



Guidance on Regional Growth Strategy Goals for TOD & Regional Growth Centers

Regional TOD Committee | March 17, 2023



Puget Sound Regional Council

Overview



- Background on Regional Goal
- Concepts to Include in Guidance
- Discussion



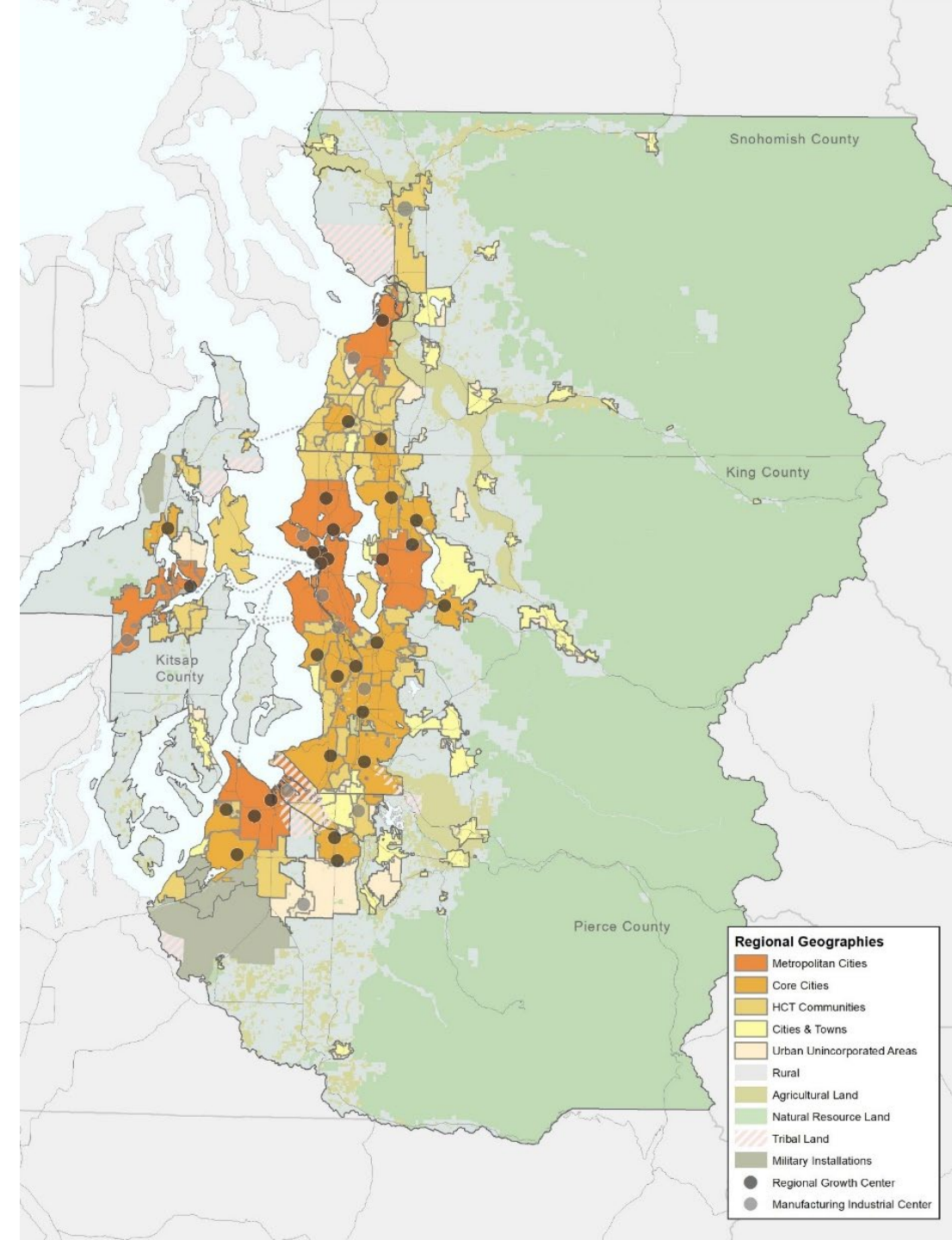
Regional Growth Strategy in VISION 2050

MPP-RGS-8: Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

Given differences in timing, type, scale, and other factors around the region, what guidance and data do jurisdictions need to address this goal?

