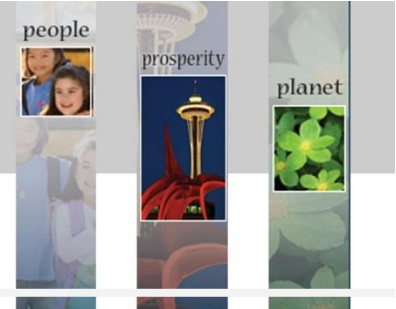


REGIONAL DESIGNATION REPORT REVIEW OF MANUFACTURING/INDUSTRIAL CENTER APPLICATION

CITIES OF SUMNER AND PACIFIC
FEBRUARY 25, 2016



Overview

On December 3, 2015, PSRC received an application from the cities of Sumner and Pacific for designation of a 2,100-acre, industrially-zoned area of the cities as a regional manufacturing/industrial center, pursuant to the designation procedures adopted by the PSRC Executive Board in September 2011. PSRC staff has reviewed this request, along with additional information provided by the cities. The PSRC staff recommendation for Executive Board action is as follows:

The Executive Board should approve the provisional designation of the proposed Sumner-Pacific Regional Manufacturing/Industrial Center.

Background

Regional centers are a core component of VISION 2040's strategy for accommodating and managing growth in the central Puget Sound region. Manufacturing/industrial centers are identified as concentrations of employment that will accommodate a significant share of regional employment growth, promote efficient use of land and provision of infrastructure, and support the industrial and manufacturing sectors of the region's economy.

Because centers serve as an organizing framework for an efficient multimodal transportation system and are targeted to accommodate significant growth, they have been given priority for local and regional infrastructure investments since 2002, when designated regional centers and the corridors that connect them became the policy focus in the regional [Policy Framework for PSRC's Federal Funds](#).

Based on the heightened importance of centers, the Executive Board adopted Designation Procedures in June 2003. The Designation Procedures were revised in 2011 to address updated policy guidance adopted in VISION 2040. The Designation Procedures are designed to ensure that the proposed center can accommodate significant growth, limit the number and distribution of centers, and provide consistency regarding the type, location, distribution, and development potential of new centers.

Other than the minimum thresholds, the criteria, including the VISION 2040 and centers planning expectations, are intended to be met generally, with each application evaluated using the information and responses to the criteria provided by the applicant.

PSRC staff evaluated the application from the cities of Sumner and Pacific, and a draft of this report was provided to the cities for review and comment.

A. Eligibility and Designation

To be considered for designation as a manufacturing/industrial center, applicants must meet four basic eligibility requirements: 1) The proposed center must be within an urban growth area, 2) it must be identified as a candidate regional center within the local jurisdiction's comprehensive plan, 3) it must be identified as a candidate center in the countywide planning policies, and 4) the jurisdiction must have adopted an ordinance or resolution requesting PSRC to designate it as a regional center and authorizing the jurisdiction's staff to submit an application. The following summarizes how the Sumner-Pacific manufacturing/industrial center addresses the eligibility requirements:

1. Location of the proposed center within an urban growth area:

The proposed center is located in the urban growth area, within the cities of Sumner (90% by area) and Pacific (10% by area) (see figure 1).

