



Puget Sound Regional Council

Growth Management Policy Board

Thursday, October 15, 2026 • 10:00 a.m. – 12:00 p.m.

Hybrid Meeting – PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101

Watch or listen

- Watch the meeting live at www.psrc.org/watch-meetings
- Listen by phone 1-888-475-4499, Meeting ID: 872 8028 7447, Passcode: 120770

Attend

- The public can attend meetings at [PSRC's office](#).
- PSRC staff will be available to provide floor access 10 minutes before the meeting's start time and up to 15 minutes after the meeting's start time.
- If you arrive outside of these times, please call 206-464-7090 for assistance.

Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person:**
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:**
[Registration](#) is required and closes at 8:00 a.m. on the day of the meeting. Late registrations will not be accepted.
- **Written comments:**
Comments may be submitted via email to HCulver@psrc.org by 8:00 a.m. the day of the meeting. Comments will be shared with board members.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#).

1. Call to Order (10:00) – Councilmember Ed Prince, Chair

2. Communications and Public Comment

Public comment must relate to an action or discussion item on the agenda.

3. Report of the Chair

4. Director's Report

5. Consent Agenda - Action Items (10:20)

- a. Approve Minutes of Growth Management Policy Board held September 17, 2026

6. Action Item (10:25)

- a. Recommend Certification of Comprehensive Plans for Carnation, Mercer Island, Ruston, and Kitsap County – *Erika Harris, PSRC*

7. Action Item (10:35)

- a. Recommend Certification of ReDiscover Downtown Kent Subarea Plan – *Nancy Ferber, PSRC*

8. Discussion Item (10:45)

- a. PSRC 2027 Recommendations to the State Legislature – *Robin Koskey and Alyssa Quinn, PSRC*

9. Discussion Item (11:00)

- a. Manufacturing/Industrial Centers – *Nancy Ferber and Paul Inghram, PSRC*

10. Discussion Item (11:40)

- a. Zoned Housing Capacity Analysis – *Carol Naito and Lauren Engel, PSRC*

11. Information Items

- a. GMPB Meeting Calendar 2026
- b. TOD on a Roll: Making the Most of New Transit Connections Flyer

12. Next Meeting: November 19, 2026, 10:00 a.m. – 12:00 p.m.

Major Topics:

- Plan Certifications
- 2026 Housing Monitoring Report Update
- Regional Centers Framework
- TOD Event Recap and Regional Transit-Oriented Development Committee 2027 Work Plan Preview
- Draft Open Space Plan

13. Adjourn (12:00)

Board members, please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Heather Culver, e-mail HCulver@psrc.org or mail.

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Puget Sound Regional Council

MINUTES

Growth Management Policy Board

Thursday, September 17, 2026

Hybrid Meeting – PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101

[To watch a video of the meeting and hear the discussion, go to www.psrc.org/watch-meetings]

CALL TO ORDER AND ROLL CALL

The meeting was called to order at 10:02 a.m. by Councilmember Ed prince, Chair.

COMMUNICATIONS AND PUBLIC COMMENT

There was no public comment.

CHAIR'S REPORT

The Chair welcomed Jennifer Anderson of Master Builders of King and Snohomish Counties as a new alternate representing Business & Labor.

DIRECTOR'S REPORT

Director of Growth Management Paul Inghram welcomed the board, briefly introduced the agenda, made note of the information items included in the packet and introduced Robin Koskey who gave a brief legislative update.

CONSENT AGENDA

- a. Approve Minutes of Growth Management Policy Board Meeting held July 16, 2026.

ACTION: It was moved and seconded (Rivera/Kaur) to adopt the Consent Agenda. The motion passed.

DISCUSSION ITEM: 21ST CENTURY ROAD TO HOUSING ACT

Leslie Pollner from PSRC's federal consultant, Manatt, briefed the board on the 21st Century ROAD to Housing Act and discussed what this important legislation means for local jurisdictions.

DISCUSSION ITEM: HOUSING PRODUCTION – ARE WE ON TRACK?

Staff shared about housing production by regional geography and by jurisdiction. Overall, the region is growing ahead of targets, but areas on track and those falling behind vary across the region. The board provided feedback on how this work can help jurisdictions meet the housing needs laid out in their comprehensive plans.

DISCUSSION ITEM: REGIONAL HOUSING NEEDS ASSESSMENT UPDATE

PSRC is updating the Regional Housing Needs Assessment (RHNA) to guide and inform policy updates ahead of the regional plan update in 2030. Staff shared the scope and timeline for development of the RHNA. The board offered input on how the RHNA and related data resources can best support regional and local planning objectives.

In January, staff will return with a progress update to share initial findings from the research and data collection.

DISCUSSION ITEM: REGIONAL CENTERS FRAMEWORK UPDATE

The board reviewed update options for five parts of the Regional Centers Framework related to regional growth centers. The board discussed these options to identify areas for further development, ahead of recommendations to the Executive Board and completion of the Framework update in 2027.

NEXT MEETING

The board will meet on Thursday, October 15, 2026, 10:00 a.m. – 12:00 p.m.

Topics include:

- Plan Certifications
- 2026 State Legislative Agenda Development
- Regional Centers Framework
- Analysis of Changes to Housing Capacity
- Draft Open Space Plan

ADJOURN

The meeting adjourned at 11:58 a.m.