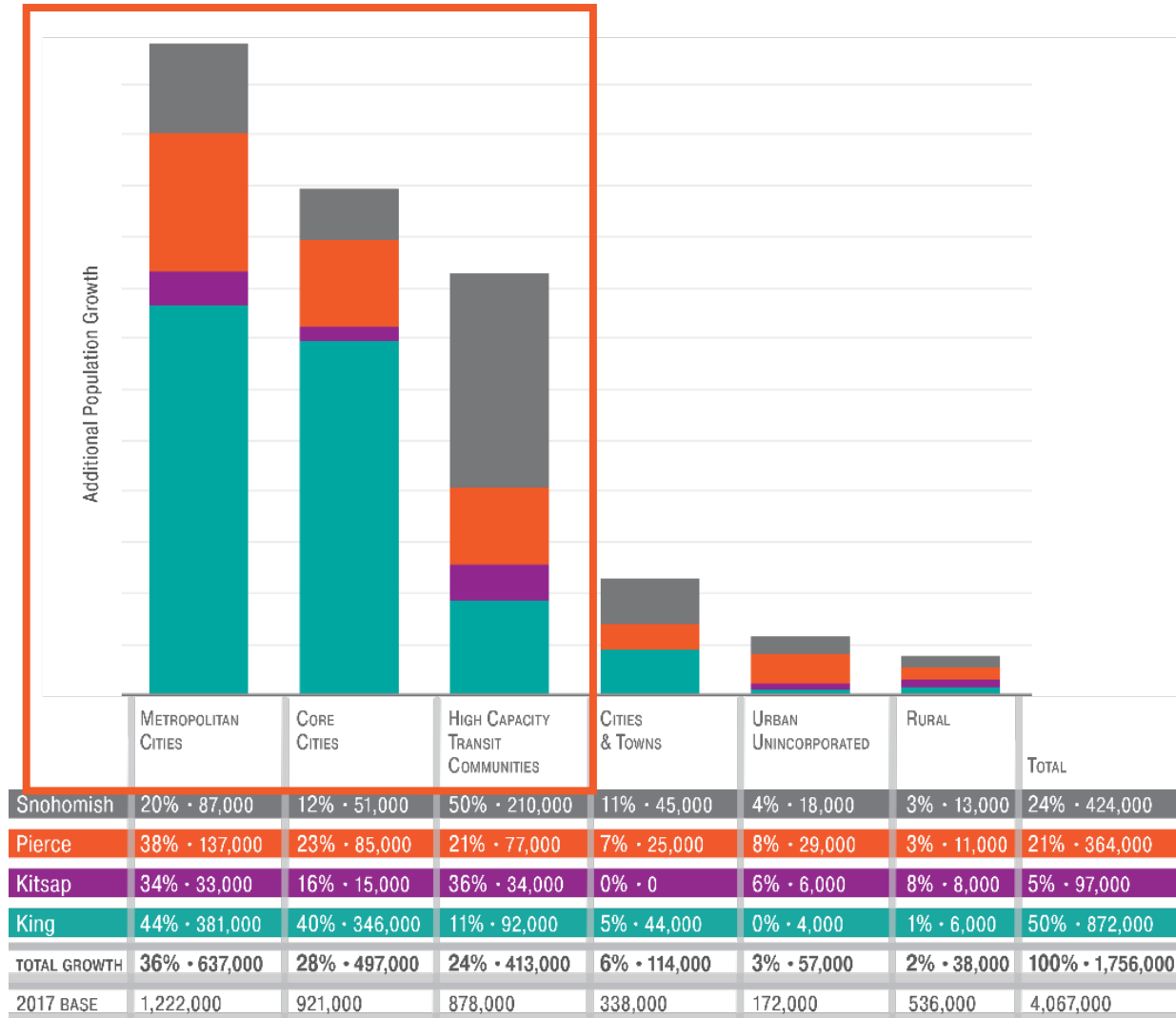
Regional Growth Strategy

- Most growth in Metro, Core, and High Capacity Transit Communities
- 65% of region's population growth and 75% of employment growth in regional growth centers & near HCT
- Lower growth allocations in urban unincorporated and rural compared with long-term trends
- Implemented through countywide growth targets and shape local plans



Regional Growth Strategy

Population Growth 2017 - 2050



- Growth targets are set at the countywide level
- Provide population and employment growth for comprehensive plans
- Translation of population to housing units
- Shape land use capacity and investments