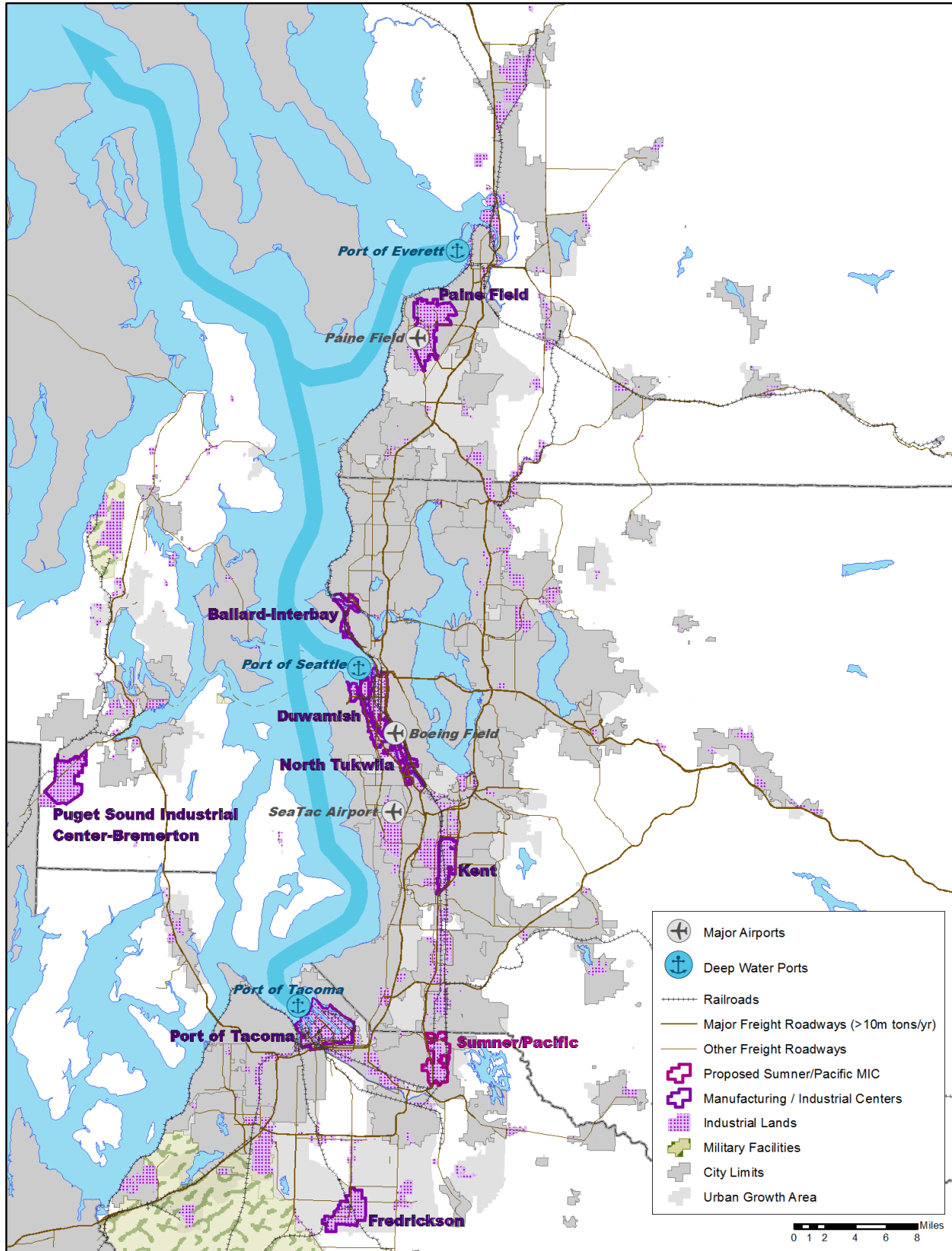
2. Designation in the local jurisdiction's comprehensive plan:

The Sumner 2015 Comprehensive Plan states that the city will, "Pursue a regional designation by the Puget Sound Regional Council and amend the boundary of the manufacturing/industrial center as necessary to meet industrial growth and demand." (Land Use Element, Policy 1.11)

The Pacific 2011 Comprehensive Plan states that, "The City of Pacific, in partnership with the City of Sumner, is pursuing regional designation of its combined core industrial areas as a Manufacturing/Industrial Center (MIC). MIC designation reflects the fact that this area has prime access to transportation and trade infrastructure, is regionally significant as a current and future hub of industrial employment, and is an important economic resource for the Central Puget Sound region. In 2008, the manufacturing/industrial center provides roughly 10,000 jobs and is expected to accommodate up to 20,000 jobs." (Chapter 2, Section 3.1) The plan also includes policies calling for the city to "Plan for Pacific's proportional contribution to the established job targets in the Sumner-Pacific MIC to meet PSRC's minimum employment target designation criteria." (Policy LU 12.3)

Note: The City of Pacific has not yet completed its 2015 periodic comprehensive plan update. The city is currently working through the update process and anticipates adoption in March 2016.