ATTACHMENTS

- a. Attendance Roster – September 17, 2026

GMPB September 17, 2026 Attendance Roster

5.a.a

Growth Management Policy Board - September 17, 2026					
Voting Members			✓	Non-voting Members	✓
King County	2	CM Rhonda Lewis		Associate Members	
		Vacant		Alderwood Water and Wastewater District	1
				John McClellan Alt	
Seattle	2	CM Maritza Rivera	1	Thurston Regional Planning Council	1
		CM Eddie Lin		Interim Executive Director Allison Osterberg Alt	1
		CM Alexis Mercedes Rinck, Alt			
Bellevue	1	CM Vishal Bhargava		Public Agency Members	
		DM Dave Hamilton, Alt		Commerce	1
				Dave Andersen	
Cities & Towns in King County	3	CM Ed Prince, Renton - Chair	1	Public Health Agencies	1
		CM Pam Stuart, Sammamish		DIR Chantall Harmon Reed, Tac-Pierce Cnty	
		Mayor Amy McHenry, Alt - Duvall	1	Yolanda Fong Alt	1
		CP Satwinder Kaur, Alt - Kent	1	PSRC Committees	
		Mayor Mark Mullet, Alt - Issaquah		Regional Staff Committee	1
		CM Cheryl Paquette, Alt - Carnation	1	Andrea Spencer	1
Kitsap County	1	COM Christine Rolfes	1	Vacant	
		COM Oran Root, Alt		Corey Orvold	1
				Laurenne Sayles Alt	1
Private/Civic Members-Business/Labor					
Bremerton	1	MYR Greg Wheeler	1	Master Builders of King and Snohomish Counties	1
		CP Jane Rebelowski, Alt		Brian Holtzclaw	
Cities & Towns in Kitsap County	1	CM Ashley Mathews, Bainbridge Isl	1	Jennifer Anderson Alt	1
		MYR Ed Stern, Alt - Poulsbo		Angela Rozmyn	1
Pierce County	1	CM Robyn Denson		Robert Pantley Alt	
		CM Paul Herrera, Alt		Charlotte Murry	
Tacoma	1	CM Sandesh Sadalge		Vacant Alt	
		CM Sarah Rumbaugh, Alt	1		
Cities & Towns in Pierce County	1	CM Ben Coronado, Gig Harbor	1	Private/Civic Members-Community/Environment	
		CM Gwendolyn Fullerton, Alt - Bonney Lake		Futurewise	1
Snohomish County	1	CM Megan Dunn - Vice Chair		Alex Brennan	
		CM Sam Low, Alt		Jazmine Smith, Alt	
Everett	1	CM Scott Bader	1	Housing Development Consortium - Seattle/King	1
		MYR Cassie Franklin, Alt		Jesse Simpson Alt	
Cities & Towns in Snohomish County	1	MYR Joe Marine, Mukilteo	1	Emerald Alliance	1
		CP Nick Coelho, Alt - Lynnwood	1	Tracy Stanton	1
Non Voting					
				12	
Federally Recognized Tribes					
Muckleshoot Indian Tribe	1	Vacant			
Puyallup Tribe of Indians	1	Robert Barandon			
		Vacant			
Suquamish Tribe	1	Vacant			
		Alison O'Sullivan Alt			
Statutory Members					
Ports	1	COM Deanna Keller, Tacoma	1		
		COM JT Wilcox, Alt - Tacoma		Abbreviations	
WSDOT	1	Jeff Storrar		CM Councilmember	
		Cameron Kukes, Alt		COM Commissioner	
				CP Council President	
Voting	22	(Quorum = 11) Quorum Total	12	DM Deputy Mayor	



Puget Sound Regional Council

October 8, 2026

ACTION ITEM

To: Growth Management Policy Board

From: Paul Inghram, Director of Growth Management

Subject: **Recommend Certification of Comprehensive Plans for Carnation, Mercer Island, Ruston, and Kitsap County**

IN BRIEF

At its October meeting, staff will ask the Growth Management Policy Board to recommend certification of the Carnation, Mercer Island, Ruston, and Kitsap County comprehensive plans.

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should recommend the Executive Board certify that the transportation-related provisions in the following conform to the Growth Management Act and are consistent with the multicounty planning policies and the Regional Transportation Plan:

- [City of Carnation 2024 Comprehensive Plan \(PDF\)](#)
- [City of Mercer Island 2024 Comprehensive Plan \(PDF\)](#)
- [City of Ruston 2024 Comprehensive Plan \(PDF\)](#)
- [Kitsap County 2024 Comprehensive Plan \(PDF\)](#)

The draft certification reports are available at the links provided for the board's review.

DISCUSSION

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop an overall process for reviewing local, countywide, regional and transit agency policies and plans for compatibility and consistency.

Consistent with [PSRC's plan review process](#), PSRC staff provided comments on the draft plan and now recommends certification of the following adopted comprehensive plans:

- Carnation adopted its 2024 comprehensive plan update on January 20, 2025. The Carnation plan was selected by the state Department of Commerce for review under the Housing Accountability Act and the city adopted an amended Housing Element on August 18, 2026. PSRC provided comments on the draft plan on June 5, 2024, and August 19, 2025, to inform the final plan adopted by the city.
- Mercer Island adopted its 2024 comprehensive plan update on November 19, 2024. The plan was appealed to the Growth Management Hearings Board (GMHB) in February 2025 and the GMHB made a final decision and order in August 2025, providing the city with a full year to address the identified compliance issues. The city completed significant work addressing housing capacity and affordability as well as station area planning and adopted an update to its comprehensive plan to comply with the board's order on July 21, 2026. In September 2026, the GMHB issued an order on compliance and dismissed the case.
- Ruston adopted its 2024 comprehensive plan update on March 3, 2026. PSRC staff provided comments on the draft plan in August 2025.
- PSRC conditionally certified the Kitsap County 2024 periodic update of the comprehensive plan on September 25, 2025. On June 22, 2026, the county adopted amendments to the plan that address the conditions of certification and resubmitted the plan for review and full certification.

The comprehensive plans were reviewed in accordance with the adopted plan review process using PSRC's [Plan Review Manual \(PDF\)](#) and [VISION 2050 consistency tool \(PDF\)](#). The plans were found to be substantially consistent with VISION 2050 (the multicounty planning policies) and the Regional Transportation Plan, and to conform to transportation planning requirements in the Growth Management Act. PSRC staff coordinated with jurisdictional staff in the review of the plan and the development of the certification report.

The adopted plan review process calls for the Executive Board to take certification action on comprehensive plans on recommendation from the Growth Management and Transportation Policy Boards. Options for Executive Board action are to:

- Certify that the plan is consistent with multicounty planning policies and the Regional Transportation Plan and conforms to Growth Management Act requirements for transportation planning, or
- Conditionally certify that the plan addresses most provisions of regional plans and policies and the Growth Management Act, with a requirement that a limited set of outstanding issues be addressed prior to full certification, or

- Do not certify.

Based on previous board direction, jurisdictions with plans that are certified or conditionally certified are then eligible to apply for PSRC funding or proceed with any project submitted into the Regional Transportation Improvement Program.

Kitsap County Comprehensive Plan Amendments

PSRC conditionally certified the Kitsap County 2024 comprehensive plan. The conditional approval of the 2024 update required the county to resolve an appeal to the Growth Management Hearings Board to address deficiencies in housing and employment capacity documented in the comprehensive plan, and to include a policy on transportation-related air quality. The Growth Management Hearings Board identified several aspects of the plan that needed correction. The county adopted the amended plan on June 22, 2026, and the hearings board issued an order on compliance on August 8, 2025. The amended comprehensive plan includes:

- Updated housing capacity figures that demonstrate capacity for each household income range
- Updated employment capacity figures that demonstrate sufficient capacity
- Policies regarding multimodal evacuation procedures and planning for evacuations
- A goal and policies to address wildfire planning and protection
- A policy to address deficiencies in planned housing or employment growth
- A policy to establish periodic monitoring and reporting of residential and employment capacity
- Policies to protect the public health and to reduce air pollutants and greenhouse gas emissions from the transportation sector

Staff reviewed the adopted comprehensive plan and found the amended plan to be consistent with certification requirements.

NEXT STEPS

The Executive Board will consider the board's recommendation at its December meeting. Additional certifications will be brought forward for consideration at future board meetings.

For additional information, please contact Paul Inghram, Director of Growth Management, at pingham@psrc.org, or Erika Harris, Principal Planner, at eharris@psrc.org.



Puget Sound Regional Council

October 8, 2026

ACTION ITEM

To: Growth Management Policy Board

From: Paul Inghram, Director of Growth Management

Subject: **Recommend Certification of ReDiscover Downtown Kent Subarea Plan**

IN BRIEF

At its October meeting, staff will ask the Growth Management Policy Board to recommend certification of the downtown subarea plan for the City of Kent's Regional Growth Center. This would fulfill the condition of the center's redesignation.

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should recommend the Executive Board certify the ReDiscover Downtown Kent Subarea Plan is consistent with the multicounty planning policies.

The draft certification report and adopted plan are available at the links provided for the board's review.

- [Kent Downtown Subarea Plan Certification Report \(PDF\)](#)
- [ReDiscover Downtown Kent Subarea Plan \(PDF\)](#)

DISCUSSION

VISION 2050 and the [Regional Centers Framework \(PDF\)](#) call for jurisdictions to adopt subarea plans for regional centers. PSRC reviews and certifies these plans in accordance with the Plan Review Manual. The [City of Kent's Regional Growth Center \(PDF\)](#) was redesignated March 26, 2026, with a condition to finalize and adopt the center's subarea plan. Consistent with PSRC's plan review process, PSRC staff provided comments on the draft plan and now recommends certification of the subarea plan that was adopted August 18, 2026.

Subarea Plan Review and Certification

A subarea plan provides detailed goals and policies for how a regional growth center will develop and fulfill its role, including meeting the PSRC Regional Centers Framework's density and growth target criteria. It also establishes a shared vision for a compact, livable community, shaped by public engagement and local priorities. Plans address land use, housing, economic development, transportation, infrastructure, and other strategies needed to support the center's growth. For regional growth centers, a subarea plan is required to demonstrate a commitment to local planning and the strategies and policies needed to meet the Framework's planning criteria.

The ReDiscover Downtown Kent Subarea Plan was reviewed in accordance with the adopted plan review process using PSRC's Regional Centers Framework and the [VISION 2050 consistency tool for Regional Grow Center Plans \(PDF\)](#). The plan was found to be substantially consistent with subarea planning requirements. PSRC staff coordinated with jurisdictional staff in the review of the plan and the development of the certification report.

The adopted plan review process calls for the Executive Board to take certification action on subarea plans on recommendation from the Growth Management and Transportation Policy Boards. Certification of the plan will fulfill the planning condition associated with Kent's conditional redesignation by the Executive Board to redesignate the center.

NEXT STEPS

The recommendation will be considered by the Transportation Policy Board in November. The Executive Board will consider the board's recommendation at its December meeting.

For additional information, please contact Paul Inghram, Director of Growth Management, at pinghram@psrc.org, or Nancy Ferber, Senior Planner, at nferber@psrc.org



Puget Sound Regional Council

October 8, 2026

DISCUSSION ITEM

To: Growth Management Policy Board

From: Paul Inghram, Director of Growth Management

Subject: **PSRC 2027 Recommendations to the State Legislature**

IN BRIEF

PSRC staff will brief the Growth Management Policy Board on the process to adopt recommendations to the 2027 Washington State Legislature.

DISCUSSION

PSRC staff are working to develop recommendations to the Washington State Legislature in advance of the 2027 legislative session. On an annual basis, the Executive Board adopts recommendations to the Legislature to support progress on adopted regional plans and policies.

PSRC staff propose following a similar framework to the recommendations adopted last year (2026 Recommendations to the State Legislature attached) based on adopted regional plans policies in the following focus areas:

- Transportation - Keep the Region Moving Safely
- Housing - Increase Housing Choices and Affordability
- Climate - Significantly Reduce Greenhouse Gas Emissions
- Economic Development – Sustain a Strong Economy

NEXT STEPS

Staff gather input from the Economic Development District Board, Growth Management Policy Board, Transportation Policy Board, Regional Staff Committee and the Equity Advisory Committee throughout the fall before the Executive Board reviews and adopts the legislative agenda at its December meeting.

For more information, contact Robin Koskey, Director of Government Relations and Communications, at rkoskey@psrc.org or 206-798-4462.

ATTACHMENTS

- A. Recommendations to the 2026 State Legislature

Recommendations to the 2026 State Legislature



Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) seeks to address regional growth through policies that advance affordable housing, connected transportation, sustainability and a strong economy.

We acknowledge the challenging economic conditions facing our state and region, compounded by federal-level uncertainty and declining state revenue. PSRC values the Legislature's continued partnership and commitment to working with local governments and elected officials to implement shared priorities.

Keep the Region Moving Safely

A reliable, efficient transportation system is critical infrastructure to build a thriving region where people are connected to homes and jobs. All transportation investments should be planned and implemented with emphasis on safety to reduce deaths and serious injuries on the region's roadways.

- Sustain transportation investments to fully fund maintenance and preservation, ensure projects of regional significance are built, and provide tools to address local funding needs, the largest revenue gap for the region.
- Develop an alternative to the state gas tax through an equitable road usage charge or highway use fee system.
- Continue capital and workforce investment in the Washington State Ferries system to ensure reliable service.

Increase Housing Choices and Affordability

Housing affordability continues to be a top concern of residents and local elected officials in communities in the region. We need to build 620,000 more homes by 2044 and 50% of these homes need to be affordable to people earning less than half of the Area Median Income.

- Invest in operating and capital subsidies to create affordable homes to meet local needs and create homeownership opportunities for Black, Indigenous, and people of color (BIPOC) households.
- Adopt policies to increase housing supply in coordination with local governments to ensure practical and effective implementation.
- Establish the Housing Futures Center at the University of Washington to provide timely analysis and data-driven research for policymakers to address urgent housing needs in our state.

Significantly Reduce Greenhouse Gas Emissions

Enact legislation to respond to the urgent environmental, health, economic and equity threats of climate change through:

- Transit-focused land use.
- Multimodal transportation choices.
- Pricing the transportation system.
- Decarbonization of the transportation system, including freight, transit, ferries, passenger vehicles and fuels.

Sustain a Strong Economy

- Invest in workforce development programs to support workers and meet the needs of employers and a growing economy, including electrification of the transportation system.
- Commit resources to critical infrastructure to support economic development, including broadband.
- Support clean energy industry technology like Sustainable Aviation Fuel (SAF), offshore wind, fusion, hydrogen, and other emerging technologies.

For more information, please contact:

Robin Koskey

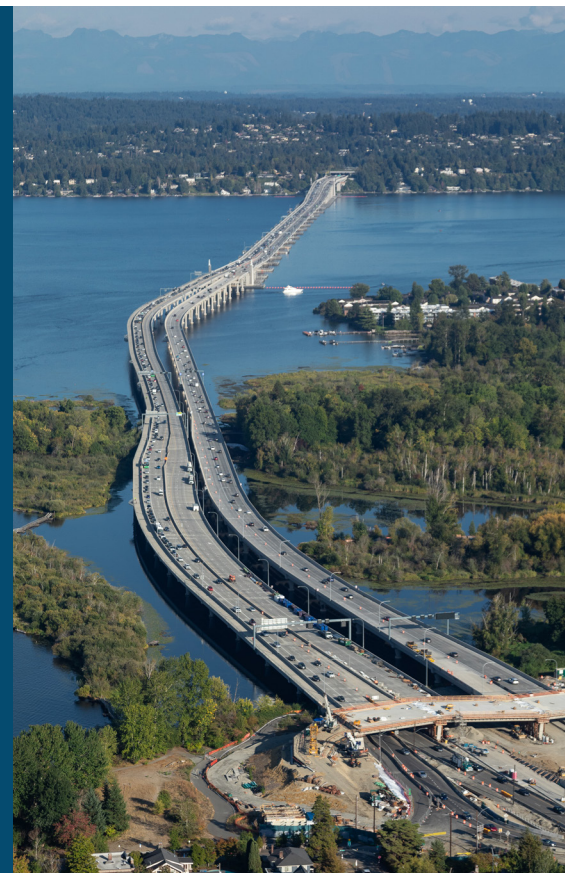
Director of Government Relations & Communications

RKoskey@psrc.org | 206-798-4462

Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region.

PSRC recommendations to the Washington State Legislature support implementation of regionally adopted policies and plans, including:

- [VISION 2050](#)
- [Regional Transportation Plan](#)
- [Regional Housing Strategy](#)
- [Comprehensive Climate Action Plan](#)
- [Regional Economic Strategy](#)





Puget Sound Regional Council

October 8, 2026

DISCUSSION ITEM

To: Growth Management Policy Board

From: Paul Inghram, Director of Growth Management

Subject: **Manufacturing/Industrial Centers**

IN BRIEF

At the October Growth Management Policy Board meeting, staff will present three issues related to manufacturing/industrial centers, including impacts to adjacent communities, planning for industrial jobs, and conflicts with incompatible uses. Staff will seek board direction regarding possible options to address these issues through center designation and subarea plans. Following board direction, staff will develop draft updates to the Regional Centers Framework that will be brought to the board for review at upcoming meetings.

DISCUSSION

The Regional Centers Framework, adopted by the Executive Board in 2018, provides direction and criteria for regional growth and manufacturing/industrial centers. The recent regional centers redesignation and monitoring process provided an opportunity to assess how the current centers criteria and policies are working and where limited updates may be needed. In July, the Growth Management Policy Board (GMPB) endorsed a [scope of work \(PDF\)](#) of select issues in the [Regional Centers Framework \(PDF\)](#).

In September, staff presented information on potential topics for regional growth centers. This meeting focuses on topics related to manufacturing/industrial centers.

Board and Committee meetings review timeline:

- September: Regional growth center topics
- October: Manufacturing/industrial center topics
- November/December: Subarea plan improvements based on Equity Advisory Committee input, and administrative updates
- Winter:
 - Draft Framework amendments

- Recommendations to Executive Board

The attachments provide background on each of the topics discussed below, including initial staff research and potential policy option directions. Options range from maintaining the current approach to targeted changes. Potential changes could be reflected in the Regional Centers Framework, a future VISION update, or through subarea planning requirements.

Topic 1: Impacts to Adjacent Communities

Issue: MICs may contribute to disproportionate impacts to adjacent communities including impacts around transportation safety, air quality, residential uses, and other community impacts. Data from WSDOT finds that nine out of ten MICs overlap with the high-injury network map. The Department of Ecology identified a significant overlap between regional industrial lands and the overburdened communities that are highly impacted by air pollution. However, Senate Bill 6026 may result in increased likelihood of residential uses in and near MICs.

The health departments encouraged recognizing the health impacts to adjacent communities and working to mitigate them.

Issues to consider:

- Should MICs address transportation safety and impacts?
- Should MICs identify existing residential use and the potential for new residential use within and near them?
- PSRC can track the implementation and guidance of Senate Bill 6026
- PSRC can monitor Ecology's implementation of the Climate Commitment Act and rulemaking and guidance for application to industrial areas
- Should plans for MICs be coordinated with local health districts?

Topic 2: Changing Industrial Employment

Issue: New and emerging uses, such as battery storage, data centers, and distribution centers that generate fewer jobs, are competing for limited industrial land. Warehousing has grown substantially while manufacturing space has stagnated, and data centers are placing new demands on industrial land while creating fewer local jobs. These uses may be important components of the regional economy, but the limited supply of industrial land in MICs may be consumed by these lower job density uses making it difficult for MICs to meet their employment goals. Some jurisdictions have implemented incentives for uses that create jobs.

Discussion with the Regional Staff Committee recognized that some key industrial uses, such as the shipyards, can have low employment density.

Issues to Consider:

- Should MICs prioritize uses that create more industrial jobs and/or restrict uses with fewer jobs?
- Should jurisdictions be encouraged to provide incentives for job creation?

Topic 3: Industrial Uses

Issue: The Framework requires 75% core industrial zoning to protect industrial land. However, industrial zoning often allows non-industrial uses, which can create conflicts with the goal of supporting manufacturing and industrial activities. Non-industrial zoning within the MIC may allow for hotels, housing, and offices, which can make it challenging to operate traditional industrial activities. Alternatively, some non-industrial uses are important to function of industrial areas by supplying businesses and employees with important goods and services.

Conversations with cities and at the Regional Staff Committee expressed a need for zoning flexibility to allow supporting uses while also wanting to prioritize MICs for industrial uses. Members of the Regional Staff Committee supported looking at the definition of industrial uses.

Issues to Consider

- Should MICs have stronger protection of core industrial uses through zoning?
- Should the Framework consider a more precise definition of, “core industrial use”?
- Should MICs work to limit incompatible uses that may reduce industrial capacity, such as residential uses, hotels, event facilities, and car dealerships?
- Should the Framework recognize the need to allow sufficient flexibility for non-industrial uses that provide amenities and services for businesses and employees?