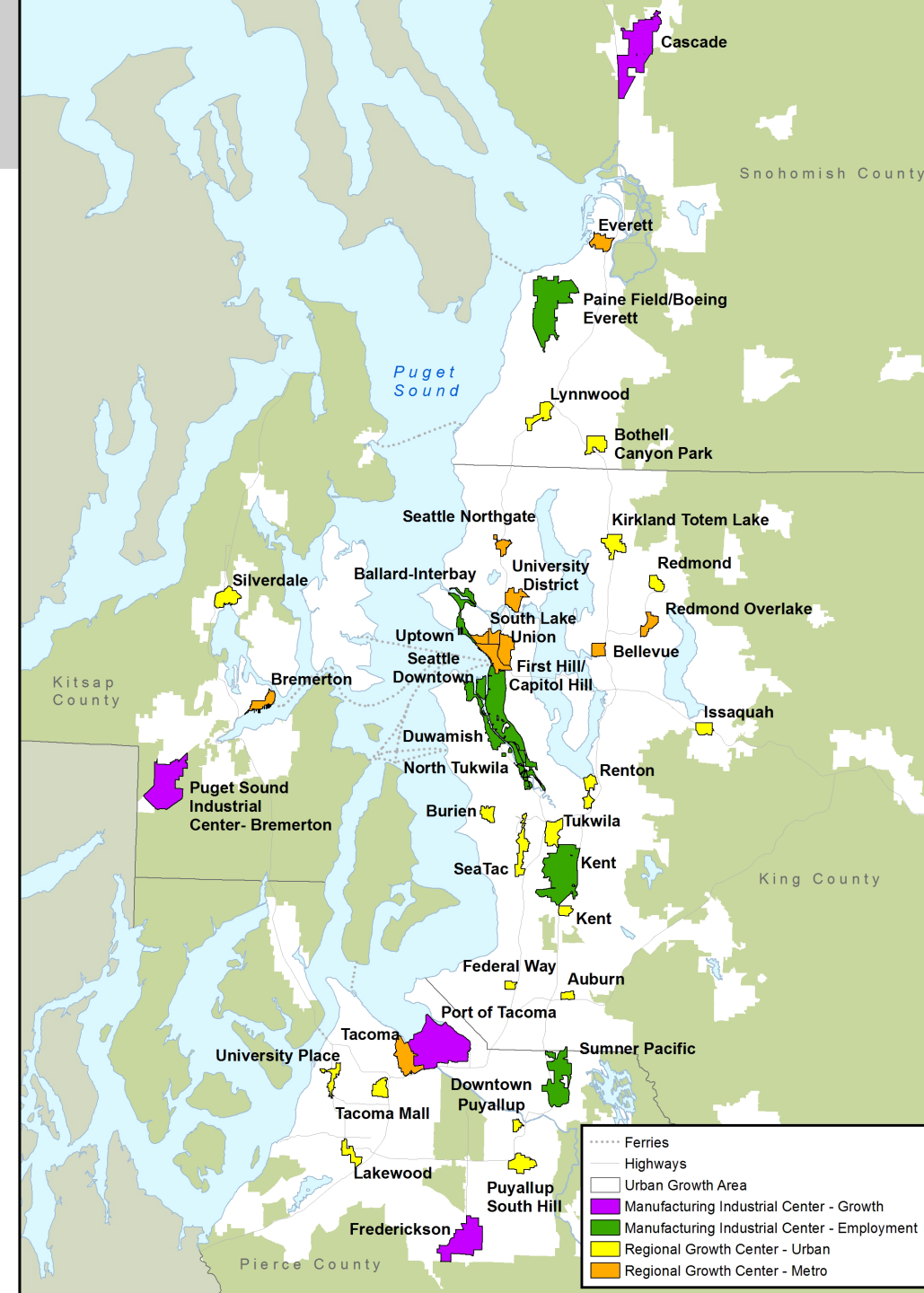
Definitions

Regional Growth Centers

Location of compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations

Transit Station Area

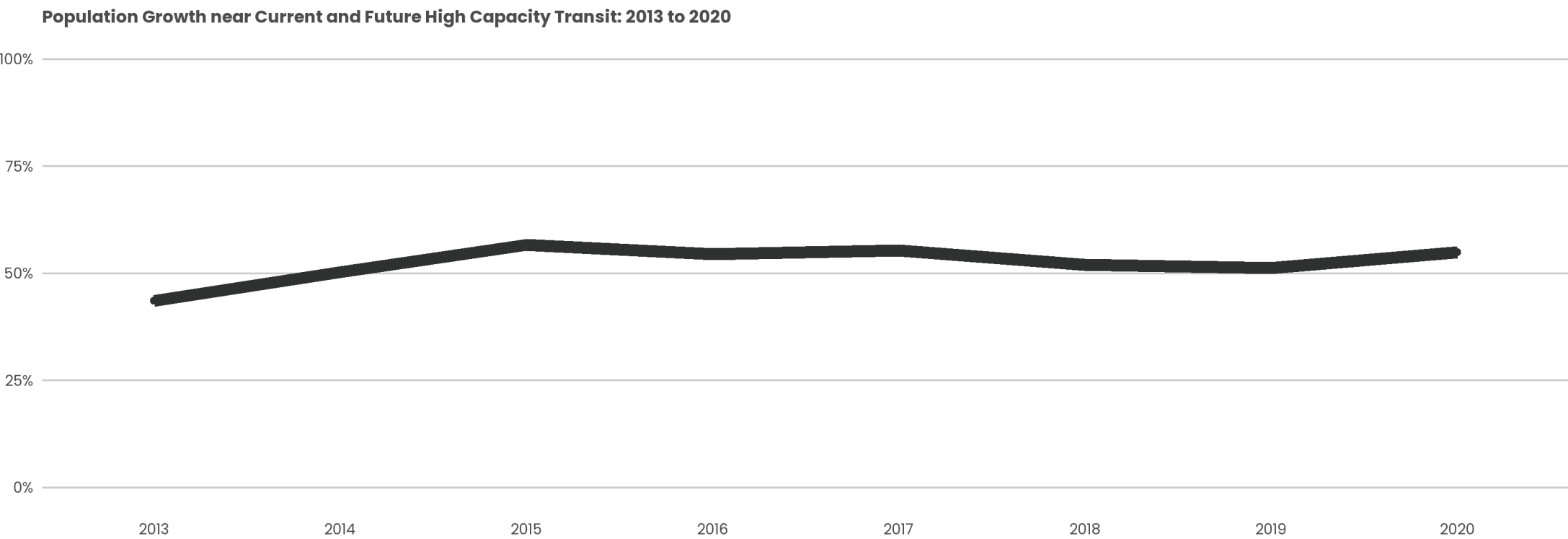
Within walking distance (about a half mile) of existing and planned light rail, commuter rail, streetcar stations, and ferry terminals and within a quarter mile of all existing and planned bus rapid transit stations



Current Trends



Between 2018 and 2020, approximately 53% of population growth has occurred within a half mile of current or planned high capacity transit.



Source: Office of Financial Management Small Area Estimates Program

Existing Guidance



Growth Targets and Mode Split Goals for Regional Centers

A PSRC Guidance Paper (July 2014)

Introduction

Regionally-designated centers are a focal point for the central Puget Sound region advanced by approximately 5 million people and 3 million jobs in a pattern that makes efficient use of land. Designated 28 Regional Growth Centers and services, linked by a network of highways, have been designated as regional centers. As a whole, regionally designated centers are thriving economy, options for local and regional growth. The next page shows the location of the centers.

Planning for each Regional Growth Center is the responsibility of local government: cities and counties, in several comprehensive plans. As called for in VISION 2050, a subarea plan for each center, which is a plan. The purpose of this guidance paper is to provide cities and counties as they develop and implement their plans.

The paper addresses two related topics included in those local plans. Guidance checklists for local implementation of quantitative policy statements for each significant share of the region's housing mix of auto, transit, and non-motorized modes.

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VISION 2050 PLANNING RESOURCES

Guidance for Growth Targets to Implement VISION 2050



Regional Centers Framework Update

Adopted March 22, 2018



Puget Sound Regional Council

Transit-Supportive Densities and Land Uses

A PSRC Guidance Paper (February 2015)



The central Puget Sound region is making unprecedented transit investments that provide an opportunity to enhance our communities and create compact, walkable and transit-served neighborhoods. The Regional Growth Strategy in VISION 2050 sets an ambitious goal of attracting 65% of population growth and 75% of employment growth to the region's high-capacity transit station areas and the region's growth centers. This represents a renewed focus on locating growth near current and future high-capacity transit facilities and will be an essential part of meeting regional climate, mobility and growth goals. Rail, ferry and bus rapid transit station areas are ideal for increased density, new residences and businesses—referred to as transit-oriented development (TOD).