Figure 1. Proposed Sumner-Pacific Regional Manufacturing/ Industrial Center



3. Designation through a countywide planning policy process:

The Sumner/Pacific Manufacturing-Industrial Center is identified as a candidate regional center on page 83 of the Pierce County Countywide Planning Policies, dated July 27, 2014. This follows an approval and ratification process by local governments in Pierce County.

Note: The boundaries of the candidate center have been amended since countywide designation to incorporate a 156-acre former golf course property that was redesignated for industrial uses in 2014, as well as a few other parcels in the southern part of the center.

4. Request for manufacturing/industrial center designation:

The City of Sumner adopted resolution 1443(S) on November 16, 2015, requesting regional designation of the proposed center and authorizing staff to submit an application to PSRC. The City of Pacific adopted resolution 2015-302 on November 23, 2015, requesting regional designation and authorizing staff to submit an application to PSRC.

B. Designation Criteria

In addition to fulfilling the eligibility requirements listed above, applicants for manufacturing/industrial center designation must demonstrate conformity with the criteria addressing three main issues: 1) compatibility with VISION 2040, 2) minimum required existing and planned activity levels and sufficient zoned development capacity, and 3) a commitment to center planning expectations.

1. Compatibility with VISION 2040

The proposed regional center is consistent with and supportive of VISION 2040 policies for centers. The proposed center has the capacity to accommodate significant industrial and manufacturing employment growth, and the cities have established goals and policies to support that growth (Sumner: land use policies 1.12, 1.14, Pacific goal LU 12, policy LU 12.4). The cities have adopted policies limiting incompatible uses within and adjacent to the center (Sumner: land use policies 1.12, 1.13, Pacific: goals 12, 13, policies LU 12.1, 12.2).

Both cities' comprehensive plans include numerous policies that support the provision of adequate infrastructure to the center (Sumner: economic development goals 2, 3, policy 8.5, Pacific: policies ED-35,36,38). The cities should also consider adopting policies that call for local infrastructure funding to be prioritized to support the center.

See section 3 below for additional discussion of how the application addresses VISION 2040.

VISION 2040

Goal: The region will continue to maintain and support viable regional manufacturing/industrial centers to accommodate manufacturing, industrial, or advanced technology uses

MPP-DP-8 Focus a significant share of employment growth in designated regional manufacturing/industrial centers.

MPP-DP-9 Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

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.

For a complete summary of centers-related provisions in VISION 2040 and other PSRC documents, see Appendix B of the [Regional Centers Monitoring Report](#)

2. Required Activity Levels

i. Existing Levels of Activities

The designation criteria for new regional centers require a minimum existing employment level of 10,000 jobs. The proposed center included 10,200 jobs in 2014 according to a PSRC analysis of Employment Security Data. The majority of those jobs are in the warehousing, trade, and utilities (4,200 jobs), construction and resource (2,500 jobs) and manufacturing (1,800 jobs) sectors. The remainder of the jobs are in the retail (1,100 jobs), finance, real estate, and services (500 jobs), and government (100 jobs) sectors.

ii. Target Levels of Activity

The designation criteria for new regional centers require a minimum targeted employment level of 20,000 jobs. Both cities' comprehensive plans (Sumner: land use policy 1.14, Pacific: policy 12.2) call for the cities to promote the creation of at least 20,000 jobs within the proposed center. The cities should work through the subarea planning process to develop and adopt growth targets for the center that are consistent with each city's citywide target and the land use vision for the center, represent a significant amount of employment growth, and able to be accommodated by the land capacity, zoning, and infrastructure availability in the center.

