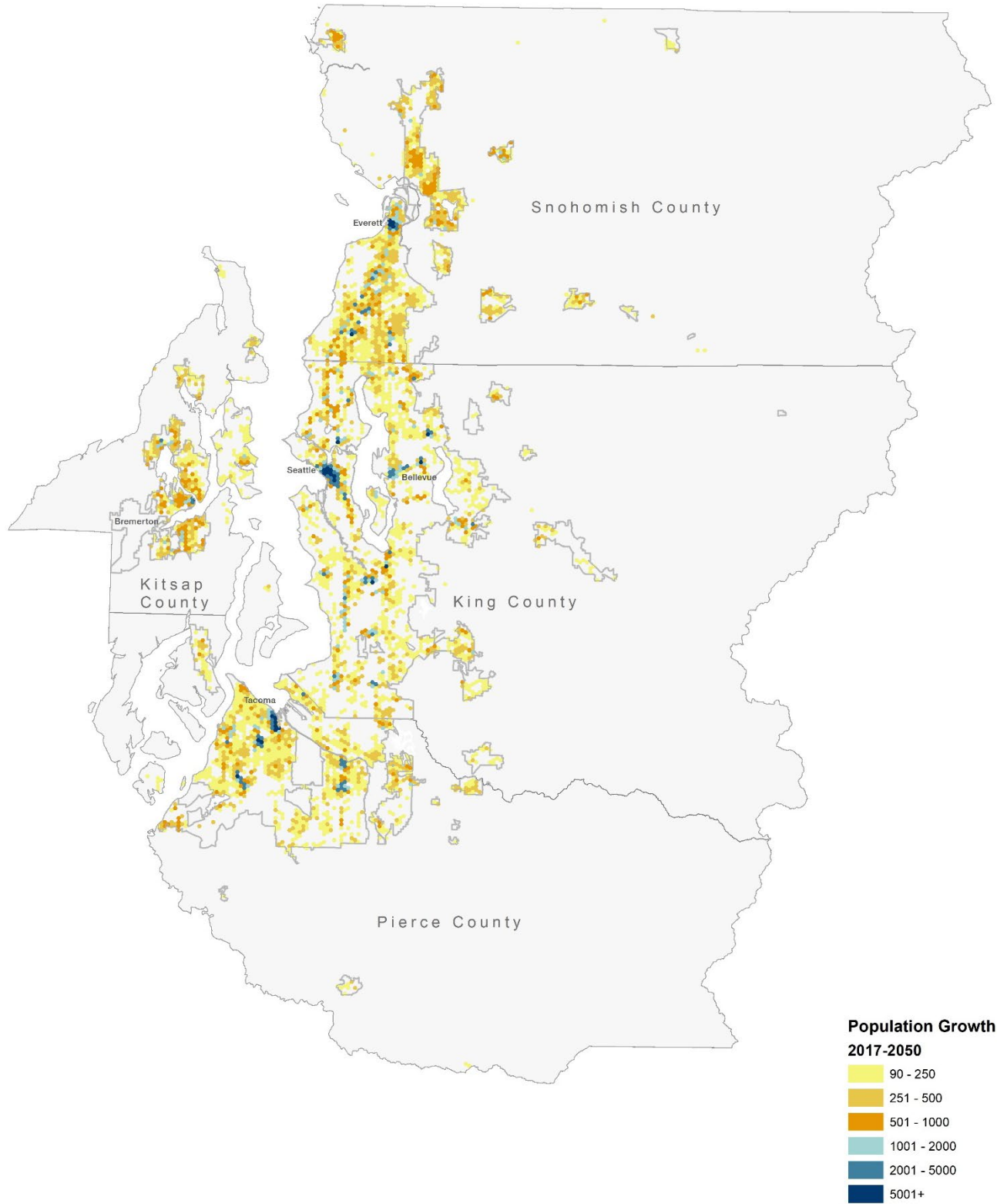
Comparison of Alternatives

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

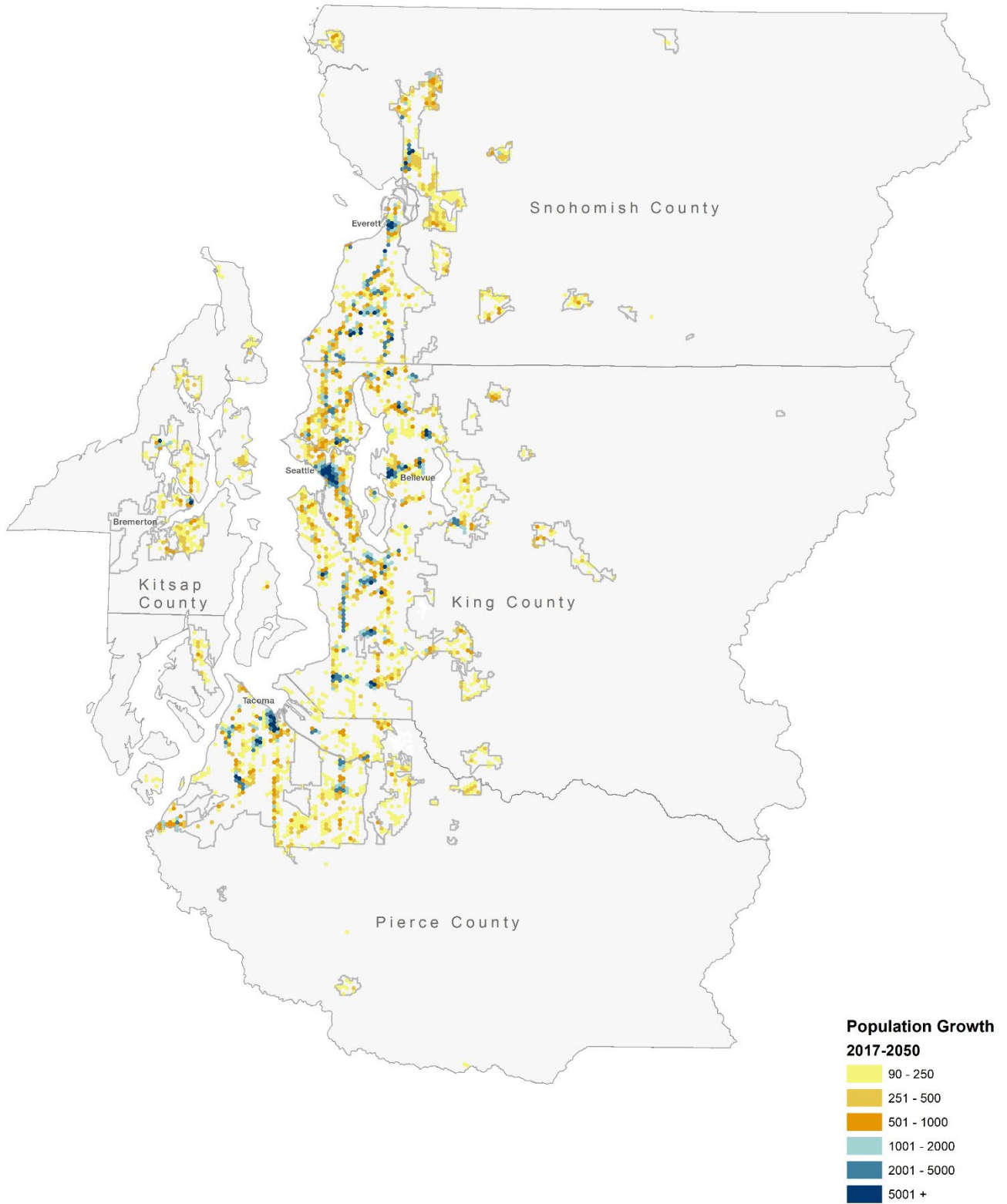
Topic	Stay the Course	Transit Focused Growth	Reset Urban Growth
What would the growth pattern look like?	Compact growth focused in Metropolitan and Core cities with regional growth centers. Extends current growth plan.	More compact growth focused in high-capacity transit areas in Metropolitan, Core and 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



