Guidance for Regional Centers

Plan Checklist, Growth Targets, and Mode Split Goals

Local Jurisdiction Staff Webinar
September 10, 2014
Overview

• Center Plan Checklist + Recent Updates

• Guidance on Growth Targets and Mode Split Goals

• Questions?
Planning Expectations for Centers

Center Plans: DP-Action-17
Each city with a designated center shall develop a subarea plan for the designated regional growth center and/or the manufacturing/industrial center.

Review and Certification of Subarea Plans
- Adopted Plan Review Process
- VISION 2040
- Transportation 2040
- Designation Procedures (new centers)
- Checklist in Plan Review Manual
Center Plan Concept (or “Vision”)

Environment

Land Use

Housing *(RGC only)*

Economy

Public Services

Transportation
Center Plan Checklist

- Checklist highlights key provisions that should be addressed in updates and amendments.

- Plans can demonstrate consistency without necessarily checking off each and every item listed on the checklists.

- Certification is a separate Board action from certification of the comprehensive plan.
Center Plan Checklist: Concept/Vision

✓ Include a **vision** for the center that describes the **role** (economic, residential, cultural, etc.) of the center within the city, the county and the region.

✓ Clearly **identify the area** designated as a regional growth center.

✓ Describe the **relationship of the center plan** to the city’s comprehensive plan, as well as VISION 2040 and countywide planning policies.

✓ Include a **market analysis** of the center’s development potential.
The subarea plan “is intended to help shape and direct that growth in a way that reflects the vision and desires of the people who live, work, learn, and play in the City Center, while acknowledging the role the City Center plays in the City as a whole, as well as the entire region.”
Center Plan Checklist: Environment

✓ If applicable, identify **critical/environmentally sensitive areas** in the center and reference relevant policies and programs to protect those areas.

✓ Describe **parks and open space**, including public spaces and civic places and include provisions to encourage accessible open space.

✓ Include or reference policies and programs for innovative **stormwater management**.

✓ Include or reference policies and programs to **reduce air pollution and greenhouse gas emissions**.
Center Plan Checklist: Environment

Example: Bothell Canyon Park

- Protect and preserve the wetland system within the Subarea. The City should explore options for enhancement of wetlands which may include wetland mitigation banking.

- Interconnect wildlife habitat areas, buffer strips, open space and critical areas to increase the range and survival rate of native wildlife species.
Center Plan Checklist: Environment

Example: Redmond Downtown and Overlake

Air Pollution and Greenhouse Gas Emissions

UC-1. Emphasize mixed-use developments in Redmond’s urban centers so that people have convenient access to goods and services in close proximity.

UC-2. Continue to build a multimodal transportation system, as described in the Transportation Master Plan (TMP), so that people who live and work in Redmond’s urban centers have a variety of convenient low- or no-emission transportation options.

UC-3. Continue to promote commute trip reduction strategies as a way to reduce air pollution and greenhouse gas emissions.
Center Plan Checklist: Land Use

✓ Demonstrate **defined boundaries** and shape for the center. Planning area boundaries should fully encompass the designated regional growth center.

✓ Establish residential and employment **growth targets** that accommodate a significant share of the jurisdiction‘s growth

✓ Describe and map the mix, distribution and location of **existing and future land uses**

✓ Establish **design standards** for pedestrian-friendly, transit-oriented development
Center Plan Checklist: Land Use

Example: Bremerton Downtown

Ensure high-quality development on designated signature building sites.
Work with property owners and developers throughout the development process, offering incentives as appropriate for compliance with the Downtown Design Guidelines.

Example: Kent
Center Plan Checklist: Housing

✓ Document total existing and targeted housing units.

✓ Include tailored provisions for a variety of housing types that addresses density standards, affordable housing for all major household income categories, and special housing needs.

✓ Describe implementation strategies for addressing housing targets and goals.
Center Plan Checklist: Housing

Example: Tacoma North Downtown

H-1 **Encourage variety and choice of housing type**, cost, tenure and location to accommodate a population that is diverse in terms of age, income and household makeup.

H-6 **Adopt the affordable housing policies** of the proposed 2014 Affordable Housing Policy and Code Amendment.

H-12 **Identify publicly-owned properties** in North Downtown that may be suitable for non-profit affordable housing development.
Center Plan Checklist: Economy

✓ Describe **key sectors and industry clusters** in the center.

✓ Include policies and programs addressing **economic development** in the center.

**Public Services**

✓ Describe or reference **local capital plans** for infrastructure, as well as their financing (such as sewer, water, gas, electric, telecommunications).
Center Plan Checklist: Public Services

Example: Lynnwood

Capital Facilities / Utilities

CCCF 2: Water Distribution
Install new water mains in all new streets. New pipes should be sized to minimize the length of existing pipe that will have to be replaced in order for the entire network to meet domestic and fire flow requirements.

CCCF 3: Water Conservation
Promote low water use devices in the design of all facilities including low water landscaping.
Center Plan Checklist: Transportation

- Develop an integrated multimodal transportation network, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts.

- Describe relationships to regional high-capacity transit and local transit and coordination with transit agencies.

- Include or reference provisions for full standards for streets that serve all users, including pedestrians, bicyclists, transit, vehicles, and – where appropriate – freight.

- Include provisions for context-sensitive design of transportation facilities.
Center Plan Checklist: Transportation

Example: Bellevue

POLICY S-DT-137. Coordinate with transit providers to enhance **information and incentives** available to transit riders and potential transit riders to encourage and facilitate transit use.

POLICY S-DT-136. Encourage convenient and frequent transit services and **provide incentives for attractive waiting areas** in Downtown in recognition that transit extends the range of the pedestrian.

POLICY S-DT-138. Work with Sound Transit and other regional partners to **develop a High Capacity Transit** system that connects Downtown Bellevue to other key activity centers.
Center Plan Checklist: Transportation

- Include or reference provisions for environmentally friendly street ("green street") treatments or other comparable programs.

- Include or reference level-of-service standards and concurrency provisions tailored for the center to encourage transit.

- Include a parking management strategy that addresses supply of parking, on-street parking and mitigating effects of parking.

- Include mode-split goals.
5.8.1 LONG TERM PARKING STRATEGIES

1. Increase transit use, walking and cycling and decrease dependence upon the automobile.

3. Create flexible Parking Standards: Standards should be updated every three to five years and where possible, the market should decide on the amount of parking rather than the zoning code.

4. Introduce residential parking permits in heavily impacted areas in order to reduce parking spill over impacts from commuters.

Example: Bremerton
Center Plan Checklist: MICs

- **Percentage of planned land use and zoning** in the center for industrial and manufacturing uses.

- Strategies to avoid **incompatible land uses**

- **Design standards** that help mitigate aesthetic and other impacts of manufacturing and industrial activities

- Strategies to **support or maintain manufacturing** industrial industries (i.e., workforce, apprenticeships, land value policies, parcel aggregation, etc.).

- Freight and employee commuting strategies
Regional Context for Targets / Goals

VISION 2040, MPPs

Regional Centers Monitoring Report

Plan Review and Certification

PSRC’s technical assistance role

Importance of quantitative targets
Growth Targets for Centers

Growth targets are a quantitative policy statement that represents the amount of growth that a community intends to **plan for, accommodate, and substantively encourage** throughout a 20-year planning period.

MPP-DP-3 requires local housing and employment growth targets, including for Centers.
Current Shares and Trends

Data points:
- Center share of existing housing and jobs
- Center share of housing and job growth

Historical, Current, and Future Population Share in Center

Principle: Target should increase housing and job shares in Centers
GUIDING PRINCIPLE: Growth targets for centers may reflect and be informed by existing development capacity, but are not determined or limited by it. Local comprehensive plans, once revised, must provide for sufficient development capacity in each center to accommodate its growth targets.
Centers Designation Criteria

Criteria include minimum thresholds for the amount and intensity of development now and in the future.

<table>
<thead>
<tr>
<th>Center Type</th>
<th>Existing</th>
<th>Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>RGC</td>
<td>18 AUs/Ac</td>
<td>45 AUs/Ac</td>
</tr>
<tr>
<td>MIC</td>
<td>10,000 jobs</td>
<td>20,000 jobs</td>
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</table>

Planned land use intensity can be calculated based on existing conditions and adopted targets for centers.

Important: Thresholds are a floor, not a ceiling!

Required for newly designated centers, recommended for all others.
Growth Targets: Setting Them, Using Them

Factors in Setting Targets

- “Significant share” of jurisdiction housing and employment targets
- Current shares of housing and jobs and recent trends
- Current development capacity
- Centers Criterion: Plan for 45 activity units per acre
- Infrastructure and access, jobs-housing balance, and market strength

Housing and Employment Growth Targets for Regional Growth Centers

Implementation Tools

- Land use designations, development regulations
- Capital investments in infrastructure and amenities
- Land use assumptions for transportation plan
- Priorities for economic development
A mode split goal is a quantitative policy statement used to plan for and encourage a shift away from travel by private automobile, in particular driving alone, in favor of alternative modes, such as transit and non-motorized travel options like walking and biking.

DP-Action-18: Each city with a designated regional growth center and/or manufacturing/industrial center shall establish mode split goals for those centers.
Definition and Data

Measures of mode split:

- Work trips vs. all trips
- Origin vs. destination in center

Data sources:

- American Community Survey
- Census Transportation Planning Package
- PSRC Travel Survey, Travel Model
- Local surveys
Current Mode Split and Trends

Regional Centers Monitoring Report—2013 Edition

Updated estimates from the PSRC Travel Model

Recent trends from CTPP:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Region as a Whole</th>
<th>Regional Growth Centers (Workplace in Center)</th>
<th>Regional Growth Centers (Home in Center)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>1,672,330</td>
<td>1,841,691</td>
<td>532,825</td>
</tr>
<tr>
<td>SOV</td>
<td>1,194,730</td>
<td>1,287,819</td>
<td>346,640</td>
</tr>
<tr>
<td></td>
<td>71.4%</td>
<td>69.9%</td>
<td>65.1%</td>
</tr>
<tr>
<td>Carpool</td>
<td>216,775</td>
<td>213,782</td>
<td>69,578</td>
</tr>
<tr>
<td></td>
<td>13.0%</td>
<td>11.6%</td>
<td>13.1%</td>
</tr>
<tr>
<td>Transit</td>
<td>116,735</td>
<td>148,787</td>
<td>84,809</td>
</tr>
<tr>
<td></td>
<td>7.0%</td>
<td>8.1%</td>
<td>15.9%</td>
</tr>
<tr>
<td>Walk</td>
<td>51,440</td>
<td>64,010</td>
<td>19,773</td>
</tr>
<tr>
<td></td>
<td>3.1%</td>
<td>3.5%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Bike</td>
<td>9,900</td>
<td>15,359</td>
<td>5,269</td>
</tr>
<tr>
<td></td>
<td>0.6%</td>
<td>0.8%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Other</td>
<td>13,810</td>
<td>20,323</td>
<td>2,906</td>
</tr>
<tr>
<td></td>
<td>0.8%</td>
<td>1.1%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Home</td>
<td>68,940</td>
<td>91,611</td>
<td>3,850</td>
</tr>
<tr>
<td></td>
<td>4.1%</td>
<td>5.0%</td>
<td>0.7%</td>
</tr>
</tbody>
</table>

Guiding principle: Goal should increase non-SOV over time.
Regional Travel Model shows potential mode shift with implementation of regional plan, including:

- Local actions to shift mode shares away from SOV
- Regional transit investments
- Implementation of regional tolls
- Achieving regional growth strategy

### Predicted Future Mode Split

<table>
<thead>
<tr>
<th>Mode</th>
<th>2010 Centers</th>
<th>2010 Other</th>
<th>2010 Total</th>
<th>2040 Centers</th>
<th>2040 Other</th>
<th>2040 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOV</td>
<td>60.8%</td>
<td>84.1%</td>
<td>76.9%</td>
<td>42.4%</td>
<td>77.6%</td>
<td>64.2%</td>
</tr>
<tr>
<td>HOV</td>
<td>9.9%</td>
<td>8.6%</td>
<td>9.0%</td>
<td>9.0%</td>
<td>9.7%</td>
<td>9.4%</td>
</tr>
<tr>
<td>Transit</td>
<td>21.5%</td>
<td>4.5%</td>
<td>9.8%</td>
<td>39.0%</td>
<td>8.9%</td>
<td>20.4%</td>
</tr>
<tr>
<td>Bike</td>
<td>3.4%</td>
<td>1.2%</td>
<td>1.9%</td>
<td>4.1%</td>
<td>1.8%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Walk</td>
<td>4.5%</td>
<td>1.7%</td>
<td>2.5%</td>
<td>5.5%</td>
<td>2.0%</td>
<td>3.3%</td>
</tr>
</tbody>
</table>

See model output for smaller areas

New and improved tool forthcoming: Soundcast
Commute Trip Reduction

- Washington State Commute Trip Reduction Law
- Goals for mode share for major employer commutes
- Data reports of progress toward goals

### Mode Split Goals

<table>
<thead>
<tr>
<th></th>
<th>2007/2008</th>
<th>2011/2012</th>
</tr>
</thead>
<tbody>
<tr>
<td># of Worksites</td>
<td>696</td>
<td>672</td>
</tr>
<tr>
<td>Total Employees</td>
<td>445,774</td>
<td>512,901</td>
</tr>
<tr>
<td>Response Rate</td>
<td>69.9%</td>
<td>54.5%</td>
</tr>
<tr>
<td>VMT</td>
<td>11</td>
<td>10.3</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>62.5%</td>
<td>58.4%</td>
</tr>
<tr>
<td>Carpool/Vanpool</td>
<td>13.5%</td>
<td>12.8%</td>
</tr>
<tr>
<td>Transit</td>
<td>15.4%</td>
<td>16.9%</td>
</tr>
<tr>
<td>Bike</td>
<td>1.6%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Walk</td>
<td>1.8%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Telework</td>
<td>3.9%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Other</td>
<td>1.4%</td>
<td>3.1%</td>
</tr>
</tbody>
</table>
Mode Split: Setting Goals to Implementation

FACTORS IN SETTING GOALS

- Policy Direction to reduce SOV travel
- Current mode split and recent trends
- Predicted Future Mode Split (Model Output)
- Programmatic Goals and Outcomes (CTR)
- Land Use and Transportation Investments

Mode Split Goals for Regional Centers

IMPLEMENTATION TOOLS

- Transportation Demand Management
- Capital investments in infrastructure and transit service
- Parking Policy and Tools
- Transit Supportive Planning
Next Steps and Outreach

Distribute guidance papers to local governments throughout region

Provide data and additional guidance upon request

Toolbox 2014 Brownbag in October

Work with local governments through plan review and comment process
Guidance for Regional Centers: Local Jurisdiction Staff Webinar

Tools and Resources

http://www.psrc.org/growth/tools
Tools and Resources

Federal Way

Federal Way is a city in King County, Washington, USA. It was incorporated as the town of Federal Way in 1994. Today, Federal Way is a rapidly growing city with a population of over 100,000, making it one of the fastest-growing cities in the state.

Overview

Federal Way offers a variety of amenities and opportunities for its residents. The city is known for its strong economy, excellent schools, and beautiful parks.

Checklist

1. Economic Development
2. Infrastructure
3. Transportation
4. Education
5. Quality of Life

Growth Targets

- Population Growth: 50,000 by 2025
- Employment Growth: 50,000 by 2025
- Housing: 15,000 units by 2025

Mode Split Goals

- Reduce single-occupancy vehicle trips by 30%
- Increase public transit usage by 25%
- Increase bike and walk usage by 15%

Next Steps

- Complete a comprehensive transportation plan
- Develop a sustainability action plan
- Implement a comprehensive community engagement strategy

Questions

1. How can Federal Way improve its transportation infrastructure?
2. What economic development initiatives are planned for Federal Way?
3. What are the current growth targets for Federal Way?
4. How is Federal Way addressing the needs of its growing population?

Guidance for Regional Centers:

Local Jurisdiction Staff Webinar

2019 Summary Statistics

- Population: 100,000
- Employment: 50,000
- Housing: 15,000 units

Urban Amenities

- Parks: 20
- Libraries: 2
- Museums: 3

Future Challenges

- Housing Affordability
- Traffic Congestion
- Environmental Sustainability

Federal Way is a vibrant city with a strong economy and a growing population. With its focus on economic development, transportation, and sustainability, Federal Way is poised for continued growth and success.

Current Land Use

- Residential: 100,000 units
- Commercial: 50,000 units
- Industrial: 10,000 units

Employment

- Total Employment: 50,000
- Average Employment Growth Rate: 5%

Transportation

- Public Transit: 30%
- Bicycling: 10%
- Walking: 5%
For More Information

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