This guidance summarizes key TOD elements to consider in local planning for transit station areas. A wide range of communities in the central Puget Sound region have transit today and more will have transit in the future. While TOD efforts are often focused around high-capacity transit, such as light rail and bus rapid transit, all communities can benefit from focused planning to support transit. TOD planning happens in stages and these considerations can be applied at multiple points throughout the planning process.

This guidance highlights five focus areas:

- Defining Station Area(s)
- Planning for Growth
- Mitigating Displacement
- Supporting Transportation Projects to Enhance TOD
- Subarea Planning

VISION 2050 includes new policies and actions on displacement risk, access to opportunity and transit-oriented development to improve and support equitable development. This guidance focuses on essential steps to plan for TOD in comprehensive plans, including examples from local communities and other resources from across the country.

Transit-oriented development (TOD) is the development of housing, commercial space, services, and job opportunities near public transportation. Such development is intended to reduce dependency on automobiles, as well as to improve mobility and access between residences, jobs, and services.

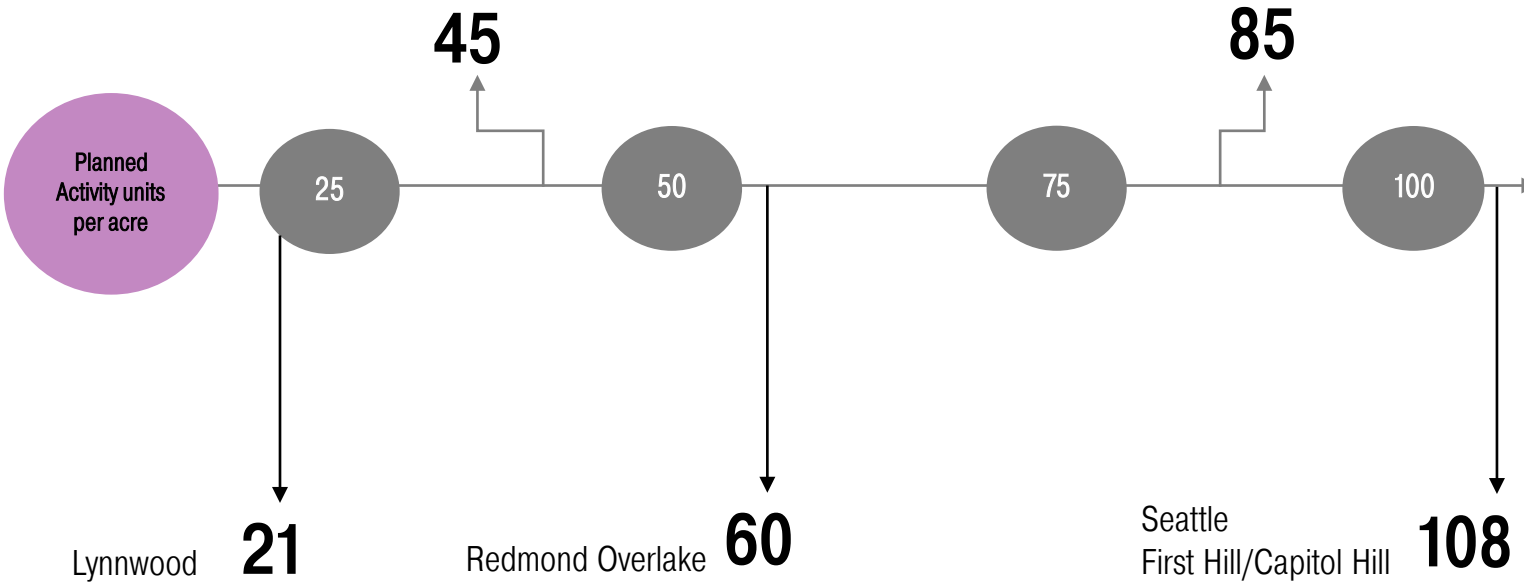
Regional Growth Center Growth Goals

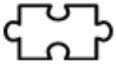









Activity Unit =
Person or Job

Regional Growth Centers
– Urban Centers

Regional Growth Centers –
Metro Centers



Growth Center	
Key Ingredients	
Existing jobs + housing	
Planning for growth	
Mix of uses (existing + planned)	
Quality transit service	
Walkable size + shape	
Potential to grow	
Destination	