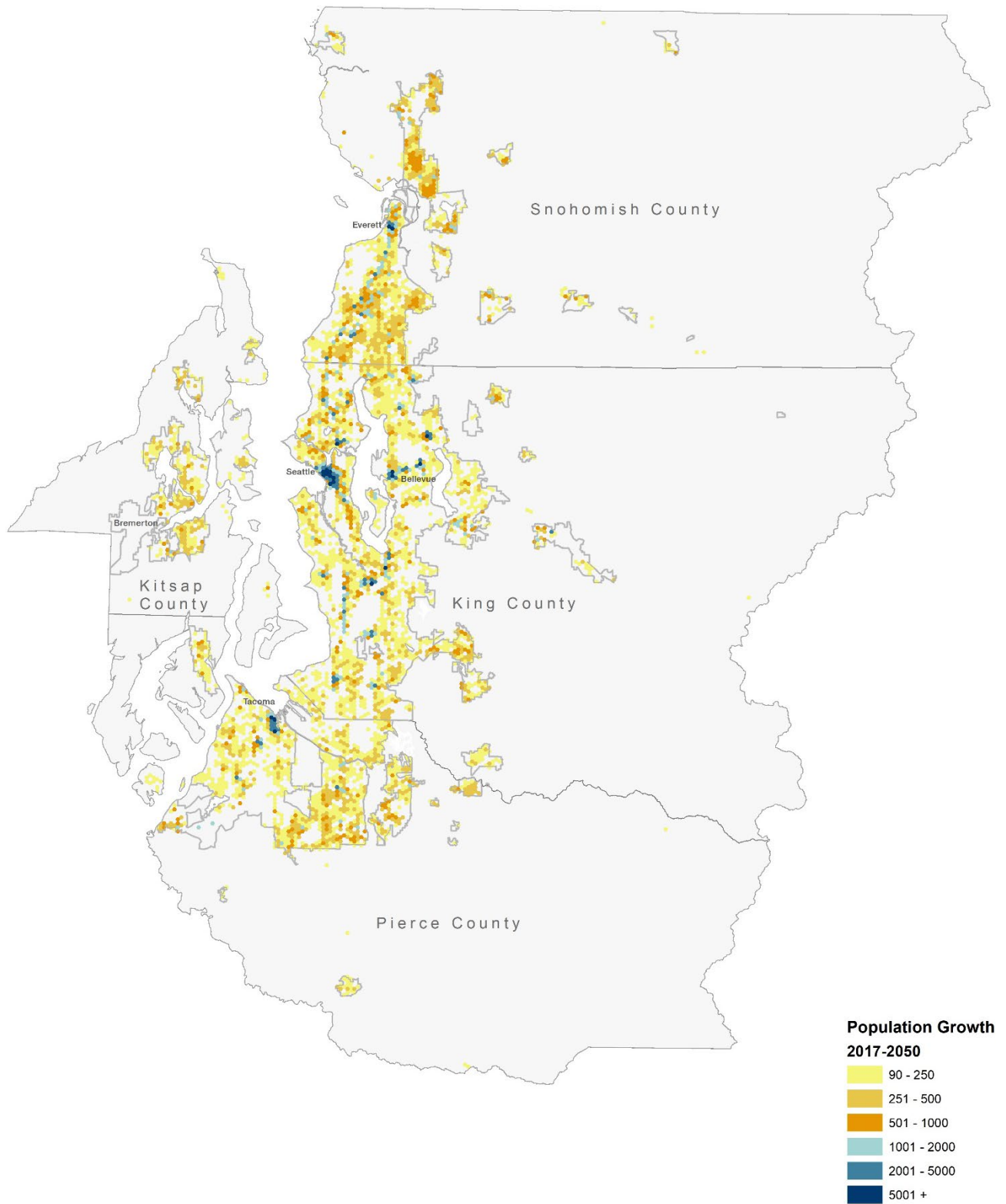
Source: PSRC

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	<ul style="list-style-type: none"> • 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	<p>Compared to current conditions:</p> <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • There would be a marked reduction in all pollutants, including CO₂e (a measure used for reporting greenhouse gases)
Ecosystems	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Development could alter landscapes and properties with archaeological, cultural, or historic resources through damage and destruction
Visual Quality	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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

Topic	2050 Growth Alternatives		
	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			
<p>How much would the average person drive?</p> <p>38 minutes, 16.1 miles in 2014 (average daily drive time and drive distance, per person)</p>	<p>35 minutes, 13.4 miles, in 2050, a decrease compared to baseline (2014).</p>	 <p>33 minutes, 12.8 miles, a slight decrease compared to Stay the Course.</p>	 <p>35 minutes, 13.6 miles, similar to Stay the Course.</p>
<p>How long would the average person be stuck in traffic each year?</p> <p>21 hours in 2014 (average annual time spent in congestion, per person)</p>	<p>31 hours in congestion in 2050, an increase compared to baseline (2014).</p>	 <p>29 hours, a decrease compared to Stay the Course.</p>	 <p>32 hours, an increase compared to Stay the Course.</p>
<p>How many transit trips would be taken?</p> <p>194 million trips in 2014 (annual transit boardings)</p>	<p>476 million trips in 2050, a substantial increase compared to baseline (2014).</p>	 <p>502 million trips in 2050, an increase compared to Stay the Course.</p>	 <p>490 million trips in 2050, an increase compared to Stay the Course.</p>
<p>How many jobs would be accessible by walking, biking, or transit?</p> <p>Job accessibility varies by county and mode (jobs accessible by walking, biking, or transit)</p>	<p>In 2050, substantial increase in number of jobs accessible by transit, walking, and biking across all four counties compared to baseline (2014).</p>	 <p>Increases number of jobs accessible by transit, walking, and biking compared to Stay the Course.</p>	 <p>Reduces number of jobs accessible by transit, walking, and biking compared to Stay the Course.</p>
AIR QUALITY			
<p>What would be the contribution to climate change and air pollution?</p> <p>Pollutant emissions: 47,200 tons per day CO₂e in 2014, see Section 4.4 for other pollutants. (CO₂e is a measure used for reporting greenhouse gas emissions)</p>	<p>Reduction in greenhouse gas emissions compared to baseline (41,000 tons per day CO₂e). Substantial reduction in emissions of other pollutants compared to baseline (2014).</p>	 <p>Slight reduction in greenhouse gas emissions compared to Stay the Course (39,600 tons per day CO₂e). Slight reduction in emissions of other pollutants compared to Stay the Course.</p>	 <p>Slight increase in greenhouse gas emissions compared to Stay the Course (41,400 tons per day CO₂e). Slight increase in emissions of other pollutants compared to Stay the Course.</p>