NEXT STEPS

Direction from the Growth Management Policy Board will guide the next steps in updating the Regional Centers Framework. Staff will work to develop potential amendments to the Framework for board consideration. Additional topics related to administrative updates and improving equitable outcomes in subarea planning, based on input from the Equity Advisory Committee, will be discussed at upcoming meetings.

For additional information, please contact Paul Inghram, Director Growth Management at Pinghram@psrc.org or 206-464-7549, or Nancy Ferber, Senior Planner at Nferber@psrc.org or 206-464-6179.

ATTACHMENTS

- A. Impacts to Adjacent Communities
- B. Changing Industrial Employment
- C. Industrial Uses

Attachment A: Impacts to Adjacent Communities

When communities are located near or in the path of manufacturing and industrial activities, they may be subject to impacts due to the nature of industrial uses, including air and noise pollution and transportation safety impacts. Strategically locating and concentrating these uses in Manufacturing/Industrial Centers (MICs) is an important part of the regional growth strategy. Focusing industrial activity in MICs helps preserve industrial land and provides dedicated locations for industrial activities, reducing potential conflicts with other land uses while supporting the regional economy.

While MICs are intended to accommodate industrial activities, impacts on adjacent communities can result from their function. Continued planning work for MICs can identify opportunities for mitigating these impacts.

What does the Regional Centers Framework currently require?

The Regional Centers Framework includes limited requirements to address the impact of MICs on adjacent areas and residential uses. Currently, the Regional Centers Framework expects MICs to address community impacts by “encouraging transitional buffers between uses to minimize impacts on adjacent land uses.” MICs are expected to address transportation needs but are not explicitly required to consider transportation safety issues. MICs are required to document commute impacts through transportation demand management strategies consistent with the Regional Transportation Plan when they are located outside of a transit service district.

How are jurisdictions currently meeting requirements?

Jurisdictions plan for transportation needs, freight infrastructure, transit access, transportation demand management, and safety in subarea and jurisdiction-wide transportation plans. During the review of MIC subarea plans, some subareas were found to include buffer zones and plans for screening industrial uses from residential area. Other community impacts were less commonly addressed by subarea plans, and the Framework does not include additional criteria for community impacts.

In addition to adjacent areas, residential uses within MICs raise policy questions about how to balance the need to preserve industrial land with the potential impacts of industrial activities on residents. Multifamily uses may be allowed in commercial zones within MICs. Additionally, supportive housing, shelters, emergency housing, and group housing are commonly allowed in industrial zones as conditional uses. These uses can increase the potential for residents, particularly those in more vulnerable circumstances, to experience adverse impacts from nearby industrial activities.

New development in industrial areas must meet modern stormwater, air quality and other environmental standards. However, many industrial uses have existed for years and may predate current standards.

During the monitoring review, it became apparent that transportation impact mitigation requirements were not consistently addressed in MIC subarea plans. Industrial areas may be subject to increased traffic, competing travel modes, high volumes of truck traffic, and higher level of diesel emissions, which may impact adjacent communities.

What has changed that has prompted review of this topic?

In 2024, PSRC released its [Industrial Lands Analysis](#) update, which included a section on impacts to adjacent communities. The update details the health risks from industrial pollution through air pollution and stormwater runoff. It also identifies communities with a higher burden of air pollution and equity concerns regarding the high percentage of people of color that live within a mile of MICs.

In 2025, PSRC released the Regional Safety Action Plan to respond to the transportation safety crisis. Nine of the ten MICs have streets on the high injury network.

In 2026, Senate Bill 6026 became law. The bill requires local jurisdictions with a population of 30,000 or more to not prohibit residential uses in commercial or mixed-use zones. The bill does carve out exemptions for this prohibition, including industrial zone areas. However, commercial zones are present in the region's MICs and are often in transition areas between industrial and residential uses. This change could result in more housing near and within industrial areas and may result in conflicts between uses.

What do research or data indicate about current conditions or opportunities for improvement?

Transportation Safety

Data from WSDOT finds that nine out of ten MICs overlap with the high-injury network map. The high-injury network was developed by including the top 15th percentile of rights-of-way based on killed and severe injury crashes (KSI). KSI is strongly linked to vehicle size in a crash, and industrial vehicles typically have much more mass than standard vehicles.

Mode-split goals were identified in the Framework as a potential performance measure to track reducing transportation-related environmental impacts. To reduce transportation impacts, jurisdictions could better coordinate with environmental agencies and partners to develop and track performance measures, including mode-split goals where appropriate.

Residential Uses Within MICs

Residents within MICs are among those most directly exposed to potential impacts from industrial activities. Existing zoning in some MICs allows residential uses, and SB 6026 may create additional opportunities for residential development in commercially zoned

areas in or adjacent to industrial lands. Without changes to current policies, the population living within and near MICs could increase as housing capacity increases.

Environmental Justice & Air Quality

In 2023, the Washington State Department of Ecology identified 16 overburdened communities across the state that are highly impacted by air pollution. There is significant overlap between regional industrial lands and the overburdened communities identified by the department. The Paine Field/Boeing Everett MIC, Duwamish MIC, North Tukwila MIC, Kent MIC, and the Port of Tacoma MIC are all located fully or partially within the identified areas. The Department of Ecology reports that residents in these communities experience higher rates of asthma and lower life expectancies compared to the rest of Washington.

People of color are disproportionately affected by pollution, raising concerns related to equity and environmental justice. Numerous studies at the national level have found that people of color are exposed to higher levels of air pollutants and heavy metals than their white peers. Many studies point to the lingering effects of racist urban policies and redlining that resulted in the siting of undesirable uses in communities of color. Statewide data indicates that people of color have worse health outcomes than white residents. People of color are also disproportionately located within a one-mile buffer of MICs in the region. While people of color made up 38% of the region's population in 2021, they represented 46% of those living within a one-mile buffer of MICs. This overrepresentation was especially notable in the North Tukwila and Kent MICs, where people of color represented 73% and 64% of the population, respectively.

What are the options to address this topic?

The [Regional Safety Action Plan \(PDF\)](#) highlights strategies that have been proven to be most effective across different 'emphasis areas.' Jurisdictions could specifically address the needs of the manufacturing/industrial areas when analyzing transportation safety data, identifying high-injury prone rights-of-way, and developing projects to improve transportation safety as part of their transportation plans. The Regional Safety Action Plan provides information to support jurisdictions' transportation safety work.

Senate Bill 6026 creates potential for additional conflict in industrial areas with commercial zoning because it allows residential uses in commercial and mixed-use zones. Additional guidance could address planning for existing housing in and near MICs through subarea planning.