	Minimum Criteria	Sumner-Pacific
Existing employment	10,000	10,200 (2014)
Employment capacity	20,000	21,000

iii. Zoned Development Capacity

The designation criteria for new regional centers require zoned capacity that can adequately accommodate targeted levels of growth. The current zoned development capacity for the proposed center is estimated at about 21,000—sufficient to accommodate the required number of jobs and the cities' goal for future center employment.

Note: The 2014 Pierce County Buildable Lands Report indicates a shortfall in employment capacity in the Pierce County portion of the City of Pacific compared to the city's adopted growth target. Due to Sumner having a surplus of employment capacity, the manufacturing/industrial center as a whole can accommodate the planned growth. Both cities, in coordination with Pierce County and the PSRC, have begun a process to resolve any issues in the alignment of capacity and planned growth through reassessment of employment capacity in Pacific, shifting a portion of Pacific's employment target to Sumner, and comprehensive plan amendments as needed.

iv. Planned Land Use

The designation criteria for new regional centers require that at least 80% of property within proposed new manufacturing/industrial center (MIC) boundaries must have planned future land use and current zoning designations for industrial and manufacturing uses. The entire proposed center is zoned to allow industrial uses, and both cities' comprehensive plans call for a focus on industrial uses within the center and limit non-industrial uses to accessory uses in most (90%) of the area (Sumner: land use policies 1.12, 1.13, Pacific: goals 12, 13, policies 12.1, 12.2).

	Minimum Criteria	Sumner-Pacific
Area zoned industrial	80%	100%

3. Commitment to Center Planning Expectations

The center designation criteria include a commitment to meet expectations for center planning through regional guidance provided in the *Regional Center Plans Checklist* in PSRC's *Plan Review Manual*. Topics in the checklist include center planning/vision, environment, land use, housing, economy, public services, and transportation. Jurisdictions with regional centers are required to adopt a center subarea plan as part of their comprehensive plan no later than two years after designation.

The cities reference significant planning work that has already occurred in their application materials, including a market study completed in 2008, policies and provisions in the comprehensive plans that support the vision for the proposed center, and infrastructure functional plans (water, sanitary sewer, storm drainage and transportation) that support planned industrial growth and development in the proposed center.

While the cities have not yet completed a subarea plan for the proposed center, they have committed to a planning process in the next two years, as allowed by the designation procedures. The cities have jointly entered into an interlocal agreement that commits the cities to "coordinate and plan for long-term growth and development with common vision and goals" and work together "in good faith, to develop and adopt a long-term subarea plan for the Sumner-Pacific manufacturing/industrial center over the next 2 years as required by PSRC." The application lays out an anticipated schedule for this work, which is expected to occur between June 2016 and August 2017 (see sidebar).

Anticipated Subarea Planning Process
<ol style="list-style-type: none"> 1. Stakeholder Outreach (June 2016)—Interview and survey stakeholders including businesses, chamber of commerce, tribes, developers, staff and others, on the future needs and issues related to the MIC area and record this input. 2. City Councils (June 2016)—Discuss the vision, goals and objectives with city councils regarding the MIC and record input. 3. Develop Alternatives (July/August 2016)—Based on input, develop alternative approaches to the future of the MIC area. 4. Public Workshop (September 2016)—Receive comments and suggestions on the alternatives presented and narrow down alternatives. 5. Draft Subarea Plan (September 2016-December 2016)—Prepare draft subarea plan 6. SEPA/GMA Process (December 2016-February 2017) 7. Public Workshop (January 2017)—Introduce draft subarea-plan and alternatives 8. Planning Commission (March 2017-May 2017): 9. City Councils (June 2017-August 2017)

i. Center Plan Concept (or Vision)

The cities' shared vision for the center, described below as presented in the application materials, outlines a future for the center that is consistent with and supportive of a number of themes in VISION 2040.