ECOSYSTEMS			
<p>How much land would be needed for development?</p> <p>Development and land cover (2017-2050)</p>	<p>322,000 acres would be needed for development. Some would occur on previously undeveloped lands where ecosystem impacts would be likely.</p>	 <p>285,000 acres needed for development, a decrease compared to Stay the Course.</p>	 <p>331,000 acres needed for development, an increase compared to Stay the Course.</p>
<p>Would important habitat be harmed?</p> <p>Development in areas of regionally-significant habitat</p>	<p>Growth would occur in areas with regionally significant habitat. Development to accommodate this growth would impact regionally significant habitat.</p>	 <p>Less growth to areas with regionally significant habitat, reduced impacts compared to Stay the Course.</p>	 <p>Increased growth to areas with regionally significant habitat, increased impacts compared to Stay the Course.</p>












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			
<p>How much hardened surface would be added by growth?</p> <p>New impervious surface added to undeveloped areas (2017–2050)</p>	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.
<p>How much would redevelopment improve old stormwater systems?</p> <p>Redevelopment (2017–2050)</p>	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			
<p>How much new infrastructure would be needed?</p>	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			
<p>Would parks be nearby?</p> <p>59% of population was located near parks providing local urban access in 2017 (urban population in proximity to parks providing local urban access)</p>	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			
<p>How would areas change visually?</p>	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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.



Puget Sound Regional Council

MEMORANDUM

February 14, 2019

TO: Regional Staff Committee
FROM: Paul Inghram, Director of Growth Management
SUBJECT: **VISION 2050: Environment Policies**

In Brief

PSRC staff will present an overview of potential revisions to the environment multicounty planning policies and actions in VISION 2050. The Regional Staff Committee will be asked to provide feedback on the proposed draft changes.

Discussion

Environmental issues were identified during project scoping and the environment was one of the top three topics of importance in recent and past public opinion surveys. During fall 2018, PSRC staff worked with the Regional Staff Committee, Growth Management Policy Board, Puget Sound Partnership, and other stakeholders to discuss updating the environment chapter in VISION 2050. Issues that were noted as important to address in strengthened multicounty planning policies and actions included climate change, Puget Sound recovery, open space, and equity.