On air pollution, the Climate Commitment Act directed the Department of Ecology to reduce pollution in overburdened communities that are highly impacted by air pollutants. PSRC could monitor the work and rulemaking that Ecology is undertaking. The rulemaking will determine processes and strategies for emission reductions to achieve air quality targets. In [Ecology's 2025 report \(PDF\)](#) on the impacts of air pollution on overburdened communities, mitigation strategies are noted. It may be appropriate to coordinate subarea planning for MIC with local public health districts to help address community impacts.

Issues to Consider Addressing Impacts to Adjacent Communities:

- Should MICs address transportation safety and impacts?
- Should MICs identify existing residential use and the potential for new residential use within and near them?
- PSRC can track the implementation and guidance of Senate Bill 6026
- PSRC can monitor Ecology's implementation of the Climate Commitment Act and rulemaking and guidance for application to industrial areas
- Should plans for MICs be coordinated with local health districts?

Attachment B: Changing Industrial Employment

One of the key objectives of designating manufacturing/industrial centers is to preserve industrial land to support retention and creation of family-wage jobs. The changing nature of industrial uses and the growth in some industries is creating demand for industrial land with uses that generate relatively low amounts of employment or create jobs that tend to be lower paying than traditional manufacturing. There may be few alternative locations for some of these uses, which increases the pressure on land within manufacturing/industrial centers.

What does the Regional Centers Framework currently require?

The Regional Centers Framework includes requirements for existing and planned jobs in manufacturing industrial centers (MICs) but does not address job density.

<u>Industrial Employment Centers</u>	<u>Industrial Growth Centers</u>
A minimum of:	A minimum of:
• 10,000 existing jobs • 20,000 planned jobs • 50% industrial employment	• 4,000 existing jobs • 10,000 planned jobs • 50% industrial employment

PSRC's current definition of industrial employment includes a wide variety of industries across five employment categories (see Figure 1). All of these job types currently count towards the Framework's industrial employment criteria, although it is worth noting they may not all be equally desirable for communities in terms of employment density and the provision of family-wage jobs. PSRC's 2024 Industrial Lands Analysis found there are significant variations in pay between different industrial sectors.

Figure 1. Industrial Employment Job Categories

Category	Industry
Construction	Builders & Contractors
	Heavy & Civil Construction
Manufacturing	Electronics & Components
	Food & Bev Processing
	Machinery & Transportation Equipment
	Metals & Fabrication
	Other Manufacturing
	Printing & Publishing
	Refining, Chemicals & Plastics
	Textiles, Apparel & Leather
	Wood & Paper Products
TDL	Transportation, Distribution & Logistics (TDL)

Warehousing & Wholesale	Warehousing & Storage
	Wholesaling
Other Industrial	Building & Grounds Services
	Industrial Services
	Other Industrial
	Telecom, Broadcasting & Video Production
	Utilities
	Waste Management & Remediation

How are jurisdictions currently meeting requirements?

Overall, MICs are meeting the employment criteria. In the 2026 centers redesignation process, three variances from the criteria on jobs were noted.

- Two MICs, North Tukwila and Puget Sound Industrial Center – Bremerton, fell short on the criteria for the number of existing jobs in the center. North Tukwila is just shy of the 10,000 jobs minimum. Bremerton is below the 4,000 jobs minimum.
- One MIC, Ballard-Interbay-Northend, did not meet the criteria for at least 50% of jobs being classified as industrial.

There are no current criteria or expectations for job density, although the Cascade Industrial Center provides an industrial development incentive for job creation, consisting of a 10-year property tax exemption. Some jurisdictions have looked at standards for a minimum number of jobs per square feet for new development.

What has changed that has prompted review of this topic?

MICs are envisioned as employment areas in the region with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. These areas form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher-than average wages. MICs are host to unique and irreplaceable economic assets including ports, rail and freight corridors, and other critical infrastructure. At the same time, the demand for warehousing and distribution space, data centers, and emerging and innovative uses are competing for industrial space across the region. As the Framework calls for future job growth in manufacturing/industrial centers, jurisdictions should work to ensure the jobs being created in MICs reflect the intention of the centers.

The regional economy has faced slower growth in recent years, with regional employment declining in 2025. Manufacturing employment also fell 1.9% from 2024-

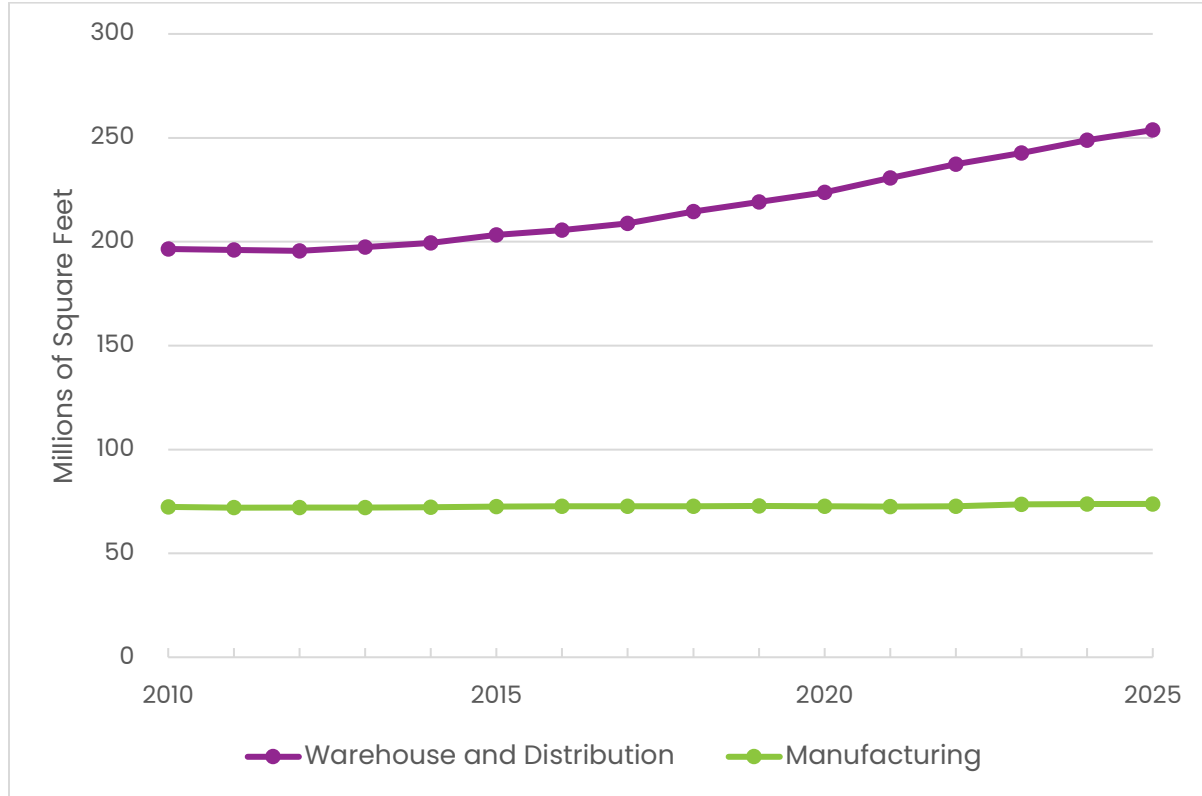
2025¹, and national projections show little manufacturing job growth through 2034.² At the same time, the region remains a nationally significant center for aerospace, maritime, biotech, and clean tech manufacturing, with stakeholders reporting a shortage of small and medium-sized manufacturing spaces. Demand for warehousing and, more recently, data centers are also increasing pressure on industrial land.

Warehousing

The construction of warehousing and distribution spaces has significantly increased in recent years while manufacturing space has stagnated. The effects of the COVID-19 pandemic resulted in a significant increase in warehousing space. As seen in Figure 2, from 2010 to 2025, the square footage of warehouse and distribution space in the region increased 29% while manufacturing square footage increased only 2%. Although these numbers are regional and account for more than just MICs, increased demand for warehousing space may increase pressure on MICs to accommodate warehousing. Compared to manufacturing, warehousing activities may elevate traffic impacts while offering fewer jobs, lower job density, lower average wages and limited supply chain economic impacts. Warehousing and delivery employment is currently included in PSRC's industrial jobs classification.

¹ Washington State Employment Security Department

² [U.S. Bureau of Labor Statistics. \(2026\). Industry and occupational employment projections overview and highlights, 2024-34.](#)

Figure 2. Regional Inventory of Warehousing and Manufacturing Space, 2010-2025

Source: Costar, *Warehouse and Distribution Inventory SF in King, Kitsap, Pierce, and Snohomish Counties, 2010-2025*; Costar, *Manufacturing Inventory SF in King, Kitsap, Pierce, and Snohomish Counties, 2010-2025*.

Data Centers

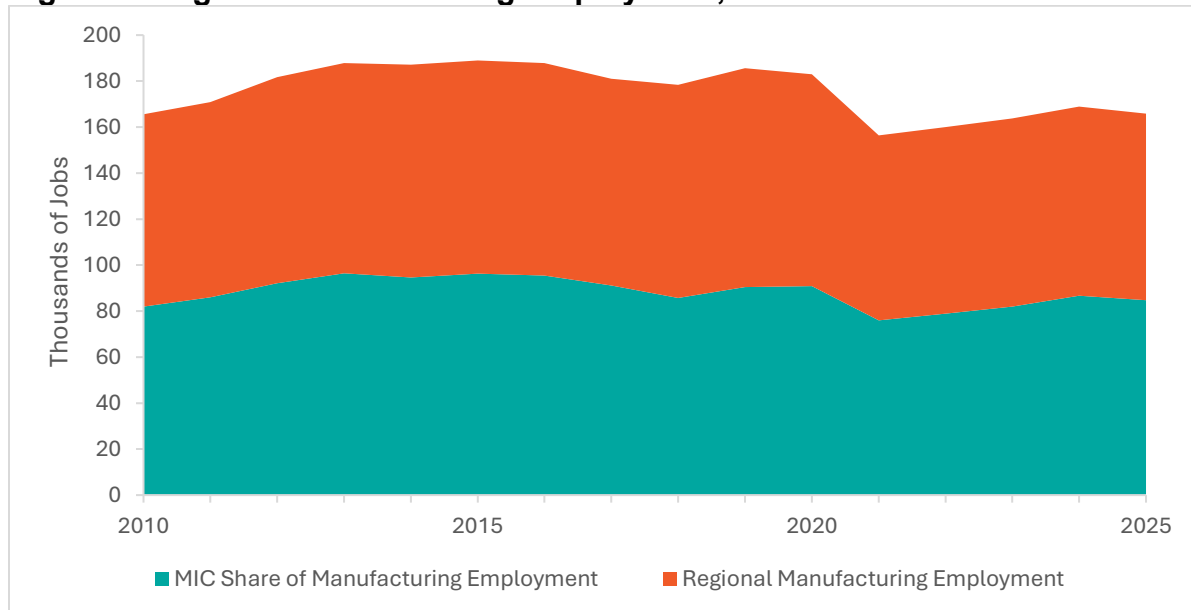
Although not a new land use, data centers have become a hotly contested issue as the advancement of artificial intelligence has increased the appetite for large data centers. It is estimated that 1,500 data centers are under development in the United States and that a typical modern data center occupies more than 200 acres of land. Large data centers are resource intensive, requiring high levels of power and water supply, while seemingly offering few community benefits. The connection between data centers and jobs is still not fully understood, with recent research by Brookings finding that only certain types of data centers produce local jobs.³ Data centers have come into focus as an area of community concern with some jurisdictions, including Seattle, Tacoma, and Snohomish County, passing moratoriums or limiting the establishment of data centers. MICs will likely come under pressure to accommodate data centers, which may compete with traditional manufacturing and industrial uses. Data center employment is not currently included in PSRC's industrial jobs classification.

³ Brookings. (2026). [New evidence on data center employment effects](#).

What do research or data indicate about current conditions or opportunities for improvement?

MICs continue to be major industrial employment centers — 76% of all jobs in MICs are categorized as industrial. MICs represent 29% of the region's industrial jobs and 11% of the region's overall jobs. The 2025 Centers Monitoring report found that while the number of industrial jobs in MICs had increased since 2005 by 18%, the number of non-industrial jobs has risen at a faster rate (37%). In the long term, the mismatch between this growth rate could result in more MICs falling short of the 50% industrial jobs target.

Figure 3. Regional Manufacturing Employment, 2010-2025



Source: PSRC Covered Employment Data, 2010-2025

Over the last 15 years, MICs have hosted roughly half the region's manufacturing jobs (see Figure 3). Over the same time period, manufacturing jobs located in MICs outperformed the rest of the region, growing by over 3% while manufacturing jobs located outside of MICs fell by 3% (see Figure 4). Similarly, manufacturing employment in MICs fared better than the rest of the region in terms of COVID-19 recovery. Regional manufacturing jobs located outside of MICs are still nearly 15% below 2019 levels, while MIC manufacturing employment has fallen by only 6%. Historically, the data shows that manufacturing jobs hosted in MICs have been more insulated from volatility than those located in other parts of the region.

Figure 4. Percent Change in Regional Manufacturing Employment, 2010-2025

	Manufacturing Jobs in MICs	Manufacturing Jobs Elsewhere
2010 – 2025 % Change	3.4%	-3.1%
2019 – 2025 % Change	-6.4%	-14.7%

What are the options to address this topic?

Shift in economic demands for uses with lower number of associated jobs has the potential to inhibit MICs from meeting industrial employment goals. If uses such as distribution and data centers consume more space in manufacturing/industrial centers, MICs may see reduced growth of industrial jobs. However, it can be difficult for jurisdictions to know what job creation will occur with individual developments or to predict what industrial development will occur in the future. MICs could restrict the types of industrial projects or include standards related to job creation. MICs could also explore incentives for uses with higher job creation.

Issues to Consider Addressing Changing Industrial Employment:

- Should MICs prioritize uses that create more industrial jobs and/or restrict uses with fewer jobs?
- Should jurisdictions be encouraged to provide incentives for job creation?

Attachment C: Industrial Uses

During the 2025–26 monitoring process, jurisdictional staff and board members expressed interest in exploring whether the current criteria provide sufficient flexibility for complementary uses to allow employee amenities while continuing to protect land for manufacturing and industrial activity. Jurisdictions are balancing the need to preserve land for industrial use with opportunities to accommodate uses that support the manufacturing/industrial workforce and respond to market demands. Limited commercial retail and small restaurants provide amenities for employees and may support industrial activity.

However, larger commercial and destination-oriented developments, such as hotels, conference centers, and other non-industrial uses, compete with industrial activities and can limit opportunities for future industrial growth. Incompatible, non-industrial uses consuming industrial land gradually undermines the role of centers as concentrated areas for manufacturing and industrial employment.

What does the Regional Centers Framework currently require?

The Regional Centers Framework requires existing and new Manufacturing/Industrial Centers (MICs) to maintain at least 75% of their land area zoned for core industrial uses. The Framework defines core industrial uses as zoning designations dominated by traditional industrial activities, including manufacturing, transportation, warehousing, and freight terminals, with commercial uses strictly limited.

How are jurisdictions currently meeting requirements?

During the 2025-26 monitoring process, all MICs met the requirement of at least 75% of land zoned for core industrial uses, suggesting the criteria threshold has been effective at maintaining the region's industrial land base. Nine of the ten MICs also meet the requirement that at least 50% of jobs be in industrial sectors, with Ballard-Interbay as the only center currently below the threshold at 39%.

What has changed that has prompted review of this topic?

Jurisdictional staff and board members expressed interest in exploring whether the current criteria provide sufficient flexibility for complementary uses to allow employee amenities while continuing to protect land for manufacturing and industrial activity. Some non-industrial facilities have been developed in MICs. The construction of new light rail stations in and near MICs may increase pressure to develop non-industrial uses.

What do research or data indicate about current conditions or opportunities for improvement?

Overall, the Industrial Lands Analysis finds that there have been few changes to the amount of land zoned for industrial uses across the region since the 2015 analysis, and the region continues to maintain large concentrations of industrial land. Within MICs, Frederickson, Kent, Duwamish, Paine Field/Boeing Everett, North Tukwila, and PSIC Bremerton have the highest shares of industrial acreage.

Over time, jurisdictions have refined industrial zoning in response to compatibility concerns and changing economic conditions. Some have narrowed allowed uses to protect industrial activity, while others have allowed limited non-industrial uses or shifted zoning toward broader employment, residential, retail, or mixed-use developments.

The Industrial Lands Analysis found that there is continued pressure for incompatible uses on industrial lands. Stakeholders emphasized the importance of zoning categories that protect the intended use of industrial lands, limiting housing development, especially as jurisdictions continue their work to address the region's housing shortage.

What are the options to address this topic?

Strategies such as maintaining contiguous industrial areas, while limiting non-industrial encroachment, can help preserve industrial capacity over time. However, flexibility in zoning and the definition of industrial uses can ensure that supporting uses can be allowed in MICs and that MICs can adapt over time.

Issues to Consider Addressing Industrial Uses:

- Should MICs have stronger protection of core industrial uses through zoning?
- Should the Framework consider a more precise definition of, “core industrial use”?
- Should MICs work to limit incompatible uses that may reduce industrial capacity, such as residential uses, hotels, event facilities, and car dealerships?
- Should the Framework recognize the need to allow sufficient flexibility for non-industrial uses that provide amenities and services for businesses and employees?



Puget Sound Regional Council

October 8, 2026

DISCUSSION ITEM

To: Growth Management Policy Board

From: Paul Inghram, Director of Growth Management

Subject: **Zoned Housing Capacity Analysis**

IN BRIEF

At the October Growth Management Policy Board meeting, staff will present results from an early analysis of PSRC's Future Land Use dataset that demonstrates increases in housing capacity.

DISCUSSION

The Future Land Use dataset is a regional representation of local zoning codes and development regulations. Staff have updated the dataset to reflect jurisdictions' efforts to update local comprehensive plans and implement regulations to accommodate new growth targets. It also reflects recently enacted state zoning requirements related to middle housing, accessory dwelling units and more. A comparison analysis of the updated Future Land Use dataset with the previous version representing development regulations pre-comprehensive plan updates can help to highlight where significant zoning actions have been taken to increase local development capacities.

NEXT STEPS

The Future Land Use dataset will be instrumental in looking at how the region plans for growth as PSRC begins development of VISION 2060.

For additional information, please contact Carol Naito, Program Manager – Data Applications, at CNaito@psrc.org or 206-464-7535, or Lauren Engel, Senior Planner/GIS Analyst, at LEngel@psrc.org or 206-464-7540.

2026 PSRC Growth Management Policy Board Meetings

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No meeting in August

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No meeting in December

Meetings are held 10:00 a.m. - 12:00 p.m. the **third** Thursday of the month. As needed, the Transportation Policy Board and the Growth Management Policy Board meet in joint session to coordinate activities and make decisions/recommendations.

Meeting dates and times are subject to change. If a meeting is changed or cancelled, GMPB members and alternates will be notified. Updated meeting dates are listed at <https://www.psrc.org>.

TOD on a Roll: Making the Most of New Transit Connections



The region has been on a roll opening new transit stations, fulfilling a decades-long promise to connect communities with high-capacity transit. Join community leaders to hear highlights of recent TOD opportunities and discuss what's next. A webinar will highlight recent work to support transit-oriented development. In-person walking tours will feature work in Shoreline and Redmond to improve transit access, provide more housing, and connect neighborhoods.

Friday, October 16, 2026



10:00 a.m. – 12:00 p.m.

Zoom – Virtual Event

[Register for the webinar](#)



1:30 p.m. – 3:30 p.m.

Shoreline TOD Walking Tour

[Register for the tour](#)

Friday, October 23, 2026



1:30 p.m. – 3:30 p.m.

Marymoor and Downtown Redmond Walking Tour

[Register for the tour](#)

Free to attend. Space limited for walking tours.

Learn more about the event at psrc.org.