The vision for the Sumner-Pacific manufacturing/industrial center (MIC) in 2035 is a diversified manufacturing and industrial area that plays an important role as a regional center for freight facilities, including key transloading and warehousing functions related to continued growth at the Port of Tacoma and the Port of Seattle. New manufacturing, flex-tech, research and development and mixed office and industrial developments have been added to the warehouse and transportation emphasis. Job and development densities have increased and reflect the maturation of this center.

Employment in the area is roughly 20,000. The area is approaching build-out and mostly experiences redevelopment of low-intensity properties.

Large high-functioning buffers have been maintained and enhanced along the White/Stuck River. Other critical areas, such as fish-bearing tributaries, wetlands, have also been protected and enhanced. Development has been consistent with flood protection and mitigation requirements. In marginal development locations wetland mitigation banks have been established.

Portions of the area in Pacific along Stewart, Thornton, and Valentine Avenues, have emphasized smaller-scale manufacturing that features a significant retail component. This has added vitality, pedestrian traffic and enhanced aesthetics to this area. Sumner has taken advantage of its larger parcel sizes and other assets and has emphasized larger industrial facilities that have become a proving ground for new sustainable industrial technologies and site development techniques.

Sumner and Pacific have maintained and strengthened the separation of incompatible uses, including restrictions on large retail and residential development, through their comprehensive plans and zoning codes. Existing water and sewer service has been complemented with an enhanced modern stormwater system throughout the MIC. Increased infrastructure funding from federal grants administered by the Puget Sound Regional Council (PSRC) has facilitated the continued development of the MIC, enhanced freight mobility and has provided significant new facilities that benefit all modes of transportation. Enhanced rail connections for industry and grade separated crossings at key arterials have been constructed. Issues related to truck parking, queuing and services have been addressed through public-private partnerships that included a significant effort by the industrial facilities themselves to address the problem. A continuous trail runs through the MIC along the White/Stuck River. The area is well-served by transit, including a regional rail stop in downtown Sumner and the Lake Tapps Parkway and feeder routes that serve industrial facilities in the core area.

Industrial facilities have integrated low impact development concepts, including rain gardens, pervious pavements, green roofs and new technologies. Enhanced design standards and native landscaping have set the bar for modern industrial development.

The Sumner-Pacific MIC has been incorporated into both cities' respective comprehensive plans, designated on the future land use maps, zoning maps, and incorporated into the development regulations to meet goals and objectives. The Pierce County CPPs designate the Sumner-Pacific MIC as a candidate manufacturing/industrial center and contain employment targets consistent with the capacity for 20,000 jobs.

An Economic/Market Analysis was completed in 2008 demonstrating how the Sumner-Pacific MIC can accommodate growth due to large parcel sizes, assumptions of density and demand for industrial development.

Much of this vision is already reflected in the cities' comprehensive plans, and will be further developed and refined through the upcoming center subarea planning process.

Market Analysis

The regional center plans checklist also calls for a market analysis of the center's development potential to be completed for new centers. The cities commissioned a market analysis (Sumner & Pacific Manufacturing/Industrial Center Economic Analysis: Market Potential Assessment) for the proposed center in 2008. The analysis assessed the proposed center's current character and future potential, described real estate conditions affecting industrial activity and development, and assessed the implications of market conditions for future development. The market analysis found the employment levels envisioned by the cities to be plausible.

ii. Environment

The proposed center is located within the White River valley, with about 40% of the land area located within the river's 100-year flood plain. This manufacturing/industrial center would be more encumbered by the floodplain than any existing MIC. There are also two streams and about 141 acres of wetlands within the proposed center. VISION 2040 calls for the region to maintain and restore the ecological functions of the region's waterways and shorelines, and to preserve and enhance wildlife habitat, especially where endangered species are affected.

Both cities' comprehensive plans address minimizing flooding impacts through development regulations and restoration projects (Sumner: environment policy 2.2, 3.2, Pacific: policy NE-4.1). The cities' comprehensive plans, development regulations, and shoreline master programs also address protection of critical areas and shorelines (Sumner: environment policy 2.14, Pacific: policy LU 16.1). The cities are currently working with King County and others on a levee setback project that will reduce flooding risk in certain areas while providing additional habitat features.

The designation of a regional manufacturing/industrial center, which encourages significant employment growth and more intense manufacturing, industrial, and advanced technologies uses, has raised questions about compatibility with lowland river valley, floodplain, and wetland ecosystems, as well as regional objectives to preserve open space. While the cities' development regulations and shoreline master plan address protection of ecosystems, habitat and hydrologic functions, there could still be risks of environmental degradation from cumulative impacts of development or establishment of new uses that preclude restoration projects in the future. On the other hand, much of this area has

already been developed and is already zoned for industrial and commercial uses. Additionally, new development offers the opportunity to use standards and incentives to enhance environmental conditions.

One of the values of designation as a regional manufacturing/industrial center is the expectation for subarea planning, which is an appropriate process to potentially identify and prioritize conservation or restoration opportunities or other environmental strategies at a district scale. Accordingly, the cities should evaluate through the subarea planning process how to best address sustainable land development practices and consider the value of natural ecosystem services in the floodplain, including opportunities to support and provide incentives for ecosystem restoration.

While both cities' comprehensive plans include policies that will help reduce greenhouse gas emissions, such as fostering a more efficient transportation system and encouraging energy-efficient buildings, the cities' plans include limited discussion of climate change. Pacific is proposing a new land use policy addressing climate change as part of its comprehensive plan update. The Sumner comprehensive plan includes several policies, including one policy calling for greenhouse gas emission analyses on major updates to the plan. Considering the amount of the district within the floodplain and the potential for flooding to be exacerbated by climate change, the cities' subarea planning work should address strategies to adapt to the effects of climate change, including the potential for increased flood risk.

iii. Land Use

The regional center designation criteria call for most of the proposed center to have planned future land use and current zoning designations for industrial and manufacturing uses. VISION 2040 also calls for protecting designated manufacturing/industrial centers from incompatible uses.

The proposed center is entirely zoned to allow industrial uses such as light manufacturing, general industrial activities, warehousing, and limited service commercial. About 10% of the area is zoned to also allow heavy industrial uses such as heavy manufacturing. Both comprehensive plans discourage incompatible uses (Sumner: economic development goal 2, land use policies 1.12, 1.13, Pacific: goals 12, 13, policies 12.1, 12.2). About 15% of the center, primarily areas around highway interchanges, lies outside of the core manufacturing/industrial center overlay zone and permits non-industrial commercial uses. The cities are encouraged to monitor development trends in this area and make adjustments to plans and regulations as necessary to ensure that the center retains industrial character and focus.

The boundaries of the proposed center have been expanded since countywide designation to incorporate a 156-acre former golf course, Sumner Meadow, that was redesignated for industrial uses in 2014. Given VISION 2040's call for the region to designate, protect, and enhance significant open spaces, and the potential role that ecosystem restoration on this property could play in providing flood storage capacity, open space, habitat, and water quality benefits, the cities are encouraged to consider through the subarea planning process the appropriate boundaries for the center, future use of this property, and opportunities for environmental restoration.

iv. Economy

VISION 2040 calls for the region to promote economic growth that creates widely shared prosperity. It also calls for sustaining a diversity of family-wage jobs for the region's residents through economic development activities, focusing growth in designated centers, and supportive infrastructure investments (MPP-Ec-1, Ec-6, Ec-8). VISION 2040 also supports industry clusters that export goods and services, import capital, and have growth potential, including trade-related activities that leverage the region's position as an international gateway (MPP-Ec-3, Ec-4).

The primary industry sectors in the proposed center in terms of employment are warehousing, trade, and utilities (4,200 jobs), construction and resource (2,500 jobs) and manufacturing (1,800 jobs). The market analysis completed for the cities in 2008 also analyzed building space classification in the proposed center (the available data covered an area that also included some industrial land in Puyallup). Out of a total of 12.2 million square feet of industrial building space, the majority (52%) was identified for distribution uses. Another 37% was identified for business park, flex-tech, or research and development uses. These combine industrial as well as office or other types of space (e.g., retail storefronts for smaller industrial operations). Comprising 11% of the subarea's building space was manufacturing uses. Manufacturers often export goods and import capital, which produce economic multiplier effects that create employment in other sectors.

The market analysis commissioned by the cities in 2008 found it plausible that the center would achieve sufficient job growth to meet the target of 20,000 jobs. The analysis stated that for the center to accommodate that level of employment, new development and redevelopment would need to achieve a higher building density (floor area ratio) or a higher density of employees per square foot of building area.

The cities should, through the subarea planning process, consider strategies to increase employment densities within the proposed center, including development regulations and incentives that produce higher floor-area ratios as well as strategies to increase the number of jobs per square foot of building space, in order to further focus growth within the proposed centers.

v. Public Services

VISION 2040 calls for adequate public facilities and services to be provided in a coordinated, efficient, and cost-effective manner. The multicounty planning policies (MPPs) in VISION 2040 support protecting and enhancing the environment and public health and safety when providing services and facilities. The multicounty planning policies also promote demand management and conservation of services and facilities (MPP-PS-1, PS-2, PS-3). VISION 2040 also calls for new development within the urban growth area to be served with sanitary sewer systems (MPP-PS-9).

Both cities' comprehensive plans include numerous policies that support the provision of adequate infrastructure to the center (Sumner: economic development goals 2, 3, policy 8.5, Pacific: policies ED-35,36,38). The cities of Sumner and Pacific provide sewer service to nearly the entire Sumner-Pacific manufacturing/industrial center, with the remaining unsewered area planned to be served within the next three years. Sumner's comprehensive plan requires new industrial development to be served by the sewer system (public services policy 1.8.2).

Both cities regulate stormwater, and the comprehensive plans encourage low impact development techniques (Sumner: environment policies 1.4.6, 1.4.7, 1.4.9, Pacific: policies NE 1.4 and U1.17). Sumner also has an innovative local source control program that focuses on providing technical assistance to local businesses. The subarea planning process is an opportunity to explore additional strategies to address surface water impacts, including those that may stem from existing uses that do not meet current stormwater regulations.

vi. Transportation

VISION 2040 calls for infrastructure investments to ensure the efficient flow of people, goods, services, and information through the region, particularly in and connecting designated centers, with an emphasis on investments that provide and encourage alternatives to single-occupancy vehicle travel (MPP-Ec-6, T-23).

The proposed center is well located on the regional transportation system. The center is connected to the regional freight roadway network via SR-167, which passes through the center and can be accessed via two interchanges at 8th St E and 24th St E. The proposed center has access to intermodal freight facilities in the Port of Tacoma, SeaTac Airport, and Boeing Field via SR-167 and the regional highway network.

A planned WSDOT project will complete a "missing link" highway segment between the end of the existing highway portion of SR-167 southeast of the proposed center and SR-509 near the Port of Tacoma. This project will improve connectivity between the proposed center and I-5, the Port of Tacoma, and air cargo facilities within the planning period. Two major railroad lines also pass through the center.

The cities' comprehensive plans address freight transportation—primarily truck traffic—through goals, policies, and supportive projects (Sumner: transportation policies 8.1, 8.2, Pacific: policies TR-5.4-5.6). Truck routes are designated within the proposed center and between the industrial area and SR-167.

The proposed center is not currently served by transit, and has not been in a local transit agency service area since Pierce Transit reduced its service area in 2012. A Sound Transit Southerly commuter rail station serves nearby downtown Sumner. Both cities' comprehensive plans include policies supporting transit service (Sumner: transportation policy 1.10, Pacific: policy T-11.5, 11.7). Sumner's plan also addresses the possibility of a local transit system if financially feasible and warranted by predicted demand.

The center includes pedestrian and bicycle facilities in some areas, including the Interurban regional trail. Sumner's plan calls for development applications to provide for convenient nonmotorized connections where feasible, for city streets to include sidewalks on both sides, and for sidewalks, trails, and bicycle facilities to be designed to minimize potential conflicts with truck traffic (transportation policies 4.2, 4.3, 8.3)

Subarea Plan Review

Jurisdictions with regional growth and manufacturing/industrial centers are expected to include a subarea plan for their centers with (or as part of) their comprehensive plan. PSRC developed a regional center plan [checklist](#) to clarify VISION 2040 subarea planning expectations and to assist jurisdictions in developing, updating, or amending their center plans. If designated by PSRC's Executive Board, the center will receive "provisional" status.

This status will exist for up to two years, until the subarea plan is certified by PSRC's Executive Board.

After two years, if an adequate center subarea plan has not been adopted and submitted for review and certification, a "provisional" center will lose its status as a regional center. At the discretion of the Growth Management Policy Board, however, the jurisdiction may be given additional time to work with PSRC to address outstanding issues and meet the planning expectations.

The cities have not yet completed a subarea plan for the proposed center, but they have committed to a subarea planning process that will result in a completed plan within the next two years. The City of Pacific is also working to complete its citywide 2015 comprehensive plan periodic update in 2016, with some additional plan update work that may be completed in 2017, and the cities are working with Pierce County to reconcile their employment growth targets in a way that addresses developable land capacity constraints while maintaining the ability of the proposed center to accommodate over 20,000 jobs.

In addition to addressing expectations in the regional center plan checklist, completing Pacific's periodic update and aligning the employment targets with available capacity, the cities should address the following comments in the subarea plan or other comprehensive plan elements, as appropriate:

- The cities should consider adopting policies that prioritize local infrastructure funding to support the center.
- The cities should work to address climate change, including strategies to adapt to the effects of climate change, including the potential for increased flood risk.
- The cities should work to develop and adopt growth targets for the center that are consistent with each city's citywide target and the land use vision for the center, represent a significant amount of employment growth, and able to be accommodated by the land capacity, zoning, and infrastructure availability in the center.
- The cities should consider strategies to increase employment densities within the proposed center, including development regulations and incentives that produce higher floor-area ratios as well as strategies to increase the number of jobs per square foot of building space, in order to further focus growth within the proposed centers and make efficient use of urban land.
- The cities should evaluate how to best address sustainable land development practices and consider the value of natural ecosystem services in the floodplain, including opportunities to support and provide incentives for ecosystem restoration.
- The cities are encouraged to evaluate the Sumner Meadow property, including potential role that ecosystem restoration on this property could play in providing flood storage capacity, open space, habitat, and water quality benefits, as well as the appropriate center boundaries and land uses at this site.

PSRC staff is available to work with the cities on addressing these and other subarea plan expectations.

Conclusion

The proposed center meets the minimum eligibility requirements for center designation and satisfies the designation criteria adopted by the PSRC Executive Board. The proposed center is compatible with VISION 2040's centers concept and multicounty planning policies. The proposed center meets minimum standards for current and planned employment concentration, and the city has demonstrated a commitment to center planning expectations. Development and redevelopment within the proposed center has the opportunity to accommodate growth within a centrally located area that is well served by transportation and other public facilities, and its designation as the region's ninth regional manufacturing/ industrial center would give further support to the cities' efforts to shape a vibrant and successful industrial employment area. The proposed center straddles the White River and is more encumbered by the floodplain than other existing manufacturing/ industrial centers. The cities have established critical areas and shoreline regulations that provide environmental protection. The required subarea planning process is an opportunity to further consider opportunities for support environmental protection and enhancement. PSRC staff recommends that the proposed Sumner-Pacific Manufacturing/Industrial Center be approved as a provisionally designated regional center.