The VISION 2040 environment chapter already includes a robust set of policies to address environmental stewardship, earth and habitat, water quality, air quality, and climate change. VISION 2040 recognizes the importance of the environment to the economy, health, and quality of life.

Since VISION 2040 was adopted in 2008, environmental planning and implementation has advanced through the ongoing work of state, regional, and local jurisdictions and organizations. Implementation of regional environment policies has made significant progress through actions such as the adoption of strong environment policies in local comprehensive plans, the updating of Critical Areas Ordinances, and the development of salmon recovery, climate action, and other environmental plans. While some indicators show improvements in environmental conditions, others show degradation. Most notably, salmon and orca are two high-profile species that are severely declining and climate science illuminates the urgent need to drastically curb greenhouse gas emissions. PSRC's 2018 Regional Open Space Conservation Plan addresses these and other environmental issues. Integrating it into VISION 2050 is an important next step to implementation of the plan.

A Climate Change Background Paper has been developed to summarize information on regional climate change issues within the context of PSRC's planning efforts. It provides an overview of state and regional actions, sources of greenhouse gases, impacts from climate change, and current and potential regional strategies to address mitigation and resilience. The

paper is a draft and will be available prior to the meeting at <https://www.psrc.org/sites/default/files/vision2050climatepaper.pdf>. Comments and suggestions on the draft should be sent to staff listed below.

Overall, the current environment policies are a strong foundation for protecting the region's natural resources and the ecosystem services they provide. The Growth Management Policy Board's direction for policy revision in VISION 2050 supports largely retaining the environment policies, while providing additional support for emerging policy areas and changing conditions. The proposed revisions include a select set of new and updated policies and actions to better address current environmental conditions and needs, including:

- Strengthening provisions to address climate change mitigation, resilience, and adaptation
- Recognizing and supporting efforts to accelerate Puget Sound recovery
- Integrating recommendations from the Regional Open Space Conservation Plan
- Building racial and social equity into new and revised environment policies and actions more explicitly

These potential revisions and new policies and actions were shared with additional environmental and planning staff from around the region to gather further feedback on the potential updates. Staff also engaged in local and regional environmental efforts, such as the Puget Sound Partnership South Central Local Integrating Organization, Our Green Duwamish, Puget Sound Climate Preparedness Collaborative, City Habitats, Regional Trail Coalition, and Emerald Alliance for People, Nature and Community, to ensure VISION 2050 environment policies support local and regional work.

Attachment A includes draft potential changes to the environment policies and actions in a matrix format. Draft revised introductory text will be reviewed at a future meeting. The February Regional Staff Committee discussion of environment policies and actions will seek to provide additional direction on potential changes. At the meeting, PSRC staff will ask the following questions of the committee. Is there consensus these changes incorporate feedback and are ready for review by the GMPB? Are there any remaining critical issues to address prior to the GMPB's review?

Next Steps

Staff will integrate recommendations from the Regional Staff Committee and other stakeholders into updated policies and actions, as well as the Climate Change Background Paper. Updated policies and actions will be discussed with the Growth Management Policy Board and be further updated based on the board's input. A complete draft of the updated chapter, including introductory narrative, will be available for review in the coming months, prior to inclusion in the draft plan.

Lead Staff

Erika Harris, (206) 464-6360 or eharris@psrc.org, Kelly McGourty (air quality and climate) at (206) 971-3601 or kmcgourty@psrc.org, or Paul Inghram at (206) 464-7549 or pinghram@psrc.org.

Attachments:

A - Draft VISION 2050 Environment Policy Matrix

Attachment A - VISION 2050 - DRAFT Environment Policy Matrix

Working Draft February 14, 2019

The matrix below includes policies in the existing Environment Chapter in VISION 2040 and potential revisions, shown in legislative format, that represent draft changes based on feedback from the GMPB, RSC, and other stakeholders. The proposed revisions include a select set of revisions, new policies and actions, including:

- Policies to more strongly support the recovery of the Puget Sound
- Policies to support implementation of the Regional Open Space Conservation Plan
- Policies to support and update regional work to address climate change
- Policies to support equitable environmental outcomes for people of color and people with low incomes

A complete draft of the updated chapter, including introductory narrative, will be available for review in early 2019, prior to inclusion in the draft plan. Staff will continue to work with the GMPB, RSC, and other stakeholders to further refine the draft updates to the Environment Chapter prior to adoption of VISION 2050 in 2020.

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-En-A	<u>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services.</u>	Substantive change	Open Space - Regional Open Space Conservation Plan recommendation and support for Puget Sound Partnership Action Agenda	
MPP-En-8	Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries <u>through implementation and update of the Regional Open Space Conservation Plan.</u>	Substantive change	Open Space - Recognize Regional Open Space Conservation Plan	
MPP-En-12	Preserve and restore native vegetation <u>and tree canopy</u> to protect habitat, especially where it contributes to the overall ecological function <u>and where invasive species are a significant threat to native ecosystems.</u>	Substantive change	Open Space - Regional Open Space Conservation Plan focus on tree canopy	
MPP-En-B	<u>Provide equitable and convenient access for urban residents to parks, trails, tree canopy, and open space in a way that benefits historically underserved communities.</u>	Substantive change	Open Space/Equity - Regional Open Space Conservation Plan focus on access to open space, especially for underserved communities	
MPP-En-13	Maintain <u>and restore</u> natural hydrological functions <u>and water quality</u> within the region's ecosystems and watersheds to recover the health of Puget Sound <u>and, where feasible, restore them to a more natural state.</u>	Substantive change	Puget Sound recovery - Addition of water quality, more than hydrology needed	
MPP-En-C	<u>Reduce stormwater pollution from transportation and development through watershed planning, redevelopment and retrofit projects, and green infrastructure improvements.</u>	Substantive change	Puget Sound Recovery - Puget Sound Partnership and Regional Open Space Conservation Plan recommendations for stormwater pollution	
MPP-En-18	<u>Reduce levels for air toxics, fine particulates, and greenhouse gases.</u>	Substantive change	Covered in MPP-En-17	