Center Typologies



PSRC Designated

Regional Growth Centers

Regionally designated location of compact-pedestrian oriented development

Required to set growth targets of at least 45 or 85 activity units per acre

Countywide Designated

Countywide Growth Center

Designated through countywide process to serve as compact, mixed-use development

Varies by county but mostly optional

Other Designations

Other HCT Areas

Places within walking distance to high-capacity transit stations

Goals for growth but specific targets not required in VISION

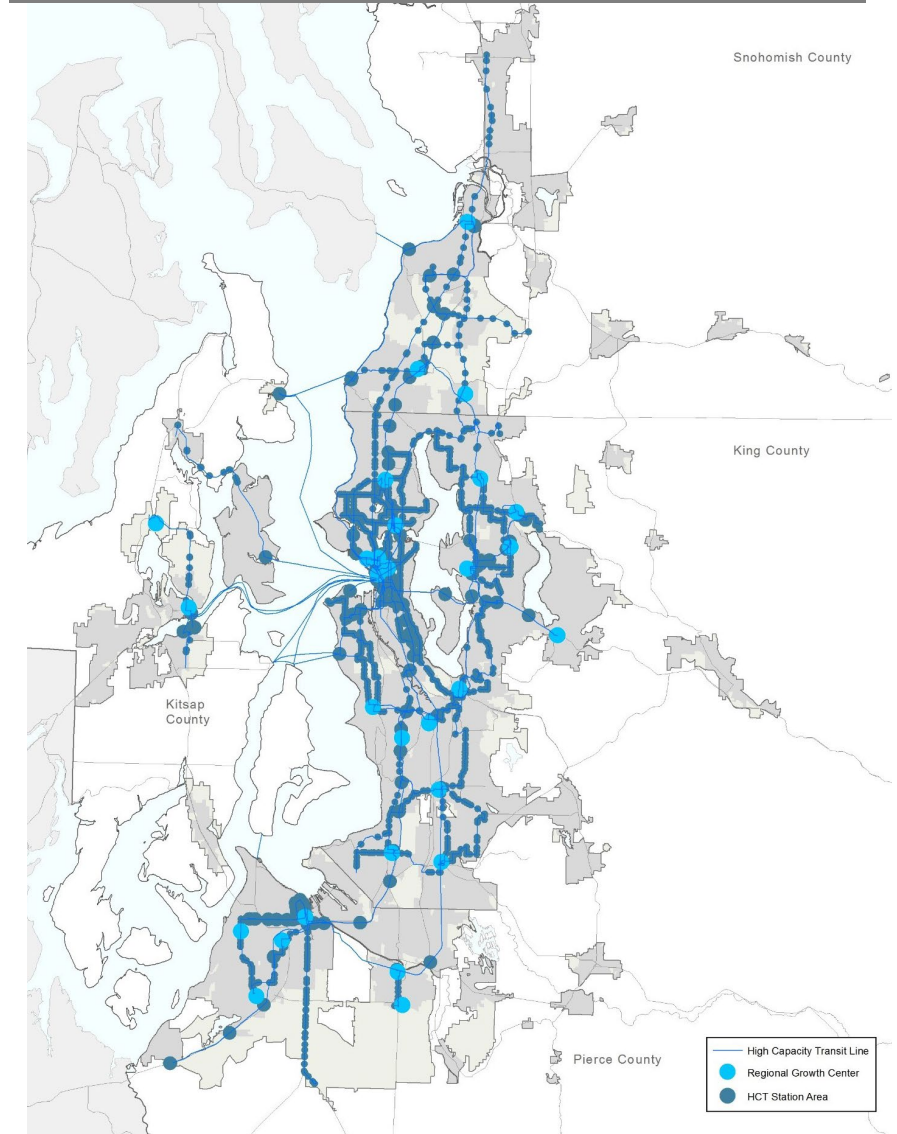
2050 High-Capacity Transit Network



By 2050, expanded High-Capacity Transit options will operate in all four counties

- 36 BRT routes are planned to be in operation by 2050 with routes operated in each county
- 10 passenger-only ferry routes are planned to be in operation by 2050 connecting Bremerton, Port Orchard, Kingston, Vashon Island and West Seattle with Downtown Seattle
- 5 light rail routes will connect Tacoma, Issaquah, Redmond, and Everett

Regional Growth Centers and HCT Station Areas



Distribution by County



Growth by County

	Population		Employment	
	Total	% Share	Total	% Share
King	724,000	50%	547,000	59%
Kitsap	80,000	5%	45,000	5%
Pierce	302,000	21%	157,000	17%
Snohomish	353,000	24%	180,000	19%
Region	1,458,000	100%	930,000	100%

Land Area in Current and Planned High-Capacity by County

	Acres in Centers & Transit Station Areas	Share of Region
King	51,615	71%
Kitsap	2,791	4%
Pierce	10,735	15%
Snohomish	7,708	11%
Region	72,849	100%

TOD by Mode Type



Distribution of Centers/HCT Geography Land Area by Mode Type

	ALL Light Rail	Remaining Commuter Rail	Remaining Ferry	Remaining BRT	Remaining RGC Area	TOTAL TOD Areas
King	27%	1%	0%	65%	6%	100%
Kitsap	0%	0%	38%	32%	30%	100%
Pierce	33%	10%	0%	38%	19%	100%
Snohomish	16%	4%	0%	66%	15%	100%
Region	26%	3%	2%	60%	10%	100%

Preliminary Guiding Concepts



- Centers + TOD areas should be a significant portion of overall growth targets
- Define TOD area boundaries and seek to achieve transit-supportive densities
- Growth goals should not be limited by current capacity
- Centers must meet at least minimum regional and countywide requirements (where applicable)
- Account for displacement risk, infrastructure and access, jobs-housing balance, and market strength

Are these the right concepts to include?

Data Measures to Support Guidance



- Recent population and employment growth trends (by region and county)
- 2020-44 growth targets
- Modeled estimates representing 65/75 (LUV-it)
- Distribution of land area in TOD areas
- TOD by mode type

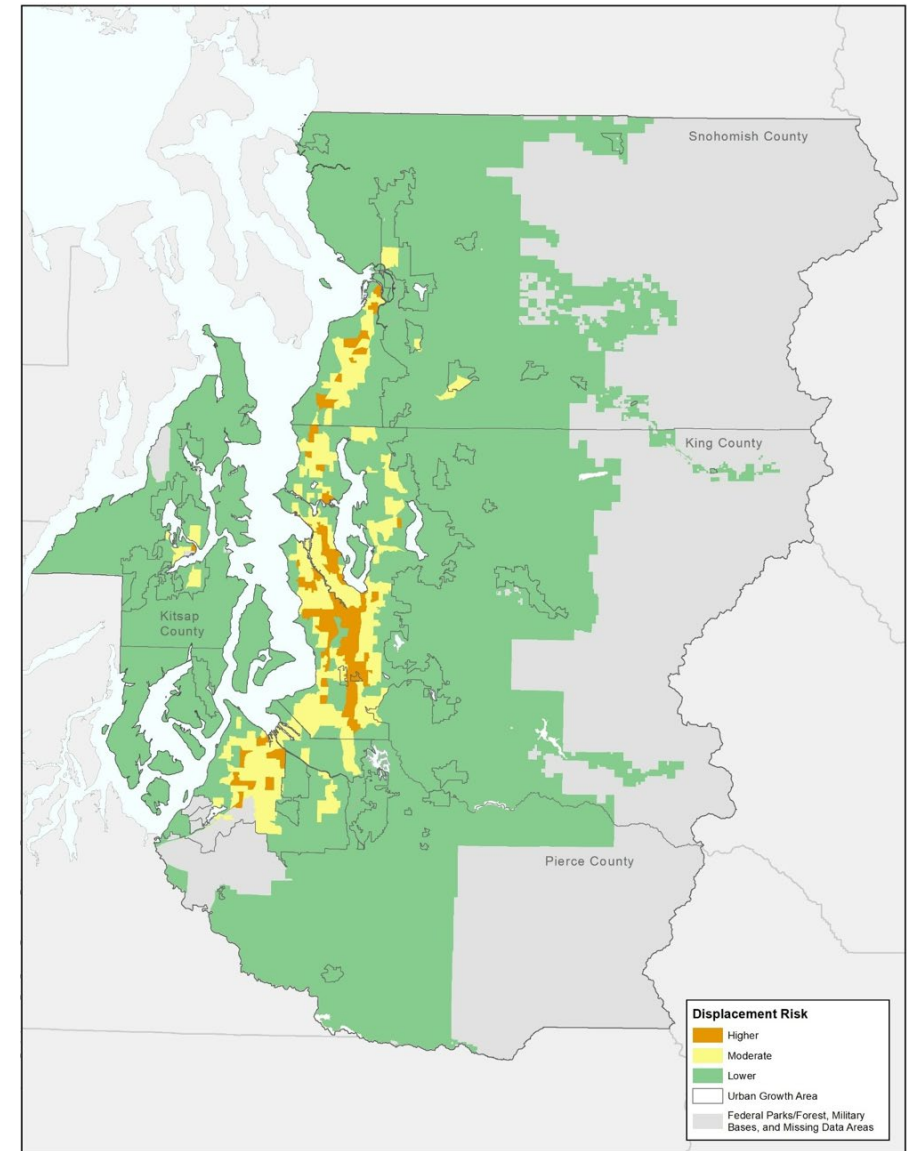
What additional data would be useful?



Discussion – Guidance and Resources



- Timing for market response to transit investments
- How to address opportunity and displacement risk in TOD growth goals



Next Steps



- Staff will prepare draft guidance and share with committee
- Goal for summer 2023 draft release





Thank you!

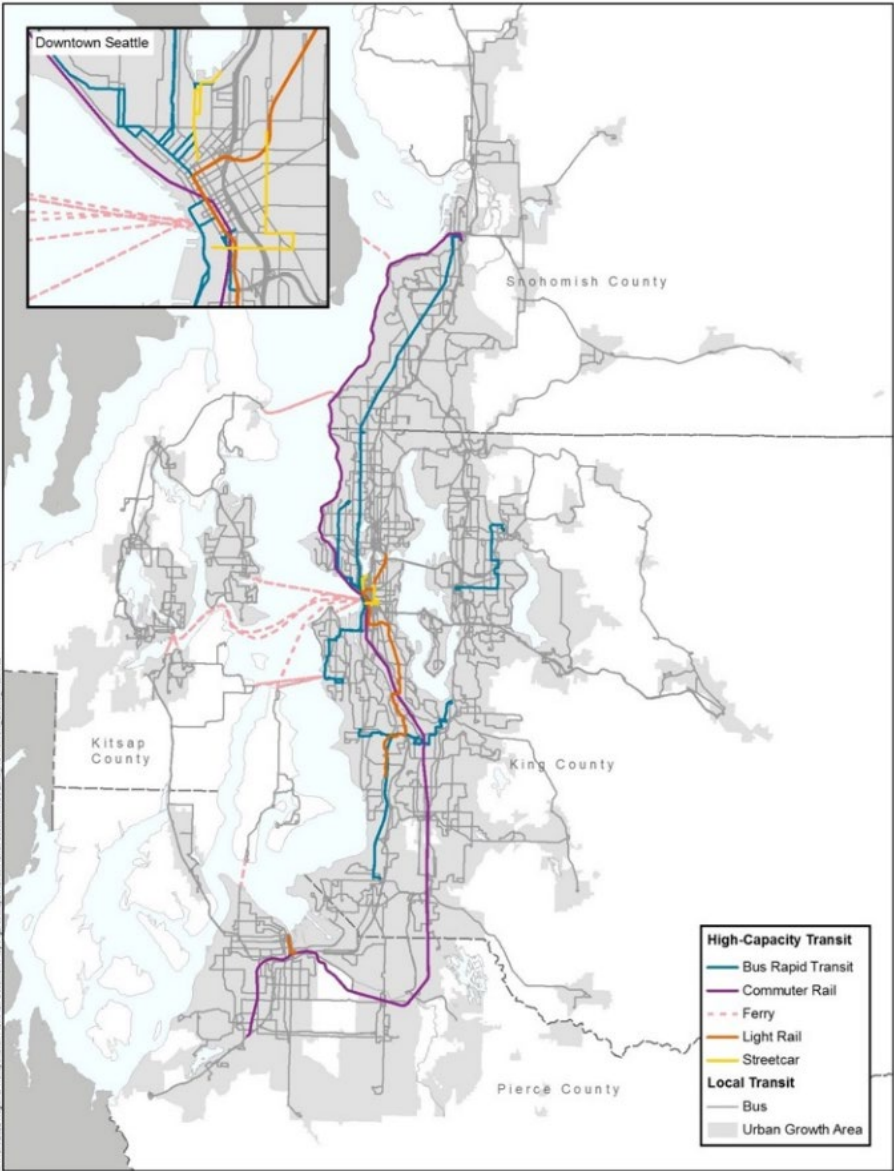
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High-Capacity Transit Network



2018



2050