Attachment A - VISION 2050 - DRAFT Environment Policy Matrix

Working Draft February 14, 2019

MPP-En-20	<p><u>Support state, regional and local actions and continue to advance regional policies and programs to reduce greenhouse gas emissions and prepare for climate change impacts.</u> Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.</p>	Substantive change	<p>Climate Change - Update to reflect current state context and support for multiple programs; deleting SEPA sentence since now a requirement</p>	The narrative will include a brief summary of actions to address climate change and point to the many policies in VISION 2050 that are climate related
MPP-En-21	<p>Reduce the rate of building energy use per capita, both in building use and in transportation activities through green building and retrofit of existing buildings.</p>	Substantive change	<p>Climate Change - Focus on building energy use</p>	
MPP-En-23	<p>Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, <u>electrifying the vehicle fleet</u>, and by reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	Substantive change	<p>Climate Change - Add emphasis of electrification</p>	
MPP-En-D	<p><u>Address impacts to vulnerable populations and areas that have been disproportionately affected by air pollution and climate change.</u></p>	Substantive change	<p>Climate Change/Equity - Recognition of disproportionate impacts</p>	
MPP-En-24	<p><u>Protect and restore forests, farmland, wetlands, estuaries, urban tree canopy, and other natural resources that sequester and store carbon.</u> Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.</p>	Substantive change	<p>Climate Change - Recommendation from climate research groups such as the Washington State Carbon Emissions Reduction Taskforce.</p>	
MPP-En-25	<p><u>Increase resiliency by identifying and addressing the impacts of climate change and natural hazards on regional water sources, land, infrastructure, health, and the economy.</u> Anticipate <u>Prioritize actions to protect the most vulnerable populations.</u></p>	Substantive change	<p>Resiliency/Equity - Adding concept of resilience and recognizing impacts to most vulnerable</p>	
MPP-En-4	<p>Ensure that all residents of the region, regardless of race, social or economic status, live in a healthy environment, with minimal exposure to pollution.</p>	Minor change	<p>Equity - Consistent equity language</p>	

Attachment A - VISION 2050 - DRAFT Environment Policy Matrix

Working Draft February 14, 2019

MPP-En-10	Preserve and enhance habitat to <u>support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species</u> prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list.	Minor change	Puget Sound Recovery - Regional Staff Committee suggestion to specifically name salmon and orca
MPP-En-15	Reduce the use of <u>toxic pesticides, and chemical fertilizers, and other products</u> to the extent feasible and identify alternatives that minimize risks to human health and the environment.	Minor change	Puget Sound Recovery - Update to be consistent with recommendations from Puget Sound Partnership Action Agenda
MPP-En-17	<u>Meet all federal and state air quality standards, and reduce emissions of air toxics and greenhouse gases.</u> Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.	Minor change	Air Quality - Including all air pollutants
MPP-En-1	Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.	No change	
MPP-En-2	Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide and local levels.	No change	
MPP-En-3	Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.	No change	
MPP-En-5	Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.	No change	
MPP-En-6	Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.	No change	
MPP-En-7	Mitigate noise caused by traffic, industries, and other sources.	No change	

Attachment A - VISION 2050 - DRAFT Environment Policy Matrix

Working Draft February 14, 2019

MPP-En-9	Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.	No change
MPP-En-11	Identify and protect wildlife corridors both inside and outside the urban growth area.	No change
MPP-En-14	Restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.	No change
MPP-En-16	Identify and address the impacts of climate change on the region’s hydrological systems.	No change
MPP-En-19	Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	No change
MPP-En-22	Pursue the development of energy management technology as part of meeting the region’s energy needs.	No change

Action	Text	Type of Change	Reason for Proposed Update	Additional Notes
En-Action-1	<u>PSRC will advance the implementation of the adopted Four-Part Greenhouse Gas Strategy, including future versions, to achieve meaningful reductions of emissions throughout the region from transportation, land use and development.</u>	New action	Climate Change - supports the adopted Four-Part Strategy	
EN-Action-2	<u>PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory, assistance to member organizations, and continued research and coordination with partner agencies such as the Puget Sound Climate Preparedness Collaborative.</u>	New action	Climate Change/Resiliency	

Attachment A - VISION 2050 - DRAFT Environment Policy Matrix

Working Draft February 14, 2019

En-Action-3	<u>PSRC will work with member jurisdictions, resource agencies, tribes, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. On a periodic basis, evaluate and update the plan.</u>	New action	Regional Open Space Conservation Plan - Supports implementation of the open space plan
En-Action-4	<u>PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve water quality.</u>	New action	Puget Sound Recovery - Continue to partner with Puget Sound Partnership to address water quality
En-Action-5 (Countywide/w atershed)	<u>Counties and cities, together with other jurisdictions in the watershed, will participate in watershed planning that integrates land use, transportation, stormwater, and related disciplines across the watershed to improve Puget Sound water quality.</u>	New action	Puget Sound Recovery - local implementation of Puget Sound Partnership Action Agenda, NPDES requirements, and WRIA work
En-Action-6 (Local)	<u>Counties and cities will address open space conservation and access needs as identified in the Regional Open Space Conservation Plan in the next periodic update to comprehensive plans.</u>	New action	Regional Open Space Conservation Plan - local implementation of the Regional Open Space Conservation Plan
En-Action-7 (Local)	<u>Cities and counties will incorporate emission reduction policies and activities in their comprehensive planning, including to support the adopted regional Four-Part Greenhouse Gas Strategy. Elements include supporting the adopted regional growth strategy, providing multimodal transportation choices, and encouraging a transition to a cleaner transportation system.</u>	New action	Climate Change - supports the adopted Four-Part Strategy



Puget Sound Regional Council

MEMORANDUM

February 14, 2019

TO: Regional Staff Committee
FROM: Paul Inghram, Director of Growth Management
SUBJECT: **VISION 2050 – Development Patterns Chapter**

In Brief

The Regional Staff Committee will review draft policies and actions in the Development Patterns chapter of VISION.

Discussion

The [Development Patterns chapter](#) in VISION 2040 describes the character of the development patterns to support the Regional Growth Strategy, livable and healthy communities, and other land use concepts under Growth Management Act. Development Patterns is the largest chapter in VISION, with 56 policies and 18 actions. Preliminary discussion of topics covered in the Development Patterns chapter has occurred through multiple meetings of the Regional Staff Committee and Growth Management Policy Board, including consideration of transit-oriented development and centers at the November 2018 meeting, and discussion of the urban growth area, annexation, and health in December. Based on the feedback provided by the committee and the board, staff drafted potential revised and new policies and new actions.

The scoping report identified the [Growing Transit Communities Strategy](#) and the [Regional Centers Framework](#) as foundational documents for the VISION update. The proposed revisions incorporate concepts and terminology from both documents, as well as specific direction provided by the Growth Management Policy Board, Regional Staff Committee and comments during the scoping period. These include:

- Policies and actions to support growth in transit station areas
- Policies and actions to reflect and implement the Regional Centers Framework
- Revised policies to address equitable development and equitable community engagement
- Policies and actions to address health and health disparities
- Revised policy and action on urban growth area adjustments
- Revised action to support annexation

The attached matrix provides additional notes and context for specific draft policy changes and actions.

Next Steps

Staff will brief the Growth Management Policy Board on the Development Patterns revisions at their March 7, 2019, meeting and continue to brief the committee as work moves forward.

Lead Staff

Liz Underwood-Bultmann, (206) 464-6174 or LUnderwood-Bultmann@psrc.org

Attachment A: Draft Development Patterns Policies and Actions

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

The matrix below includes policies in the existing Development Patterns chapter in VISION 2040 and potential revisions, shown in legislative format, that represent draft changes based on feedback from the GMPB, RSC, and other stakeholders. The proposed revisions include a select set of new policies and actions and strengthen existing language, including:

- Policies to implement the Regional Centers Framework
- Policies to better support the region's transit investment and work from the Growing Transit Communities Strategy
- Policies to improve health

A complete draft of the updated chapter, including introductory narrative, will be available for review in early 2019, prior to inclusion in the draft plan. Staff will continue to work with the GMPB, RSC, and other stakeholders to further refine the draft updates to the Development Patterns chapter prior to adoption of VISION 2050 in 2020.

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-1	Provide a regional framework for the designation and adjustment of the urban growth area to e Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.	Substantive change	Board and Regional Staff Committee direction on revised UGA policy and action	See DP-Action 1
MPP-DP-2	Encourage efficient use of urban land by maximizing the development potential of existing urban lands <u>and increasing density in the urban growth area, consistent with the Regional Growth Strategy</u> such as advancing development that achieves zoned density.	Substantive change	Regional Growth Strategy - address comments on urban density	
MPP-DP-3	Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment <u>growth</u> targets for each designated regional growth center <u>and manufacturing/industrial center</u> .	Minor change	Regional Centers Framework: clarify existing expectations for MIC targets	
MPP-DP-4	Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.	No change		
MPP-DP-5	Focus a significant share of population and employment growth in <u>designated regional growth centers</u> .	No change		
MPP-DP-6	Provide a regional framework for designating and evaluating regional growth centers.	No change		

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-7	Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.	No change		May consolidate funding-related policies in General chapter (DP-7, 10, 13, H-6, T-12)
MPP-DP-A	<u>Plan for densities that maximize benefits of transit investments in high capacity transit station areas which are expected to attract significant new population or employment growth.</u>	Substantive change	Regional Growth Strategy and Growing Transit Communities: Board and Regional Staff Committee direction regarding transit-supportive densities	Board and committee review: does this draft policy capture appropriate expectations for transit stations?
MPP-DP-8	Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	No change		
MPP-DP-9	Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.	No change		
MPP-DP-10	Give funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding are also appropriate to prioritize to these regional centers.	No change		May consolidate funding-related policies in General chapter (DP-7, 10, 13, H-6, T-12)
MPP-DP-11	Support the development of centers within all jurisdictions, including <u>transit station areas and countywide and local centers, town centers and activity nodes.</u>	Minor change	Growing Transit Communities and Regional Centers Framework - update terminology	
MPP-DP-12	<u>Establish Implement the adopted a common framework to designate countywide centers among the countywide processes for designating subregional centers to ensure compatibility within the region.</u>	Substantive change	Regional Centers Framework - update policy since framework has been adopted	

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-13	Direct subregional funding, especially county-level and local funds, <u>to countywide centers and other local centers</u> , centers designated through countywide processes, as well as to town-centers, and other activity nodes.	Minor change	Regional Centers Framework - update centers terminology	Board and committee review: pending changes to the Regional Growth Strategy, should policy also include transit station areas? May consolidate funding-related policies in General chapter (DP-7, 10, 13, H-6, T-12)
MPP-DP-14	Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, <u>to provide a</u> high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.	Minor change	Original policy was duplicative of MPP-DP-35 - edits differentiate policies and focuses on comments regarding health and walkability outside of centers.	
MPP-DP-15	Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands as brownfields and greyfields , to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods	Minor change	Incorporates surplus public lands and simplifies language	
<u>MPP-DP-B</u>	<u>Attract x% of the region's residential and y% of the region's employment growth to high capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near transit to achieve the regional goal.</u>	Substantive change	Regional Growth Strategy - draft policy pending Preferred Alternative discussion	
<u>MPP-DP-C</u>	<u>Increase access to opportunity for the region's residents through targeted investments in centers and transit station areas that meet the needs of current and future residents and businesses.</u>	Substantive change	Growing Transit Communities and Social Equity - Address board direction to address equitable access to station areas	
<u>MPP-DP-D</u>	<u>Evaluate planning in regional growth centers and transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to seek to mitigate displacement impacts.</u>	Substantive change	Equity - add policy to address displacement in high-growth areas	

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-16	Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.	No change		
MPP-DP-17	Promote transit service to and from existing cities in rural areas.	No change		
MPP-DP-18	Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the regional growth strategy, annexation is preferred over incorporation.	No change		
MPP-DP-19	Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.	No change		
MPP-DP-20	Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.	No change		
MPP-DP-21	Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.	No change		
MPP-DP-22	Do not allow urban net densities in rural and resource areas.	No change		
MPP-DP-23	Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	No change		
MPP-DP-24	In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	No change		

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-25	Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	No change		
MPP-DP-26	Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	No change		
MPP-DP-27	Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.	No change		
MPP-DP-28	Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.	No change		
MPP-DP-29	Protect and enhance significant open spaces, natural resources, and critical areas.	No change		
MPP-DP-30	Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.	No change		
MPP-DP-31	Support the sustainability of designated resource lands. Do not convert these lands to other uses.	No change		
MPP-DP-32	Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.	No change		
MPP-DP-33	Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.	No change		
MPP-DP-34	Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.	No change		
MPP-DP-35	Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	No change		

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-36	Provide a wide range of building and community types to serve the needs of a diverse population. <u>Engage in equitable community planning to identify the diverse needs of the region's communities and achieve equitable growth outcomes.</u>	Substantive change	Equity - Update policy to address equitable community planning and outcomes	
MPP-DP-37	Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.	No change		
MPP-DP-38	Design public buildings and spaces that contribute to a sense of community and a sense of place.	No change		
MPP-DP-39	Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.	No change		
MPP-DP-40	Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	No change		
MPP-DP-41	Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	No change		
MPP-DP-42	Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	No change		
MPP-DP-43	Design communities to provide an improved <u>safe and welcoming</u> environments for walking and bicycling.	Minor change	Health - Address Board and Regional Staff Committee discussion on healthy communities	
MPP-DP-44	Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.	No change		

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-45	Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	No change		
<u>MPP-DP-E</u>	<u>Take action to address existing health disparities and improve health outcomes.</u>	Substantive change	Health - Address Board and Regional Staff Committee discussion on healthy communities	
MPP-DP-46	Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	No change		
MPP-DP-47	Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.	No change		
MPP-DP-48	Encourage the use of innovative techniques, including the transfer of development rights, the purchase of development rights, and conservation incentives. Use these techniques to focus growth within the urban growth area (especially cities) to lessen pressures to convert rural and resource areas to more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.	No change		
MPP-DP-49	Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.	No change		
MPP-DP-50	Streamline development standards and regulations for residential and commercial development, especially in centers, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.	No change		
MPP-DP-51	Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.	No change		

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-DP-52	Protect military lands from encroachment by incompatible uses and development on adjacent land.	No change		
MPP-DP-53	Protect industrial lands from encroachment by incompatible uses and development on adjacent land.	No change		
MPP-DP-54	Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.	No change		
MPP-DP-55	Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	No change		
MPP-DP-56	Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	No change		

Action	Text	Type of Change	Reason for Proposed Update	Additional Notes
DP-Action-1	<u>Urban Growth Area : The Puget Sound Regional Council will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.</u>	New action	Urban Growth Area and Annexation - Updated companion MPP-DP-1	
DP-Action-2	<u>Track and Evaluate Growth: The Puget Sound Regional Council will study, track, and evaluate growth and development occurring in the central Puget Sound region and in transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.</u>	New action	Growing Transit Communities - Increase emphasis on transit station areas	
DP-Action-3	<u>Growth Targets: The Puget Sound Regional Council, together with its member jurisdictions, will coordinate on countywide processes that set local housing and employment targets. PSRC will also provide guidance for affordable housing needs, as well as growth targets for designated regional centers.</u>	New action	Regional Growth Strategy implementation	

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
DP-Action-4	<u>Implement the Regional Centers Framework: The Puget Sound Regional Council will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. The Puget Sound Regional Council, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.</u>	New action	Regional Centers Framework implementation	
DP-Action-5	<u>Industrial Lands Inventory: The Puget Sound Regional Council will update its inventory of industrial lands in the region.</u>	New action	Consistent with previous plans, continue to periodically update industrial lands inventory	
DP-Action-6	<u>Transit-Oriented Development: The Puget Sound Regional Council, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around transit station areas. This action will include highlighting and promoting tools used to support equitable development in transit station areas.</u>	New action	Growing Transit Communities - Increase emphasis on transit station areas	
DP-Action-7	<u>Minimum Densities in Transit Station Areas: The Puget Sound Regional Council will work in collaboration with transit agencies and local government to develop guidance for transit supportive densities in different types of station areas.</u>	New action	Regional Growth Strategy implementation - may update action if legislative action on this topic.	
DP-Action-8	<u>Concurrency Best Practices: The Puget Sound Regional Council will continue to develop guidance on innovative approaches to multimodal level of service standards and regional and local implementation strategies for local multimodal concurrency.</u>	New action	Taking Stock 2016 - need identified from local governments for additional guidance to implement MPP-DP-54 through DP-56.	

Attachment A - VISION 2050 - DRAFT Development Patterns Chapter

Working Draft 2/14/2019

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
DP-Action-9 (Local)	<u>Coordinated Planning in Unincorporated Urban Areas: The Puget Sound Regional Council will support communication with the state Legislature regarding changes to state laws and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to annexation and incorporation.</u>	New action	Urban Growth Area and Annexation - Identify actions to support annexation	
DP-Action-10 (Local)	<u>Identification and Clean-up of Underused Lands: Countywide planning bodies, in cooperation with their cities, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.</u>	New action	Combines similar existing actions and incorporates surplus lands to reflect changes to state law.	
DP-Action-11 (Local)	<u>Center Plans and Station Area Plans: Each city with a designated regional center and/or high capacity transit station area will develop a subarea plan for the designated regional growth center, station area, and/or the manufacturing/industrial center. Countywide and local centers should also consider developing subarea plans.</u>	New action	Growing Transit Communities - Increase emphasis on transit station areas	
DP-Action-12 (Local)	<u>Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to reduce car trips and encourage walking, biking, and transit use.</u>	New action	Regional Centers Framework - Increase emphasis on mode shift	



CITY OF PORT ORCHARD
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March **, 2019

Paul Ingraham, Director of Growth Management
Puget Sound Regional Council
1011 Western Ave, Suite 500
Seattle, WA 98104-1035

Re: VISION 2050 Draft Environmental Policies

Dear Mr. Ingraham:

The City of Port Orchard would like to offer the following comments on the Environmental Policies and Development Patterns chapter amendments proposed as part of the Vision 2050 update.

MPP-En-12 Preserve and restore native vegetation and tree canopy to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.

Comment: How do you preserve tree canopy and develop urban transit centers in a city like Port Orchard where significant land area within the city is forested? It is possible to provide landscaping and street trees in an urban setting as urban development occurs, but on sites that allow 100% site coverage such as in designated centers at transit stations, preserving and establishing tree canopy is not possible. Perhaps this should say, "Find opportunities to preserve and restore native vegetation and tree canopy, especially where it contributes to the overall ecological function." An additional policy could seek to establish urban tree canopy and native vegetation as part of new development. This new policy could state, "Ensure that urban tree canopy is established as new urban development occurs by requiring street trees, landscaping, parks, recreation, and/or open space, and by protecting critical areas and critical area buffers."

MPP-En-C Reduce stormwater pollution from transportation and development through watershed planning, redevelopment and retrofit projects, and green infrastructure improvements.

Comment: This policy refers to redevelopment and retrofit projects. First, is there a comma missing after redevelopment? As written, this is probably harmless, but it is unclear what "redevelopment and retrofit projects" means. However, if a comma is added after redevelopment, there should be a caveat concerning retrofit projects to recognize the challenges in funding these projects. As there is no funding source for retrofit projects through PRSC except when transportation funding is awarded for a project, this policy should be softened such that retrofit projects be accommodated as part of larger transportation projects and as other funding sources allow. In addition, I wouldn't want this to be construed as requiring cities to work to make existing stormwater facilities installed to previous



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stormwater design standards serving development comply with the requirements of the current stormwater management manuals.

MPP-En-23 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the vehicle fleet, and ~~by~~ reducing vehicle miles traveled by increasing alternatives to driving alone.

Comment: Vehicle Fleet is undefined. Is this the public vehicle fleet or all vehicles in the region? I think we are supportive of defining vehicle fleet as all the vehicles in the region, but I think that should be made clearer to the reader.

MPP-En-24 Protect and restore forests, farmland, wetlands, estuaries, urban tree canopy, and other natural resources that sequester and store carbon. ~~Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.~~

Comment: The goal to protect urban tree canopy is at odds with the development patterns chapter which calls for increasing density in the urban growth area, especially in proximity to transit. Cities like Port Orchard still have undeveloped forested sites that are within ¼ mile of transit. This goal should be about protecting tree canopy or re-establishing tree canopy as urban growth occurs.

MPP-En-5 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

Comment: While no change is proposed to this policy, natural feature is not defined. It is hard to know what this policy means. In addition, in urban transit centers, depending on the definition of natural feature, this policy could be at odds with the development patterns chapter which seeks to locate growth in urban centers and near transit.

MPP-DP-2 Encourage efficient use of urban land by maximizing the development potential of existing urban lands and increasing density in the urban growth area, consistent with the Regional Growth Strategy. ~~such as advancing development that achieves zoned density.~~

Comment: This goal conflicts with environmental goal concerning protecting urban tree canopy. Suggest revising environmental goals concerning tree canopy to either protect or establish urban tree canopy as part of urban development.

MPP-DP-A Plan for densities that maximize benefits of transit investments in high capacity transit station areas which are expected to attract significant new population or employment growth.

Comment: Should the word “urban” be inserted before “high capacity transit station areas” to recognize rural high capacity station areas such as Southworth or Vashon Island?



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MPP-DP-11 Support the development of centers within all jurisdictions, including transit station areas and countywide and local centers. ~~town centers and activity nodes.~~

Comment: Should the word “urban” be inserted before “transit station areas” to recognize rural high capacity station areas such as Southworth or Vashon Island?

Sincerely,

Robert Putaansuu
Mayor

cc: