Regional Centers Monitoring Report

2013 EDITION
REGIONAL SUMMARY AND COMPARISON

Puget Sound Regional Council
PSRC
February 2014

Acknowledgements

PSRC would like to thank students from the University of Washington that assisted with the development of this report through two projects:

- The Evans School of Public Affairs: *Central Puget Sound Regional Growth Centers Status Update.* Reid Bennion and Michelle Ward. June 2011.
- The Department of Urban Design and Planning, Urban Planning Studio: *Regional Center Planning in the Central Puget Sound.* Melanie Mayock, Jonathon Morrison Winters, Eva Ringstrom, Eun Jin Shin, Catherine Silva, Michelle Whitfield, Professor Alon Bassok. Autumn 2011.

Additionally, PSRC extends its gratitude the local jurisdiction staff that reviewed this report and the Center Profiles, as well as staff at peer region agencies for their assistance.

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Overview

Introduction and Purpose

A key element of VISION 2040 is to focus future growth into dense, walkable, mixed-used areas called **regional growth centers**, as well as into dense concentrations of employment called **regional manufacturing/industrial centers**.

Together, these two types of **regional centers** represent a small share of the region's land, but contain a significant share of the region's employment and, in growth centers, the region's population and housing. The regional growth strategy supports strengthening and revitalizing these existing regional centers as well as encouraging development in smaller-scale centers in all municipalities.

VISION 2040 is the region's long-range growth management, transportation, and economic development framework. It consists of:

- An environmental framework
- A regional growth strategy
- Multicounty planning policies to guide growth
- Implementation actions
- Measures to track progress

VISION 2040's multicounty planning policies promote an environmentally friendly growth pattern that contains the urban growth area, conserves farm and forest lands, supports compact communities, and focuses the majority of new employment and housing into cities and centers.

These policies guide implementation of the regional growth strategy, creating a common framework for local planning within the region, and providing the policy structure for PSRC's functional plans (*Transportation 2040* and the *Regional Economic Strategy*).

VISION 2040 envisions that by the year 2040, cities with designated regional centers (called *Metropolitan Cities* and *Core Cities,* along with unincorporated Silverdale) are expected to accommodate a significant portion of the region's residential growth (53 percent) and employment growth (71 percent).

While designated regional centers represent only a small part of the regional landscape, they are intended to play an important role in shaping future growth patterns. By absorbing new jobs, population, and housing, centers can help protect natural resource lands from growth and provide focal points for public investment in infrastructure.

Given the important role of centers in implementing VISION 2040, PSRC has been working on the Centers Project since 2010. The project includes three phases: an update to the designation procedures for new centers (completed September 2011), updating the 2002 Regional Centers Monitoring Report, and an upcoming phase to evaluate the existing VISION 2040 centers structure and designations. This work is guided by a set of multicounty planning policies (MPPs) and their implementing actions (see sidebar).

In 2012, PSRC's Growth Management Policy Board approved a scope of work for evaluating the 27 regional growth centers and eight manufacturing/industrial centers in this monitoring report. The purpose of the report is assess the designated regional center's **performance** in accommodating population and employment growth, describe their **physical characteristics** including housing and employment, assess their potential for accommodating growth in the future, and assess how center **subarea plans** address regional expectations. The report also compares VISION 2040's centers structure to peer regions. The report presents the current conditions related to the demographic, economic, land use, housing, transportation, and planning context, along with recommendations to maintain and encourage vibrant centers. Ultimately, the purpose of the report is to inform VISION 2040's existing centers-related structure and designations.

PSRC has monitored the regional centers periodically over time, with a monitoring report released in 1997 and 2002. This report builds on the 2002 centers report and adds supplementary data regarding the regional and local context, demographic characteristics, and a detailed assessment of local planning for regional centers. It also expands on these previous editions by including information on centers that have been designated in recent years.

Direction from VISION 2040

Designation and Evaluation

MPP-DP-6: Provide a regional framework for designating and evaluating regional growth centers.

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

DP-Action-3: The Puget Sound Regional Council will study and evaluate existing regional growth centers and manufacturing-industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, and performance.

Other Centers, Including Countywide and Local Centers

MPP-DP-12 Establish a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region.

DP-Action-5: The Puget Sound Regional Council, together with its member jurisdictions and countywide planning bodies, will develop a common framework for identifying various types of central places beyond regional centers. Address the role of smaller nodes that provide similar characteristics as centers.

Local Center Plans

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

35 Designated Regional Centers: As shown in Figures ES-1 and ES-2, regional centers are located in each of the four counties, and exist in three of VISION 2040's regional geographies – Metropolitan Cities (16 centers[1]), Core Cities (17), and Unincorporated Urban Areas (3). The majority of centers (28 of 35) were designated through the adoption of the 1995 update of VISION 2020. Of the remainder, four were vested during the process to adopt the designation procedures for new regional centers in 2003, in part because they were already moving towards county and regional designation. Three centers were reviewed and approved under the resulting designation procedures.

Accommodating Growth Sustainably: VISION 2040 addressed the central question of where and how the region would accommodate approximately 1.3 million additional people and 1.1 additional jobs over the next three decades. VISION 2040 noted that a similar rate of growth occurred over the past three decades, and this growth was dispersed through the region in a low-density pattern, which contributed to the loss of open space and resource lands, and increased congestion. Through this dispersal, the urbanized portion of the region expanded, creating longer distances to be traveled for

[1] One center (Paine Field/Everett) has land in two jurisdictions, and is therefore counted in both the Metropolitan Cities and Unincorporated Urban Area regional geography categories.

many trips. VISION 2040's focus on regional centers, along with other elements in the regional growth strategy, are intended to ensure that future growth is beneficial to the region and avoid some of the impacts seen in past decades.

Alignment with Market Forces: Effectively shifting development patterns from lower-density development to centers development will not occur immediately; however, fundamental demographic shifts in the housing market are already advancing the development of regional centers. These include a shrinking proportion of households with children and an increasing proportion of racially and ethnically diverse households and households with singles, families without children, and seniors. These demographic changes are forecasted to lead to a decrease in average household size, both nationally and in our region.[2] These growing demographic groups – smaller households, older households, and more ethnically diverse households – have historically shown a preference for higher-density housing near transit.[3]

In addition to demographic trends, industry composition matters in relationship to compact development, and academic studies have shown that certain industries are more compact or sprawl-inducing than others. Innovative businesses and activities that hire educated workers are most likely to be urban and located in cities.[4]

"Triple Bottom Line" Benefits of Focused Growth: Centers allow cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Research finds that a centers-based growth strategy has the potential to protect land and water resources, reduce air quality and greenhouse gas emissions,[5] support the region's economy and property values,[6] and is a more socially equitable approach than dispersed growth.[7]

About Centers

Regional growth centers come in a variety of sizes and types, ranging from large, established downtowns that serve major portions of the region to emerging suburban crossroads with a neighborhood orientation. Regional centers are relatively small areas of compact development where housing, employment, shopping and other activities are close together. However, while geographically small, the regional centers, with their concentration of people and/or jobs, form the backbone of the transportation network for the four-county region. Linking these centers with a highly efficient transportation system helps the region reduce the rate of growth in vehicle miles traveled and greenhouse gas emissions by providing and expanding transportation choices.

The region's eight manufacturing/industrial centers represent some of the most productive and intensely developed manufacturing and industrial land in the Pacific Northwest. The centers are

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2 *2012 Regional Economic Forecast*. Puget Sound Regional Council. 2010 – 2040 estimate

3 *Why Transit Oriented Development and Why Now?* Reconnecting America and the Center for Transit-Oriented Development. March 2007.

4 *The Benefits of High Density Development* (presented to Delaware Smart Growth Alliance). Lui. Brookings Institute. November 2005.

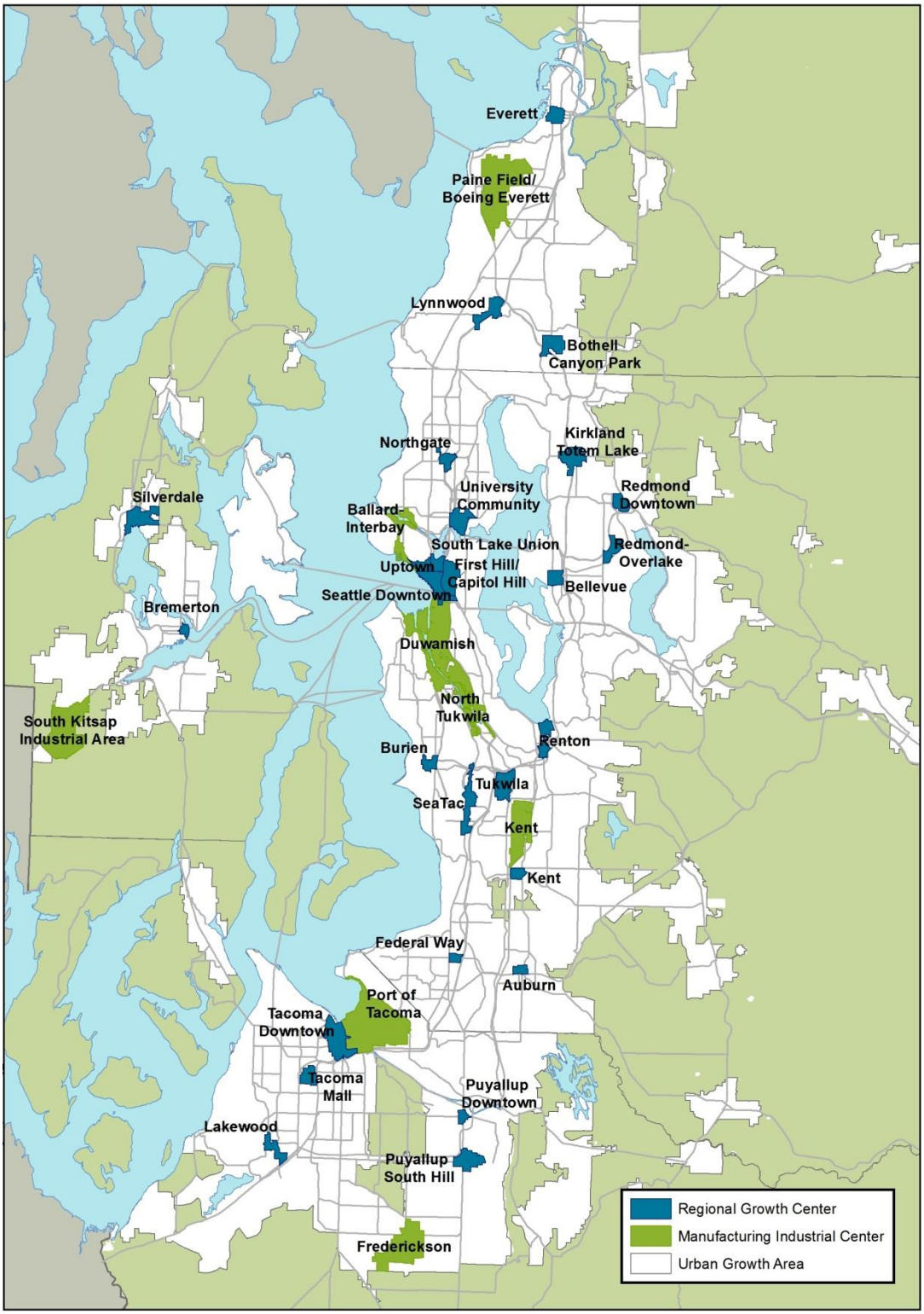
5 *Growing Cooler: The Evidence on Urban Development and Climate Change*. Urban Land Institute. 2008.

6 *Economic and Fiscal Impacts of Smart Growth Policies*. Lincoln Institute of Land Policy and Sonoran Institute. Marlow. July 2008. *Investing In a Better Future: A Review of the Fiscal and Competitive Advantages of Smart Growth Development Patterns*. Muro and Puentes. The Brookings Institution. March 2004

7 ibid.

characterized by intense manufacturing and industrial development, warehouse and distribution activities, major port facilities, commercial fishing, and related waterfront uses. The region's most heavily developed waterfront lands, with major piers, wharfs, shipping berths, and marine terminals, are included in the current centers, along with long-standing and emerging manufacturing, warehousing, and industrial uses.

FIGURE ES-1. VISION 2040 DESIGNATED REGIONAL CENTERS, 2013



SOURCE: Puget Sound Regional Council

FIGURE ES-2. LIST OF CENTRAL PUGET SOUND DESIGNATED REGIONAL CENTERS, 2013

Name	County	VISION 2040 Regional Geography	Designation	
			Date	Process
Regional Growth Centers				
Auburn	King	Core City	6/2003	Vested during the adoption of the Procedures in 2003
Bellevue Downtown	King	Metropolitan City	1995	VISION 2020
Bothell Canyon Park	Snohomish	Core City	1995	VISION 2020
Bremerton	Kitsap	Metropolitan City	1995	VISION 2020
Burien	King	Core City	6/2005	Designated under Procedures
Everett	Snohomish	Metropolitan City	1995	VISION 2020
Federal Way	King	Core City	1995	VISION 2020
Kent	King	Core City	1995	VISION 2020
Kirkland Totem Lake	King	Core City	6/2003	Vested during the adoption of the Procedures in 2003
Lakewood	Pierce	Core City	1995	VISION 2020
Lynnwood	Snohomish	Core City	1995	VISION 2020
Puyallup Downtown	Pierce	Core City	1995	VISION 2020
Puyallup South Hill	Pierce	Core City	1995	VISION 2020
Redmond Downtown	King	Core City	1995	VISION 2020
Redmond Overlake	King	Core City	7/2007	Designated under Procedures – changed from MIC to RGC
Renton	King	Core City	1995	VISION 2020
SeaTac	King	Core City	1995	VISION 2020
Seattle Downtown	King	Metropolitan City	1995	VISION 2020
Seattle First Hill/Capitol Hill	King	Metropolitan City	1995	VISION 2020
Seattle Northgate	King	Metropolitan City	1995	VISION 2020
Seattle South Lake Union	King	Metropolitan City	4/2007	Designated under Procedures
Seattle University Community	King	Metropolitan City	1995	VISION 2020
Seattle Uptown	King	Metropolitan City	1995	VISION 2020
Silverdale	Kitsap	Unincorporated UGA	6/2003	Vested during the adoption of the Procedures in 2003
Tacoma Downtown	Pierce	Metropolitan City	1995	VISION 2020
Tacoma Mall	Pierce	Metropolitan City	1995	VISION 2020
Tukwila	King	Core City	1995	VISION 2020
Regional Manufacturing/Industrial Centers				
Ballard-Interbay	King	Metropolitan City	1/2002	Formally Identified under 2002 TIP Policy Framework
Duwamish	King	Metropolitan City	1/2002	Formally Identified under 2002 TIP Policy Framework
Frederickson	Pierce	Unincorporated UGA	4/2002	Formally Identified under 2002 TIP Policy Framework
Kent MIC	King	Core City	1/2002	Formally Identified under 2002 TIP Policy Framework
North Tukwila MIC	King	Core City	1/2002	Formally Identified under 2002 TIP Policy Framework
Paine Field/Boeing Everett	Snohomish	Unincorporated UGA /Metropolitan City	4/2002	Formally Identified under 2002 TIP Policy Framework
Port of Tacoma MIC	Pierce	Metropolitan City	4/2002	Formally Identified under 2002 TIP Policy Framework
South Kitsap Industrial Area	Kitsap	Metropolitan City	6/2003	Vested during the adoption of the Procedures in 2003

Note: See p. 17 for background and description of process

Cumulative Statistics

Chapter 2 of the report discusses individual data measures; cumulative summaries of key data measures are listed below.

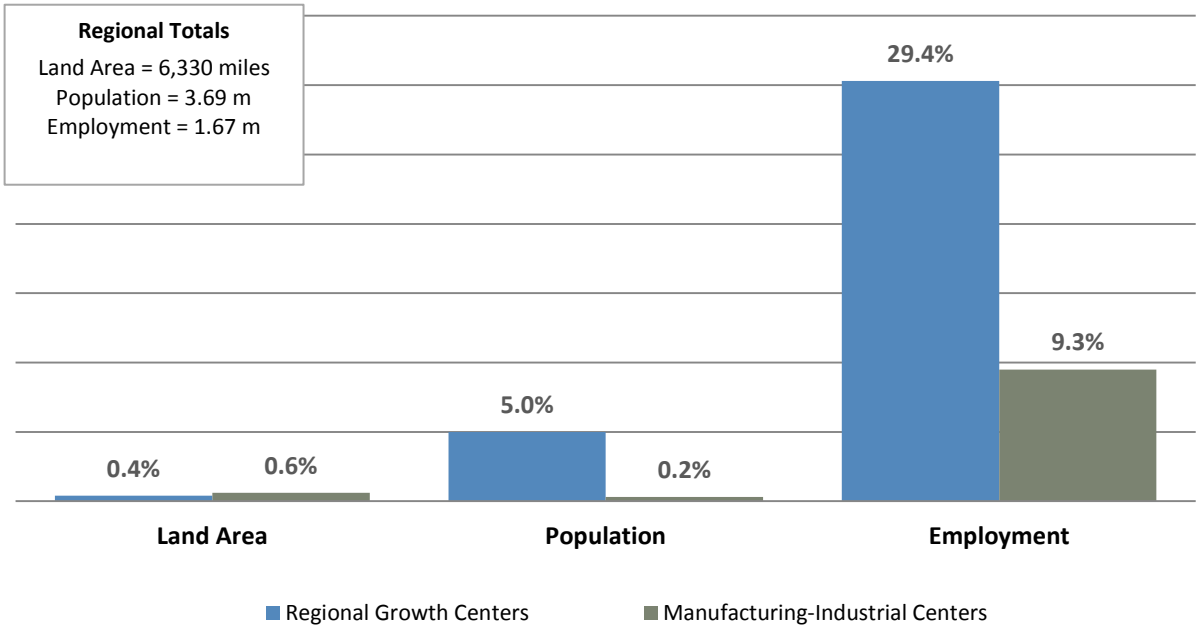
Population, Employment and Housing

FIGURE ES-3. SUMMARY CHARACTERISTICS – POPULATION, EMPLOYMENT & HOUSING

	Change (2000-2010)	Existing (2010)
Regional Growth Centers		
EMPLOYMENT	-28,217	490,025
HOUSING UNITS	28,961	113,285
POPULATION	32,537	183,266
Regional Manufacturing/Industrial Centers		
EMPLOYMENT TOTAL	-3,503	157,422
POPULATION TOTAL	53	8,214

DATA SOURCE: US Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates, PSRC 2000 and 2010 Covered Employment Database

FIGURE ES-4. SUMMARY CHARACTERISTICS – CENTERS SHARES OF REGION, 2010



Land Use and Urban Form

FIGURE ES-5. SUMMARY CHARACTERISTICS – LAND USE AND URBAN FORM, 2010

		Regional Growth Centers		Manufacturing/Industrial Centers	
Land Use	Total Gross Acres	16,000		24,770	
	Total Net Acres	11,790		20,360	
		acres	% of acreage	acres	% of acreage
	Multifamily Residential	1,420	12%	20	0%
	Single Family Residential	860	7%	230	1%
	Mixed Use	200	2%	10	0%
	Commercial	4,450	38%	1,730	8%
	Industrial	1,380	12%	13,760	68%
	Institutional	1,440	12%	310	2%
	Parks & Open Space	290	2%	1,760	9%
	Parking	530	5%	110	0%
	Vacant Developable	990	8%	2,330	11%
	Other	250	2%	110	1%
Urban Form	Average Block Size	11 acres (range: 2.1 – 49.9)		55.4 acres (range: 5.8 – 150.0)	
	Average Parcel Size	1.1 acres (range: 0.2 – 4.3)		7.1 acres (range: 1.2 – 21.9)	

Data source: PSRC Parcel Database, County Assessor

Transportation

FIGURE ES-6. CENTERS KEY TRANSPORTATION FACILITY AND SERVICES, 2010

number of centers with one or more…	Regional Growth Centers	Manufacturing/Industrial Centers
Freeway Access Ramps	19	4
HOV/ Transit Only Freeway Access Ramps	6	0
Freight Rail Facilities	-	8
HCT stations (light rail, commuter rail, Amtrak)	18	2
BRT stations and local transit centers	23	2
Bicycle facilities	24	5

Data source: PSRC transportation datasets. See *Appendix A* for data notes.

Planning Status

FIGURE ES-7. PLANNING STATUS – PRIMARY PLANNING DOCUMENT, 2011

number of centers with...	Regional Growth Center	Manufacturing-Industrial Center
Stand-alone subarea plan	7	2
Comprehensive plan element	17	3
Comprehensive plan policies only	3	3

Data sources: Research of local jurisdiction comprehensive plans; regional center presentations at the PSRC Growth Management Policy Board (2010-2012), UW Studio research (fall 2011), UW Evans School research (spring 2011).

Summary of Findings & Recommendations

Based on the evaluation of the quantitative and qualitative assessments described in chapter 2 and the individual center profiles, the findings and recommendations for discussion are summarized below.

Findings

- *Physical Characteristics:* Though varied in shape and intensity, centers continue to accommodate significant concentrations of the region's population and employment activity. Regional growth centers are relatively compact and dense. Manufacturing/industrial centers have relatively good access to regional transportation networks. Similar to the 2002 report, the densest places in the region are largely contained within existing centers, although there are some additional areas of density comparable to existing centers throughout the region. Centers have a wide variety of block and parcel sizes, although most have good rates of sidewalk coverage, walk access to transit, and non-auto mode shares.
- *Growth Accommodation:* Both regional growth centers and manufacturing/industrial centers have had success in terms of population growth – the regional growth centers have collectively been growing at a pace beyond the region as a whole and manufacturing/industrial centers have successfully avoided population growth. Although total center employment decreased by about 5 percent over the decade due to the two recessions, employment remains strong in centers. Combined, the regional centers contain over 40 percent of the region's employment. Most jobs are in small worksites and include employment in the region's leading industry clusters.
- *Housing:* The vast majority of regional growth centers have added housing in the past 10 years. Over 80 percent of existing housing is renter-occupied, and average household sizes are significantly smaller than the region average. Large multifamily buildings make up a significant portion of the housing stock, and nearly half of the households pay more than 30 percent of their income in either rent or mortgage costs.
- *Social Characteristics:* Centers are more ethnically and racially diverse than the region, with some having a "majority minority" population. Most centers have relatively few children, and working-age residents are the majority.
- *Planning:* Zoning in regional growth centers is relatively mixed-use, although existing land uses emphasize a strong commercial orientation. Zoning in manufacturing/industrial centers is heavily weighted towards industrial and commercial uses. New center designation processes and procedures have improved since the last monitoring report. Countywide planning policies recognize the regional designation, and some include additional local center types. Many jurisdictions have adopted subarea plans for their centers, although many will need to be updated to fully address the expectations in VISION 2040 and PSRC's Plan Review Center Plan Checklist. Topics needing more attention are center growth targets, boundary alignment issues, and clearer integration of environmental provisions into the center subarea plans.
- *Peer Regions:* PSRC's approach to centers planning and designation is among the strongest of the peer regions. Other regions have innovative approaches that the central Puget Sound should consider, including formally recognizing countywide centers, harmonizing expectations for new and existing centers, creating benchmark goals for centers as a whole, and supporting and incentivizing center planning through funding allocation processes.

Recommendations

Shown below is a summary of the report recommendations, including planning and implementation activities that would be jointly conducted between PSRC, jurisdictions with centers, and other interested parties. Some recommendations trigger activities that will happen in short term whereas others will happen over the next few years; there will additional process and opportunities for involvement as they are implemented.

- *Promoting Planning:* These include developing better guidance related to the market study and mode-split goal requirements in the checklist, considering growth accommodation goals for centers as a whole, deferring review of center designation until comprehensive plans have been updated and supporting the upcoming comprehensive plan updates so that the issues identified in the Profiles are addressed.
- *Supporting Implementation:* These include developing a more frequently and easily updated set of center monitoring indicators, retaining the commitment of focusing regionally managed transportation funding on regional centers and countywide funding on local centers adopted in local plans, and considering a competitive grant program for center "implementation plans" that go beyond basic planning requirements.
- *Integration with Growing Transit Communities:* These include ensuring ongoing integration with the with Growing Transit Communities components and regional centers planning and processes, establishing a framework for countywide centers, and addressing transit service level expectations and social equity in centers processes.
- *Addressing Unequal Expectations:* This includes updating the regional centers plan review checklist and harmonizing the expectations for existing and new centers in terms of plan updates, boundary changes, and VISION 2040 expectations.

Conclusion

Jurisdictions with regional centers have made significant progress in planning for their centers and, in many locations, growth is occurring. The region has also made progress in establishing regional agreement and clarity in its processes and procedures. Opportunities exist to improve the planning and support for regional centers. Through focus and commitment, regional centers can meet the goal of accommodating a significant share of the region's growth and help the central Puget Sound region grow sustainably.

Organization of Report

The data shown in this report is intended to individually and collectively measure regional centers' characteristics, performance, and potential for achieving local and regional goals. The data assists the region and individual jurisdictions in understanding centers' existing strengths and needs. The remainder of the report is organized as follows:

- **Chapter 1** addresses the history of regional center planning in the region and recent updates to designation procedures and the countywide planning policies. The chapter also includes summary information on peer region approaches to center planning.
- **Chapter 2** includes a wide variety of data on the regional growth and manufacturing/industrial centers, covering land use, mix of uses, population and demographics, housing and housing stock, employment and economy, and transportation facilities and services. The chapter also includes a summary evaluation of local subarea planning completed to date for the regional centers.
- **Chapter 3** includes the key findings, issues, and recommendations for the centers. This chapter addresses issues related to regional and local planning expectations, administrative procedures for existing centers, and more.
- **Appendices** are found in at the end of the report. They describe data sources, methodology, data caveats, and limitations. The appendices also include a more detailed summary of peer region research, the current center plan checklist, and centers-related multicounty planning policies and the designation procedures.

Shown separately on PSRC's website are **Profiles** of each center. The Profiles contain many of the same measures found in Chapter 2, consolidated to provide a snapshot of the full set of conditions and plans for each individual center.

Data Sources and Limitations

See Appendix A for summary of data sources and limitations.

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Chapter 1
Regional Centers Policy Framework

The region has focused on the benefits of concentrating growth into centers since the early 1990s, and centers remain at the core of the regional growth strategy and multicounty planning policies (MPPs) in VISION 2040. The framework for regional centers includes the MPPs and countywide planning policies (CPPs), plan review certification requirements, the Transportation Improvement Program's Policy Framework, the designation procedures for new centers, and PSRC reports and guidance. An overview of current regional centers policy is summarized in this chapter. Center planning in peer regions was also researched and is summarized in this chapter and Appendix D. The purpose of this work is to describe the state of the practice in centers planning and consider new policies or procedures to support growth in centers.

VISION 2040

The regional focus on centers stems from need to sustainably accommodate growth and use urban land and public services more efficiently. The centers concept is at the core of the regional growth strategy. Designated regional centers reside in Metropolitan and Core Cities, serving as major job, commercial, transportation, and government hubs. In addition to the role centers play in VISION 2040's regional growth strategy, centers were reiterated as an important component of the MPPs. The center-related MPPs address a number of issues, including accommodating growth, prioritizing investments, establishing centers and central places, accessibility and mobility, and planning to support centers.

Growth Accommodation and Prioritized Investments: The MPPs call for the region to focus significant residential and employment growth within centers. To support this growth, the MPPs call for prioritizing regional infrastructure and economic development funding to regional centers. Further, local jurisdictions with regional growth centers are to adopt housing and employment targets for each center.

Support Subregional Centers and Establish a Subregional Centers Framework: VISION 2040 includes an implementation action for PSRC to establish a common framework among the countywide processes for designating subregional centers, and to direct subregional funding to support these centers.

Transportation Accessibility and Mobility in and between Centers: The MPPs call for a transportation system that connects centers with a highly efficient multimodal transportation network to support the efficient flow of people, goods, services, and information in and between centers.

***Aligning Planning to Support Centers Development*:** The MPPs call for a variety of tools and planning approaches – concurrency, streamlined permitting, affordable housing, location of civic and public spaces, provision of services – to specifically support center development. Aligning planning and investments to support centers in accommodating future growth is a central element of the MPP guidance for centers.

While this report focuses on designated regional centers, VISION 2040 supports development of centers in all jurisdictions that include a mix of residences, shops, employment, cultural facilities, and entertainment. Each center type – no matter how large or small – is envisioned as serving as a pedestrian and transit-friendly focal point of the local community.

VISION 2040's framework[1] for centers includes:

- ***Designated Regional Centers**:* Regional Growth Centers and Manufacturing/Industrial Centers
- ***Other Centers**:* Centers In Larger Cities, Small City or Town Centers
- ***Other Central Places**:* Neighborhood Centers, Activity Nodes, and Station Areas

For each center type, the following summarizes the guidance found in the VISION 2040 framework:

Definitions: Regional Centers should contain high-intensity residential and employment development that are typically found in the region's historic downtowns. Other Centers are focal points for suburban cities, and Other Central Places are found at smaller crossroads in the region's smaller towns.

Use Characteristics: Regional Centers should contain current or planned concentrations of the region's most significant business, governmental, and cultural activities with large regional markets (Regional Centers) or concentrations of manufacturing and industrial land uses that are not easily mixed with other activities. Other Centers consist of subregional hubs and secondary concentrations of development with moderately dense mix of housing and services, libraries, small parks. Other Central Places are relatively small areas with a mix of uses to serve the immediate vicinity.

Locations: Regional Growth Centers exist only in Metropolitan and Core Cities (with the one exception being Silverdale). Designated Regional Manufacturing/Centers are in cities and unincorporated urban areas. The other centers types exist in jurisdictions throughout the region.

Designations: Regional centers are evaluated for designation by PSRC following their inclusion as "candidate regional centers" in the CPPs. Other Centers and Other Central Places are designated locally or through countywide planning groups.

Transportation: All centers should have a complete network of bicycle and pedestrian facilities and/or should encourage walking, bicycling, and transit use. Regional Centers should be served by regional high-capacity transit, rail, and major highways and should be the target for major regional transportation investments. They should have complete network of walkways, bicycle links, and easy transit access. Other Centers should be served by regular local transit and regional express transit service. Other Central Places should be served by local transit.

[1] VISION 2040, page 51

While the center framework describes multiple center types, only regional growth centers and manufacturing/industrial centers are reviewed and designated at the regional level. Text of the VISION 2040 centers framework is included in Appendix B.

Puget Sound Milestones: Central Puget Sound Regional Growth Centers (2002)

PSRC developed two previous reports on the status of centers in the region, the most recent published in December 2002. The 2002 report contained several recommendations, including changes to administrative procedures for new and existing centers, as well as actions to support planning and implementation in regional centers. Many of the recommendations in the 2002 report were completed and serve as the basis for existing center policy. Some recommendations – most significantly, applying evaluation criteria to existing centers – have not been implemented to date.

Milestones Report Recommendations

How to raise the regional center profile. Recommendations for raising the profile of regional centers focused on monitoring and reporting, developing informational presentations and outreach material, and featuring regional centers in PSRC publications. Subsequent to the report, jurisdictions with regional centers visited the Growth Management Policy Board to highlight accomplishments in the center and any ongoing challenges. PSRC produced Puget Sound Trend articles on employment in regional centers and committed to updating the monitoring report as a key action item in VISION 2040. Centers are features on PSRC's Growth Management webpages, including profiles of the individual centers from the 2002 report. Additional recommendations, such as developing stock materials and highlighting centers in PSRC publications, were achieved to a more limited extent.

Clearer guidance for identifying and evaluating regional centers. PSRC's Executive Board adopted designation procedures for new centers in 2003, and the procedures were updated in 2011 to clarify expectations and reflect new provisions in VISION 2040. The report also recommended using the same evaluation criteria for existing centers; this recommendation has not been implemented to date.

Differences in regional center designation processes. The 2003 revised designation procedures clarified that both the Growth Management Policy Board and Executive Board have roles in reviewing and approving regional center designations. While the Milestones report recommended that existing regional centers should be reevaluated according to the new criteria, the recommendation has not been implemented to date.

Promote planning for regional centers. The Milestones report recommended advancing regional guidance and best practices for planning in centers. Immediately following publication of the monitoring report, PSRC completed several guidance documents, including the *Development Toolkit*, the *Design Guidelines Manual* and a checklist for subarea plan review. Recommendations from the report also included encouraging development of subarea plans and specifying a date when completed plans would be required. PSRC updated the adopted policy and plan review process in 2003 and incorporated a certification process for center subarea plans. Locally, jurisdictions have made significant progress in developing subarea plans or plan elements for their centers. This will be addressed in greater detail in Chapter 2. Finally, the report recommended that center policies be reviewed as part of the VISION 2020 update. The update to VISION 2040 included several new and revised center policies that reinforced the role of centers in the regional framework.

Support implementation of regional centers. The Milestones report included a range of recommended actions to accommodate growth and encourage more transit, and pedestrian friendly development in centers. In 2003, PSRC published *The Development Toolkit: Success Stories from the Regional Growth Centers* to assist cities in implementing centers plans and policies. PSRC's policy framework for federal funds has continued to focus on supporting and connecting centers. Other recommendations have not yet been pursued. These include development of a fund to support regional growth center subarea planning and projects and legislative advocacy to encourage state funding to better support the region's growth and transportation strategy. While those recommendations were not completed, other policy changes have focused on regional centers. The Transportation 2040 Prioritization scorecard process, for example, includes additional points to projects in and connecting centers. The overall aim of this project is to prioritize projects in the long-range transportation plan that best meet the objectives of VISION 2040.

A History of Support for Regional Centers

Regional interest and support for centers began in the early 1990s, and was reinforced by significant changes to centers designation and administrative procedures identified in the 2002 Milestones report. Over 20 years ago, regional leaders began the process of identifying, designating, and supporting center planning. As noted in Figure 1, PSRC has issued guidance, created regionally consistent designation procedures, developed and disseminated research, evaluated the centers, linked regionally managed funding to centers, and more.

FIGURE 1. TIMELINE OF CENTRAL PUGET SOUND PLANNING FOR REGIONAL CENTERS

VISION 2020 (1990). VISION 2020 calls for the establishment of a hierarchy of centers. It includes a six-part centers concept – ranging from Seattle as a "regional center" to more localized neighborhood-level centers, called "pedestrian pockets."

VISION 2020 Update (1995). The centers concept was modified and the previous six classifications were replaced with four center types – Urban Center-Regional, Urban Center-Metropolitan, Town Centers, and Manufacturing/Industrial Centers.

For the first time, VISION recognized the designation of 21 Urban Centers identified through local or countywide planning processes. In addition, VISION called for recognition and preservation of intensive manufacturing and industrial activity.

Centers' Research and guidance (1996-1999). PSRC released a number of research and technical assistance materials, including:

- *Developing Your Center: A Step-By-Step Approach (1996):* describes tools, processes, and methodologies for stakeholder involvement.
- *Urban Centers in the Central Puget Sound Region (1997):* includes baseline information about centers' role, general characteristics, trends and plans
- *Creating Transit Station Communities in the Central Puget Sound Region (1999):* explored compact development techniques and the relationship to transit.

Destination 2030 (2001) and TIP (2002). The regional transportation plan maintained an emphasis on centers and incorporated physical design guidelines to link land use and transportation. PSRC adopts a *Policy Framework* for the region's federal funds that prioritized PSRC-managed funding towards supporting regional centers development, as well as corridors connecting centers. This policy focus was adopted again in 2004, 2006, 2009 and 2012. The 2002 Policy Framework for PSRC's Federal Funds formally recognized eight manufacturing/industrial centers, including five centers designated through King County's countywide processes and three centers endorsed by the Executive Board: Boeing/Paine Field, Port of Tacoma, and Fredrickson. Since this one-time process, all MICs have been formally designated in the CPPs.

Centers' Research and guidance (2002-2003). Release of multiple guidance and research documents:

- *Regional Centers Monitoring Report:* expands on 1997 report and includes uniform data sources derived from the Census (rather than self-reported data). The updated monitoring report also profiled the manufacturing/industrial centers for the first time and established recommendations to raise the profile of centers and better support center planning and implementation.
- *Center Parking Management Checklist:* provides guidance on innovative parking approaches.
- *Center Physical Design Guidelines Manual:* illustrates how to foster a quality built environment.
- *Center Plan Checklist:* identifies desired components of a center subarea plan; checklist is used in the Plan Review and Certification Process.
- *The Development Toolkit: Regional Center Success Stories:* identifies a set of replicable best practices in a subset of the region's centers.
- *Regional Centers Designation Procedures and Criteria:* guides the review and designation of new regional growth centers; establishes approval role. Four centers vested with adoption of Procedures.

Application of Designation Procedures (2005-2007). Between 2005 and 2007, three new regional growth centers were approved and one regional manufacturing/industrial center was re-designated to a regional growth center. These actions brought the total number to 27 regional growth centers and 8 regional manufacturing/industrial centers.

From VISION 2020 to VISION 2040 (2005-2008). Between 2005 and 2008, VISION 2020 was updated and was adopted as VISION 2040. VISION 2040 incorporated the *Regional Growth Strategy*, which provided numeric guidance on the allocation of new population and employment growth. A key element to the numeric distributions continued to be the presence of regional centers, further reiterating their role as areas for focusing future growth.

VISION 2040 looks beyond the regional centers and includes policies and actions related to local centers and central places. VISION 2040 states that each municipality should have at least one central place identified for more compact mixed-use development.

VISION 2040 Implementation: The Regional Centers Project (2010-2013). The multicounty planning policies and VISION 2040 implementation actions direct PSRC to establish a framework for designating and evaluating the regional centers. To address these adopted policies and actions, PSRC's Growth Management Policy Board developed a three phase framework:

Phase 1: Update the Designation Procedures for new Regional Centers – this was completed in September 2011 when the Executive Board adopted the updated procedures.
Phase 2: Update the 2002 Regional Centers Monitoring Report which evaluates existing centers.
Phase 3: Based on the lessons learned in the first two phases of work, evaluate the VISION 2040 centers structure and designations.

Designation Procedures for New Centers

In 2011, the PSRC Executive Board updated the *Designation Procedures for New Regional Growth and Manufacturing/Industrial Centers*, which addresses eligibility, process, and minimum criteria for designation. Among other requirements, new centers are required to be designated both locally and at the countywide level, have minimum existing and targeted growth, and have an adopted subarea plan within two years of designation.

The 2011 procedural update incorporated VISION 2040 expectations for center subarea planning as part of the local comprehensive plan and clarified that centers must develop a subarea plan for certification within two years of designation. The threshold for existing density was also increased to ensure that new regional growth centers are located in areas that demonstrate the ability to attract and accommodate the future growth. For regional growth centers, the required activity levels are 18 activity units per gross acre (existing) and 45 activity units per gross acre (targeted). Manufacturing/industrial centers are to have at least 10,000 jobs (existing) and targeted activity levels of at least 20,000 jobs.

The designation procedures establish clear expectations for new centers, though these provisions do not currently apply to existing centers. A comparison of new designation procedures and expectations for existing centers is outlined in Figure 2.

FIGURE 2. COMPARISON OF EXPECTATIONS FOR NEW AND EXISTING DESIGNATED CENTERS

New Designation Procedures	Existing Center Expectations
Plan required within 2 years	Plan expected within 4 years
Certification review based on checklist	Certification review based on checklist
Designation subject to review if center plan not certified	Not specified
Subarea plan horizon year and updates concurrent with comprehensive plan	Not required
Boundary changes submitted for review	Not required
Minimum target activity levels	Not required
Identified in local comprehensive plan, CPPs	Not required

Countywide Planning Policies

The CPPs have played an important role in identifying and setting expectations for centers. CPPs address centers in multiple ways, including processes for local designation as well as incentives and description of center characteristics. Beginning in 2011, each set of CPPs has been updated to incorporate new provisions in VISION 2040, including new and revised center policies. Among the four counties, the CPPs have a similar emphasis on centers but contain some local variation in policies and procedures for designation.

The designation procedures for new centers specify that centers must be identified locally in order to advance to regional designation. The process for center designation is largely similar among the counties, focusing on local identification and procedures for designation by countywide groups. King, Kitsap, and Pierce counties have included a process to designate both regional growth and

manufacturing/industrial centers in their CPPs, while Snohomish County includes a process for designating manufacturing/industrial centers only.

The CPPs don't address some areas outlined in the designation procedures, most notably requirements for subarea planning and consistent expectations for minimum and planned activity units. For example, King and Pierce counties include numeric expectations for minimum housing and employment density within centers. Pierce County focuses on targets, while King County uses zoned development capacity (expressed in terms of minimum capacity with time-unlimited potential). See Appendix B for comparison of regional designation requirements in the CPPs.

FIGURE 3. SUMMARY OF CENTER DESIGNATION AND PROCESS IN COUNTYWIDE PLANNING POLICIES

County	Summary of Policy (2012)
King	• Countywide Planning Policies (CPPs) identified a process for designating *Urban Centers*, *Manufacturing/Industrial Centers*, and *Activity Areas* (CPP DP-30; DP-37; DP-38;). • CPPs established criteria for regional growth centers, including descriptions of *Urban Centers*, *Manufacturing/Industrial Centers*, and *Activity Areas* (DP-31; DP-35-37). • CPPs enumerate expectations for minimum jobs and housing within Urban Centers (DP-31). • King County's Growth Management Planning Council reviews nominations for consistency with CPP criteria and possible action by the King County Council (FW-1). • Auburn, Bellevue, Burien, Federal Way, Kent, Redmond Downtown, Redmond Overlake, Renton, Seattle (6), SeaTac, and Tukwila identified as urban centers. Manufacturing/industrial centers not explicitly identified. • Approved regional growth centers were ratified and designated by cities within their local comprehensive plans.
Kitsap	• CPPs identified a process and criteria for designating or changing designation status of centers. Kitsap Regional Coordinating Council will consider requests for designation or status change in the CPP amendment cycle (CPP C-3-4). • CPPs described types of centers: *Regional Growth Centers* (*Metropolitan Center* and *Urban Center), Regional Manufacturing/Industrial Centers, and other types of local centers (Town or City Center, Mixed Use Center, Activity and Employment Center, and Transportation Hub)* (C-2). • Bremerton and Silverdale are identified as Regional Growth Centers and South Kitsap Industrial Area is identified as a Manufacturing/Industrial Center. Additional locally designated centers are identified (Appendix F).
Pierce	• CPPs identify a process for designating centers at the county level (pp. 83 - 85). Pierce County Regional Council reviews requests for designation every two years, and requires that jurisdictions submit documentation of consistency with criteria outlined in the CPPs. • Centers must meet the criteria contained within the CPPs (UGA-13-14, UGA-27-47). • CPPs enumerate expectations for minimum employment, housing, transit service, and area within the center type (p. 84). • Tacoma Downtown Tacoma Mall, Lakewood, Puyallup Downtown, Puyallup South Hill are identified as Regional Growth Centers. Fredrickson and Port of Tacoma are identified as Manufacturing/Industrial Centers. South Tacoma and University Place are identified as candidate regional centers.

County	Summary of Policy (2012)
Snohomish	• No explicit process identified in CPPs for regional growth centers designation. Local plans are to identify centers as designated in VISION 2040 and plan for appropriate growth and densities consistent with regional expectations (DP-9). • CPPs include a process for designated Manufacturing/Industrial Centers. Snohomish County Tomorrow reviews for consistency with the CPP criteria for action by the Snohomish County Council (ED-5-6). • CPPs enumerate expectations for minimum employment capacity within Manufacturing/Industrial Centers (ED-6).

The CPPs also address centers in other ways, highlighting the roles and characteristics of centers. Depending on the county, the CPPs address the role of centers in accommodating growth, supporting transit, supporting a sustainable environment through compact development, and providing a supply of affordable housing. Unique center policies among the CPPs address health impacts of manufacturing/industrial centers and emphasize prioritizing centers for facilities of a statewide or countywide nature. The CPPs highlight the countywide vision for centers and underscore the multiple roles and expectations for centers, both locally and regionally.

Center Planning in Peer Regions

The central Puget Sound region is not alone in promoting a centers-based growth strategy in its regional plans. To better understand the current state of regional planning for designated centers and how other regions have addressed common issues, PSRC researched practices in other regions. A number of peer regions' plans include a framework for officially designating centers. While these plans contain many elements similar to PSRC, they also include unique and distinct approaches.

This section summarizes the results of the research and provides brief case studies for the identified regions (additional detail is provided in Appendix D). The regions studied include:

- San Diego Association of Governments
- Portland Metro
- Metropolitan Washington (D.C.) Council of Governments
- Metro Vancouver (B.C.)
- Denver Regional Council of Governments
- Delaware Valley Regional Planning Commission
- Association of Bay Area Governments

Research focus: PSRC's centers planning includes MPPs and Designation Procedures for new regional centers. PSRC's Policy Framework helps determine how federally managed transportation funds are distributed to projects in and connecting centers. Given these elements in PSRC's planning, the research questions address: *framework* (overall system of centers, hierarchies, roles of different center types), *designation process and criteria* (for new and existing centers), and *implementation* (regional and local planning expectations and investments). The research approach included reviewing planning documents and interviewing staff at the regional planning agencies.

As summarized in Figure 4 and the following case studies, PSRC's system has areas of strength and potential areas for improvement:

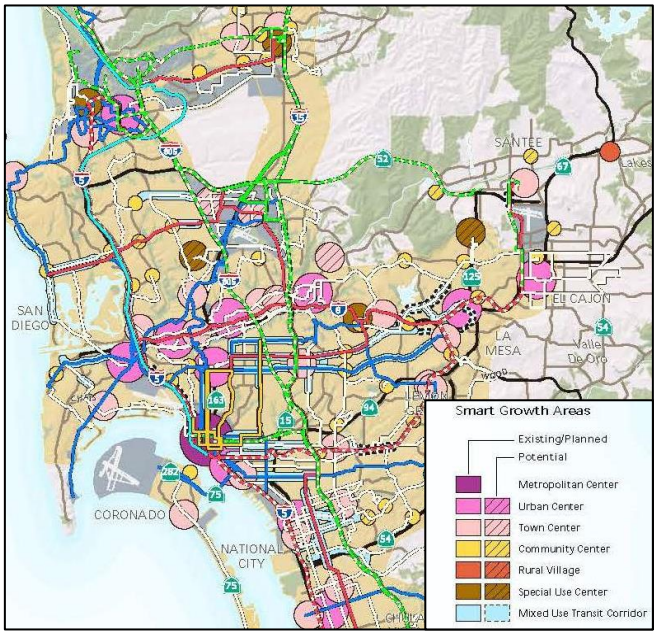
- **Framework:** PSRC has regional centers; some peer regions include multiple center types and some have hierarchies.
- **Process:** PSRC has a clearly defined designation process for new centers; some peer regions include procedures for existing centers.
- **Criteria:** PSRC has well-defined criteria for individual new centers; some peer regions include goals for centers as a whole.
- **Implementation:** PSRC provides capital funding for centers; other regions do this and also include funding for planning.
- **Planning:** PSRC establishes clear expectations and local jurisdictions can opt into designation based on local priorities.

FIGURE 4. SUMMARY OF CENTERS PLANNING PEER REGIONS

Program Elements
● Well-defined
◐ Moderately defined
– Not found

	Puget Sound Regional Council	San Diego Association of Govts.	Portland Metro	Metropolitan Washingtonn COG	Metro Vancouver	Denver Regional COG	Delaware Valley Regional Commission	Association of Bay Area Govts.
Framework/Hierarchy								
– Multiple center types?	-	●	●	◐	●	◐	●	●
– Center hierarchy?	-	●	●	-	●	-	●	●
Process/Criteria								
– Defined designation process?	●	◐	◐	●	●	●	◐	●
– Defined criteria and eligibility?	●	●	◐	●	●	◐	◐	◐
Implementation/Planning								
– Regional incentives (funding/services)?	◐	●	◐	◐	-	◐	●	◐
– Local expectations (planning/targets)?	●	●	◐	◐	◐	-	-	◐

San Diego Association of Governments

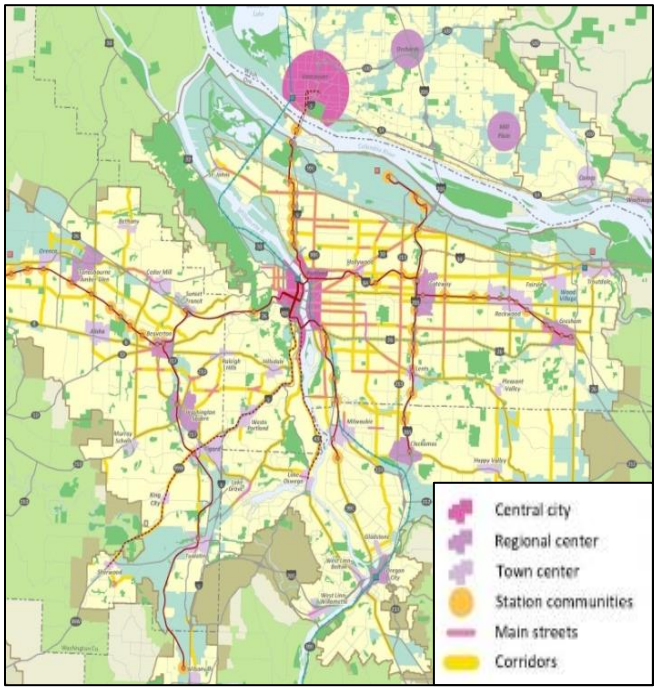


The *Regional Comprehensive Plan* has just over 200 centers. The plan defines seven "smart growth place types," and every jurisdiction has at least one. Center types include Metropolitan Center, Urban Center, Town Center, Community Center, Rural Village, Special Use Center, and Mixed-Use Transit Corridor.

The centers vary in their roles based on the amount of employment in their market-shed, as well as by existing density and transit service characteristics. Centers must meet minimum residential targets (dwelling units per acre), minimum employment targets (employees per acre), and minimum transit service characteristics to qualify as an "Existing/Planned" center; this allows them to compete for capital funding. If they don't, they can apply to be a "Potential" center and compete for planning funds.

The region dedicates a portion of total transportation funding for projects and planning in centers. Local jurisdictions identify centers through a collaborative process with SANDAG and can add, delete, or modify centers before each transportation funding round.

Portland Metro



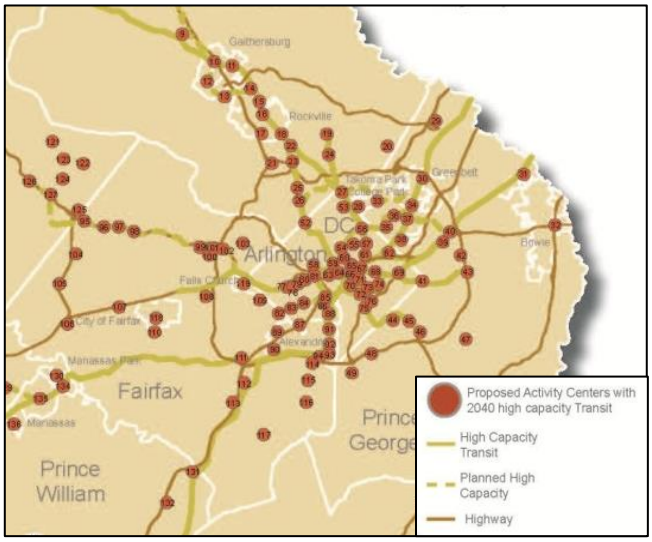
The *Region 2040* plan encourages growth in approximately 40 centers and supporting corridors. There are five center types, differentiated by market access (i.e., a larger center is accessible to millions versus a smaller center serving thousands).

The vision for each center is defined locally; the regional plan does, however, include a sliding scale of recommendations regarding residential and employment densities, the mix of uses, and mix of housing types. Metro also includes policies on topics such as zoning, transit service and planning.

Jurisdictions may propose new centers or changes to existing centers; this requires establishing a boundary, conducting a market assessment, analyzing needed incentives to encourage mixed-use development, and adopting a plan of actions and investments. The Metro council maintains authority to approve proposed centers and changes.

The region has engaged the state in providing incentives for centers, including an Oregon Department of Transportation development fee waiver and Oregon Department of Land and Conservation funding.

Metropolitan Washington Council of Governments

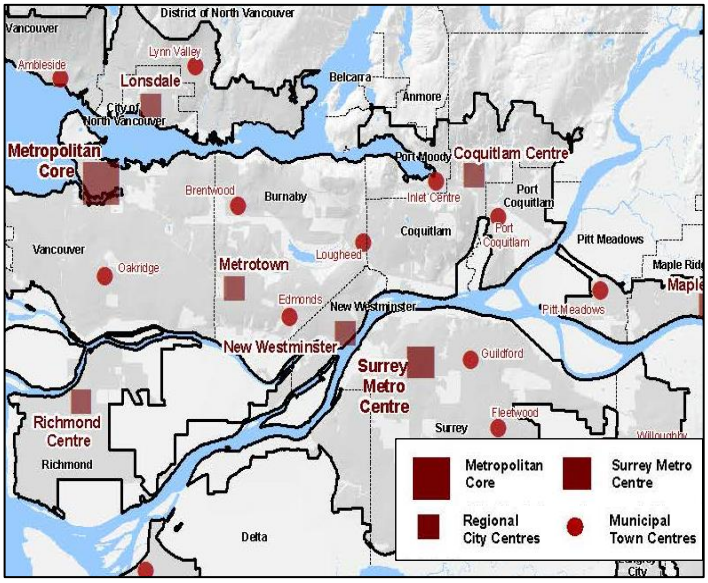


The *Region Forward* plan includes over 130 Activity Centers, including Urban Centers, Priority Growth Areas, Traditional Towns, and Transit Hubs. Goals are set for the Activity Centers as a whole. Of these, 70 percent will be served by transit by 2040. Centers will capture 75 percent of new commercial square footage and 50 percent of new households. At least 80 percent of new or preserved affordable housing units will be located in centers.

To provide flexibility, the regional plan established a menu of attributes for designation: All centers must meet the two core attributes (Designated in local plan and Higher than average density), plus any two additional attributes (Intersection Density, Transit Capacity, Land Use Mix, Housing Affordability). The most recent designation of 77 new Activity Centers in 2012 was intended to align centers with local and regional planning.

The *Activity Center Strategic Investment Plan* project will survey Activity Centers and categorize them according to shared physical and market characteristics. Based on the results, recommendations will be developed to guide the type, scale, and timing of investments needed to strengthen or enhance the centers.

Metro Vancouver

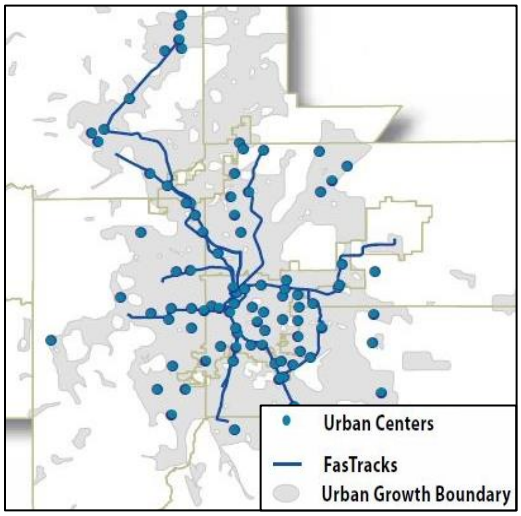


The *Metro Vancouver 2040* plan includes 26 centers that are at the city rather than the subarea level (similar to VISION 2040's regional geographies). Centers as a whole are expected to accommodate a larger share of the region's growth than existing conditions by accepting 40% of dwelling unit growth and 50% of employment growth.

The center types include Metropolitan Core, Surrey Metro Centre, Regional City Centres, and Municipal Town Centres. The region also identifies Frequent Transit Development Areas. Centers are differentiated based on the *area served*. They have numeric targets for housing units and employment, and guidance for land use and transportation.

The 2011 update included a more explicit role for Metro Vancouver in designating centers and for providing numeric targets for growth, density and transit. Metro Vancouver has not received requests for new centers; however, they do have a multi-step collaborative process for such requests, in addition to a process for changes to center boundaries.

Denver Regional Council of Governments



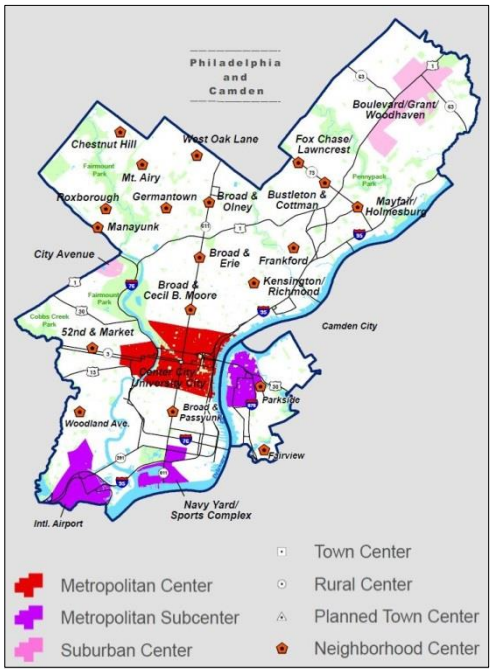
The *Metro VISION 2035* plan includes over 100 centers, and includes a goal for the centers as a whole to accommodate "50% of new housing and 75% of new employment between 2005 and 2035." The region significantly streamlined its centers framework recently from three to only one: Urban Centers.

Centers are categorized non-hierarchically as Existing, Emerging, and Planned. This considers whether they are largely urban and built-out (Existing), built-out or partially built-out but anticipating significant growth (Emerging), or an area where the local jurisdiction has significant future growth plans that are consistent with Metro Vision but has little existing development (Planned).

DRCOG has two plan amendment cycles each year, one for small administrative changes (e.g., minor boundary modifications) and one for major changes (e.g., designation of new centers). When considering changes, the evaluation panel uses weighted criteria to qualitatively evaluate urban center proposals. The criteria consider densities, planning efforts for multimodal transportation, housing options, environmental goals, and local commitment.

The region recently designated additional centers, and is considering a more detailed designation and amendment process for existing centers, in addition to its process for center amendments.

Delaware Valley Regional Planning Commission



The *Connections 2035* regional plan includes about 120 centers intended to organize and focus growth. The seven center types include Metropolitan Center (Philadelphia), Metropolitan Subcenters, Suburban Centers, Town Centers, Rural Centers, Planned Town Centers, and Neighborhood Centers.

Center types are differentiated on a qualitative mix of roles and characteristics. For example, Town Centers are pedestrian- and transit-friendly areas that offer a mixture of high-density residential and commercial land uses and a distinct downtown/main street surrounded by suburban land uses. Suburban Centers are areas of regionwide significance which reflect existing job concentrations and a mix of office, retail and services, but lack pedestrian-scale characteristics.

DVRPC is developing incentive programs to promote and support their Livable Communities strategy. Unique funding criteria include consideration of economically disadvantaged areas, trends of disinvestment and decline, and leveraging state and county programs. Program funds are eligible to support planning, design, engineering, and feasibility studies.

Association of Bay Area Governments

The *FOCUS* regional plan includes about 115 centers, called Priority Development Areas (PDAs), within nine Place Types. The PDAs include Regional Center, City Center, Transit Town Center, Suburban Center, Urban Neighborhood, Transit Neighborhood, Mixed-Use Corridor, Employment Center, and Rural Town Center/Mixed-Use Corridor.

Place Types are identified as Planned or Potential and are categorized by their different roles, describing existing and potential housing, employment, retail, entertainment, transit service, population densities, and overall character of the center. The plan also differentiates roles the center types play based on the area served by the center (i.e., their market-shed). For example, Regional Centers are primary centers of economic and cultural activity for the region, whereas Transit Town Centers are more local centers of economic and community activity.

Planned PDAs must have an adopted land use plan and a resolution of support from the local jurisdiction. Planned PDAs are eligible for capital infrastructure funds, planning grants, and technical assistance. Potential PDAs would be eligible only for planning grants and technical assistance until the PDA's jurisdiction adopts a land use plan and resolution, at which time the Potential PDA may apply to be changed to a Planned PDA.

Peer Regions Summary Observations

The review of center planning frameworks has identified approaches or methods not contained in VISION 2040's multicounty planning policy framework, PSRC's Designation Procedures for New Regional Centers, or in the Transportation Improvement Program's Policy Framework.

Summary

While PSRC's regional center framework has been in place 20 years, it has continued to evolve over time. Changes since the 2002 monitoring report have resulted in a clearer designation process, elevated the importance of planning for centers, raised the profile of centers overall, and better aligned regional policy to support regional centers. The adoption of VISION 2040 in 2008, coupled with subsequent amendments to the CPPs, reinforced the role of centers in regional and local planning and created more harmony between expectations for centers in CPPs. VISION 2040 affirms the important continued role for regional centers and provides additional guidance to local jurisdictions, including prioritizing centers for funding and establishing growth targets for centers.

Several recommendations from the 2002 Milestones report have been implemented, including raising the profile of regional centers, clarifying the designation process, developing guidance for center planning, establishing a certification process for regional center plans, and supporting continued emphasis on centers in regional plans and regional funding competitions. Other recommendations, such as establishing evaluative criteria for existing regional centers and identifying additional funding for center planning, have not been implemented to date.

The 2011 update to the designation procedures helped to clarify expectations for new centers. While these procedural changes raise expectations for new centers, existing centers are not currently expected to meet the same expectations. For example, minimum levels of existing and planned densities for new centers and less defined planning expectations for existing centers set up two different tracks for regional centers.

Updates to the CPPs support the regional process but continue to have local variation. For example, the Pierce County CPPs include minimum designation criteria for both regional and countywide centers, while Snohomish County only addresses criteria for manufacturing/industrial centers. Kitsap County includes a list of both regional and locally designated centers in the CPPs, while King County establishes a framework for local centers but does not identify these places in the policies.

In the context of other regions, PSRC's process has several strengths, including the clear designation procedures and a focus on a limited number of centers. Peer regions offer some useful lessons for achieving the right balance of centers and how to best support these places. In particular, establishing a clear centers hierarchy, identifying funds for implementation, and establishing goals for centers as a group may be effective practices to consider incorporating into the centers framework in this region.

Chapter 2
Center Characteristics & Comparisons

This chapter summarizes and evaluates a variety of data measures and information on the regional growth and manufacturing/industrial centers. The measures in this chapter describe the current conditions and changes over the last 10 years in the designated centers. The chapter is intended to offer a detailed, data-based description of individual centers, support a broad comparison across centers and assess of each center's characteristics, trends, successes and challenges relative to the policy framework for regional centers.

While some data measures are consistent with previous monitoring reports, the figures are not directly applicable to data in the 2002 report. Different data sources and methods were used, and this report incorporates several new centers designated since the last report. Since 2002, Auburn, Burien, Kirkland, Seattle South Lake Union, and Silverdale have been designated as regional growth centers. South Kitsap Industrial Area (SKIA), annexed by Bremerton, was designated as a manufacturing/industrial center. In addition, Redmond Overlake was re-designated from a manufacturing/industrial center to a regional growth center.

Topics covered in this chapter include center land use and urban form, population and demographics, housing, employment and economy, and planning. Some measures, primarily those focused on population and housing, address only regional growth centers.

A. Land Use and Urban Form

A.1. Urban Form: Boundaries – Sizes and Shapes

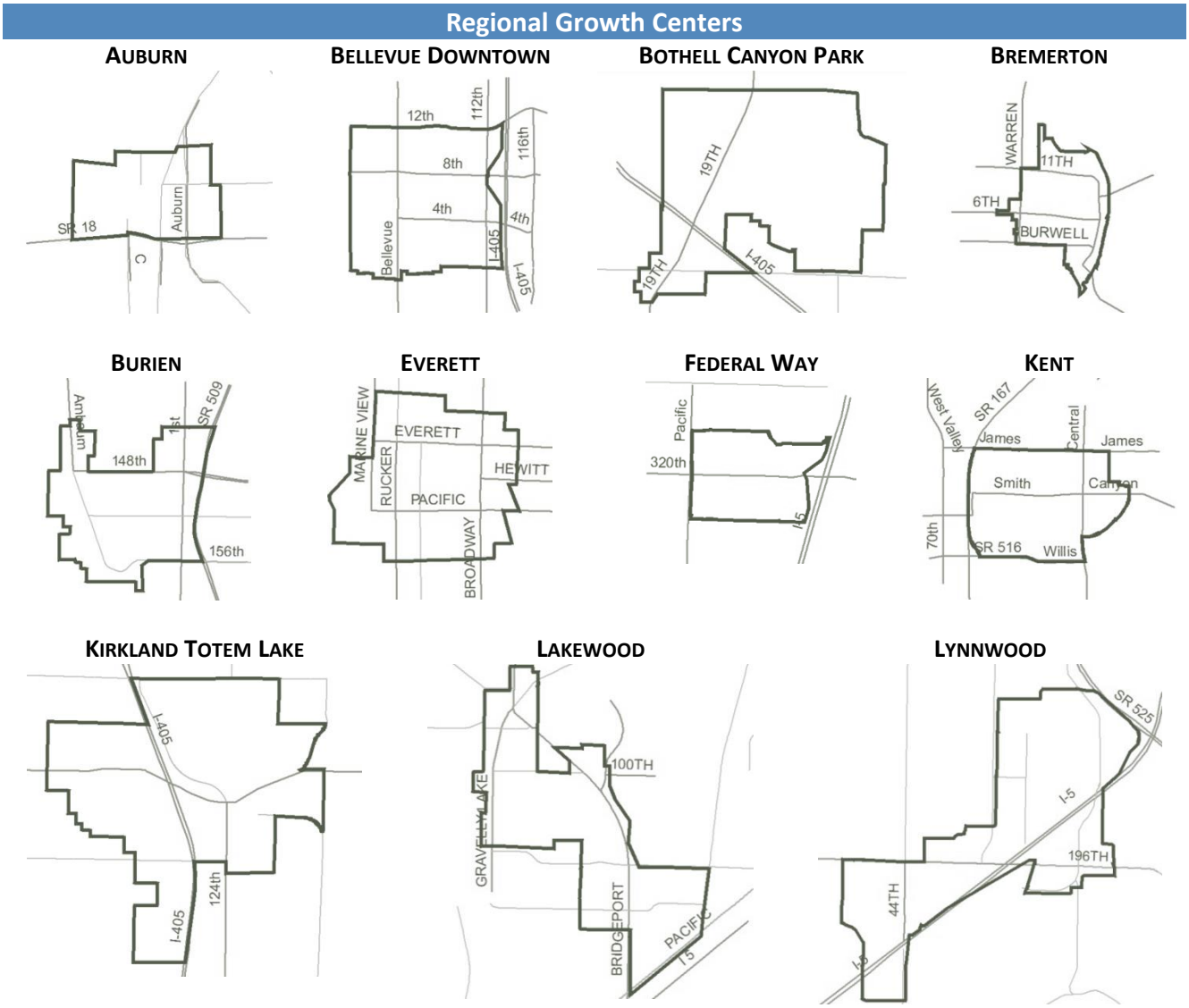
Regional growth centers are envisioned as small, dense, walkable areas. Since 2003, the new center designation procedures have called for centers to be approximately one square mile and roughly uniform in shape. While many centers follow this guideline, several centers have unusual shapes and physical environments not conducive to walking, including centers traversed by highways or major roads.

The size and shape of centers varies significantly, from compact and uniform shapes, such as Auburn, Kent, and Federal Way, to more elongated or unusual shapes, such as SeaTac, Renton, and Seattle Northgate. Some centers have unusual boundaries in order to include major employers and facilities within the center boundaries.

Since publication of the 2002 centers monitoring report, several centers have changed their boundaries through local planning processes. For example, Bremerton significantly reduced the size of its center, focusing on a compact area around the historic downtown core and waterfront. Tacoma Downtown expanded its center boundaries to include the Stadium district to the north and Martin Luther King district to the east of the commercial core.

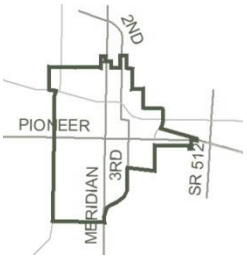
The size and shape of the existing centers are shown in Figure 5.

FIGURE 5. REGIONAL GROWTH CENTER BOUNDARY MAPS, 2012



Regional Growth Centers

Puyallup Downtown



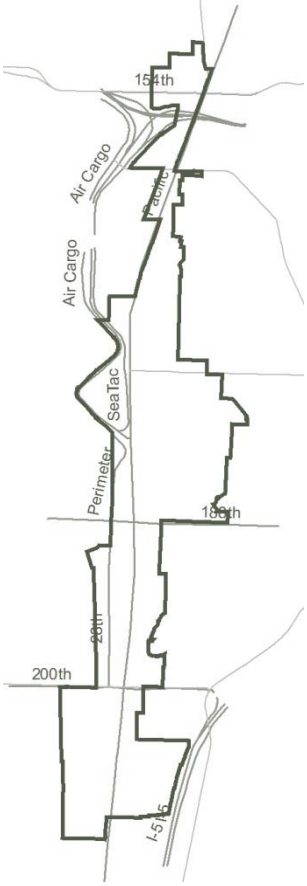
Puyallup South Hill

Redmond Downtown

Redmond Overlake

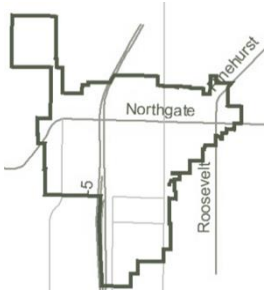
Renton

SeaTac



Seattle Downtown

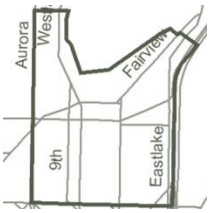
Seattle Northgate



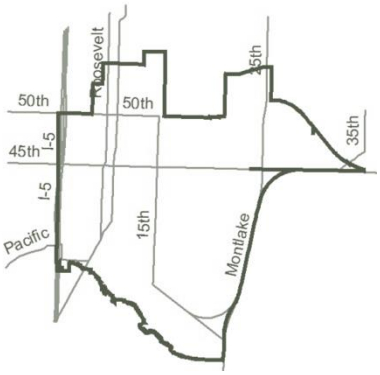
Regional Growth Centers

Seattle First Hill/Capitol Hill

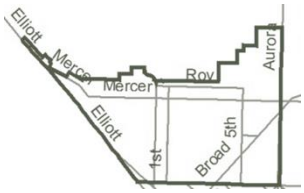
Seattle South Lake Union



Seattle University Community

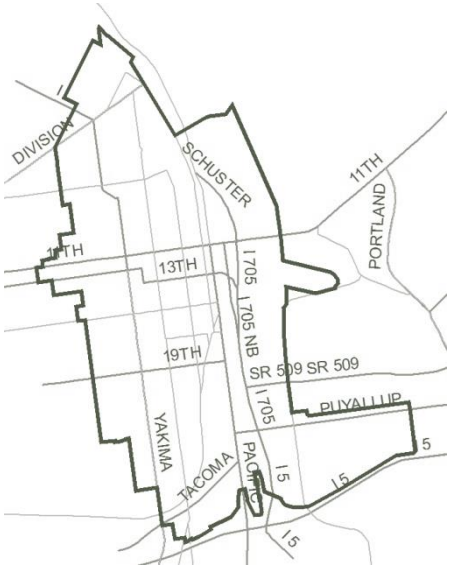


Seattle Uptown

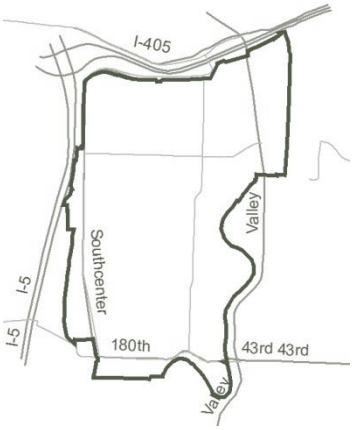


Silverdale

Tacoma Downtown



Tukwila



Tacoma Mall

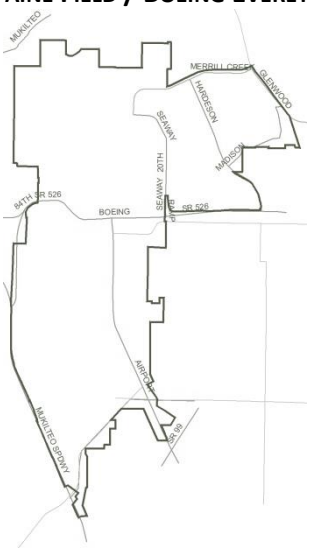
DATA SOURCE: PSRC Regional Centers Boundary Shapefile. To scale, although not directly comparable to manufacturing/industrial center maps.

Regional manufacturing centers are generally much larger than regional growth centers and have not been subject to size or shape constraints in the designation procedures. Industrial activities require significant amounts of space, and some manufacturing/industrial centers have unusual boundaries and shapes. The Duwamish MIC, for example, excludes the commercial and residential neighborhoods of Georgetown and South Park and includes non-contiguous areas to the south that adjoin with the North Tukwila MIC.

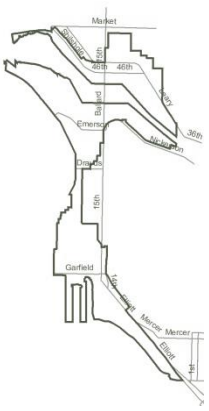
FIGURE 6. REGIONAL MANUFACTURING/INDUSTRIAL CENTER BOUNDARY MAPS, 2012

Regional Manufacturing/Industrial Centers

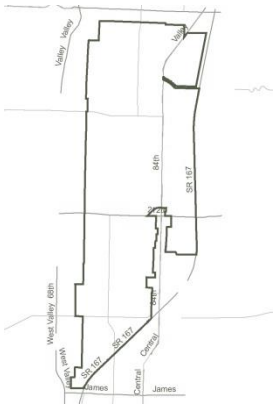
PAINE FIELD / BOEING EVERETT



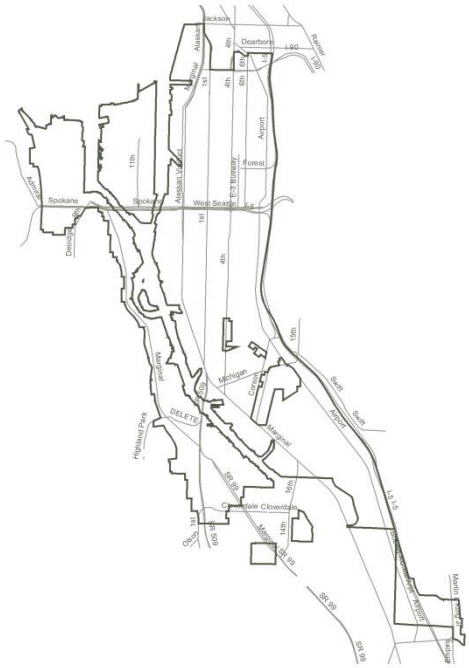
BALLARD-INTERBAY



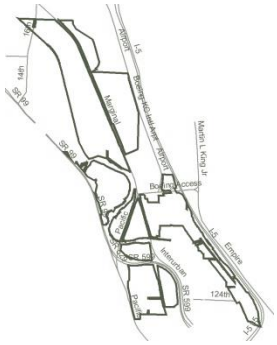
KENT MIC



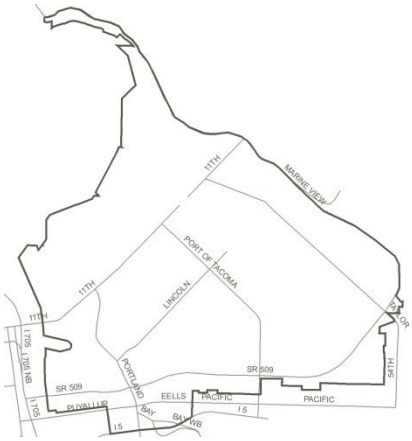
DUWAMISH



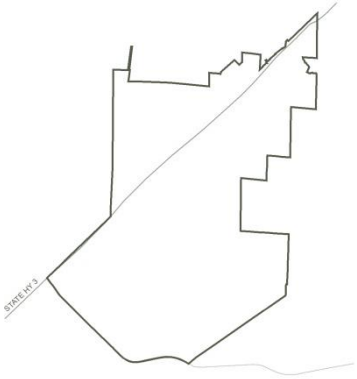
NORTH TUKWILA MIC



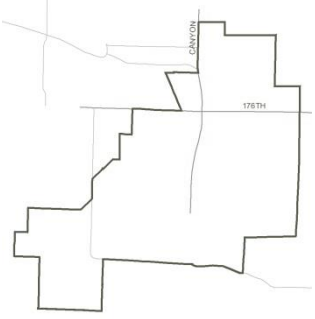
PORT OF TACOMA



SOUTH KITSAP INDUSTRIAL AREA



FREDERICKSON



DATA SOURCE: PSRC Regional Centers Boundary Shapefile. To scale, although not directly comparable to regional growth center maps.

Regional growth centers are envisioned to be compact places with a high-intensity mix of uses. Collectively, the regional growth centers constitute 2.5 percent of the urban growth area (UGA), but contain 5.8 percent of UGA population and 30.5 percent of UGA employment. Manufacturing/industrial centers represent 3.7 percent of the urban growth area land area, capturing 10 percent of UGA employment. Bremerton is the smallest regional growth center at 181 acres, while Tacoma Downtown is the largest at 1,424 acres. Regional growth centers range from 0.6 percent (Seattle Uptown) to 15.2 percent (Lynnwood) of the respective jurisdiction's land area.

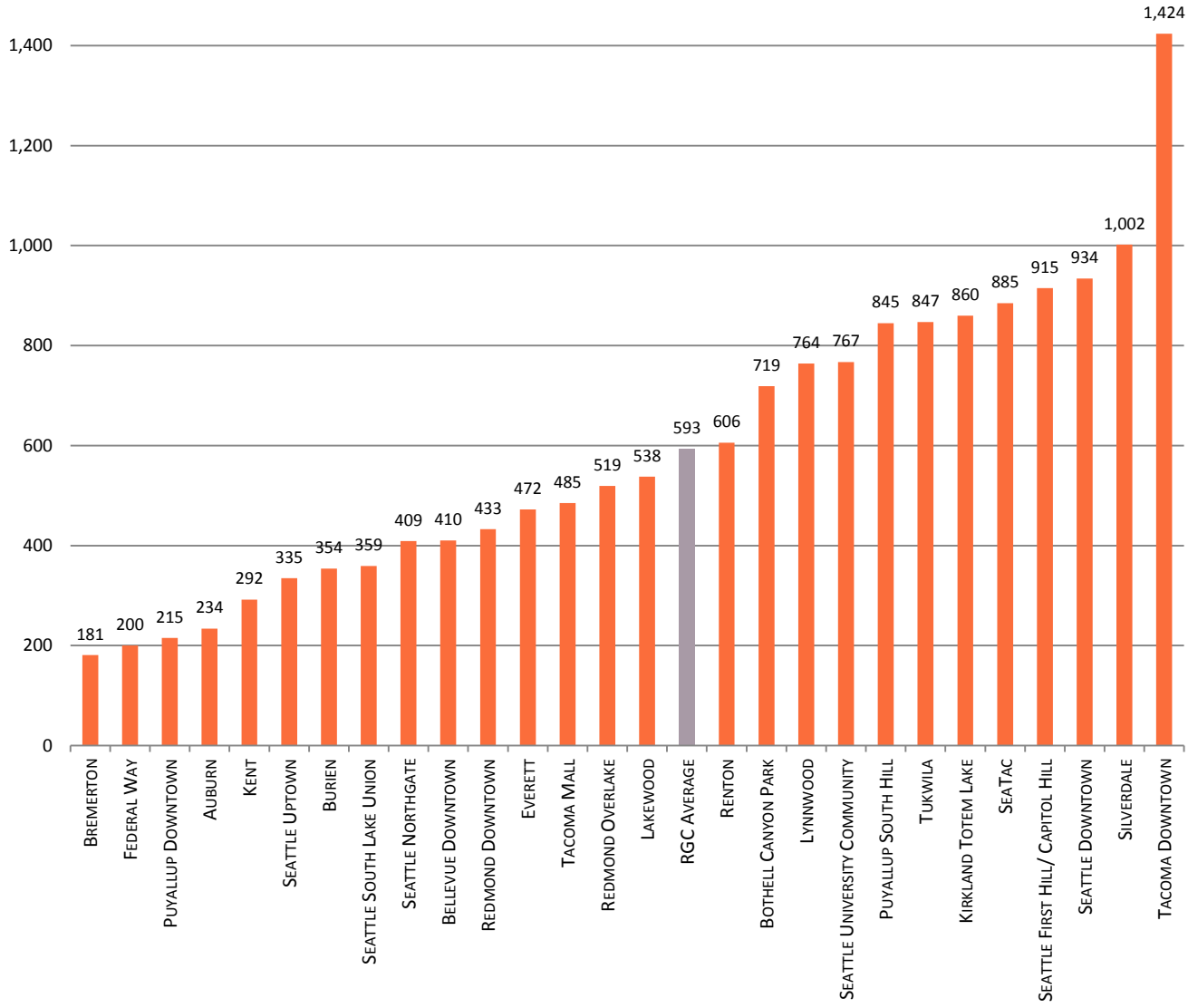
FIGURE 7. CENTER ACREAGES AND SHARE OF RESPECTIVE CITY ACREAGE, 2011

	Center Land Area (acres)	Percent of City Land Area
Regional Growth Center		
Auburn	234	1.2%
Bellevue Downtown	410	2.0%
Bothell Canyon Park	719	9.3%
Bremerton	181	1.0%
Burien	354	5.5%
Everett	472	2.5%
Federal Way	200	1.4%
Kent	292	1.6%
Kirkland Totem Lake	860	12.5%
Lakewood	538	4.4%
Lynnwood	764	15.2%
Puyallup Downtown	215	2.4%
Puyallup South Hill	845	9.4%
Redmond Downtown	433	4.5%
Redmond Overlake	519	5.4%
Renton	606	4.1%
SeaTac	885	13.5%
Seattle Downtown	934	1.7%
Seattle First Hill/Capitol Hill	915	1.7%
Seattle Northgate	409	0.8%
Seattle South Lake Union	359	0.7%
Seattle University Community	767	1.4%
Seattle Uptown	335	0.6%
Silverdale*	1,002	1.6%
Tacoma Downtown	1,424	4.3%
Tacoma Mall	485	1.5%
Tukwila	847	13.9%
RGC Average	**593**	**4.6%**
Manufacturing/Industrial Center		
Ballard-Interbay	971	1.8%
Duwamish	5,062	9.4%
Frederickson*	2,837	1.7%
Kent MIC	1,970	10.6%
North Tukwila MIC	961	15.8%
Paine Field / Boeing Everett*	4,241	3.5%
Port of Tacoma	5,160	15.7%
South Kitsap Industrial Area	3,565	19.4%
MIC Average	**3,095.9**	**9.7%**

DATA SOURCE: PSRC Regional Centers Boundary Shapefile, PSRC City Shapefile. Gross acreage includes right-of-way and water bodies. * Percentage of county UGA land area.

Eight jurisdictions have more than one regional center, and several cities hold a significant percent of their total land in a center. Bremerton, Tacoma, and Tukwila each have more than 20 percent of their total city land area within regional centers. Despite having eight centers within its borders, Seattle's centers collectively constitute 18.2 percent of the city's total acreage.

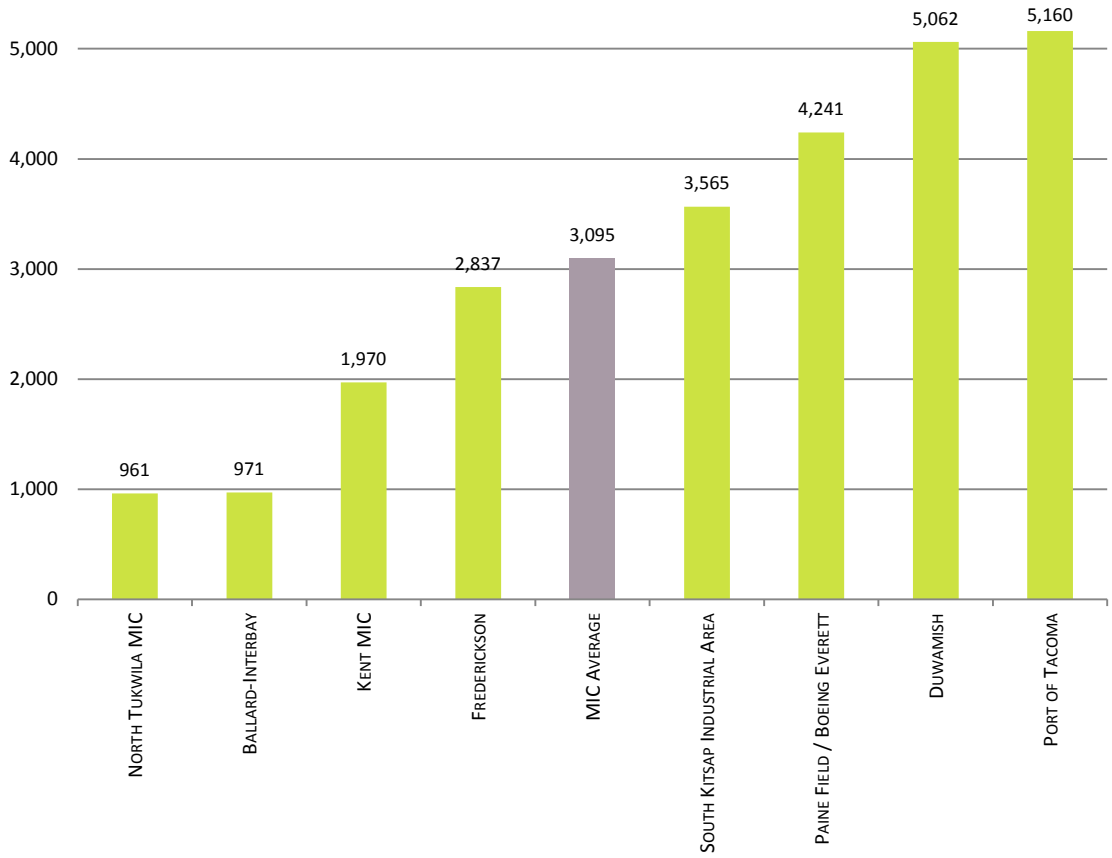
FIGURE 8. REGIONAL GROWTH CENTERS BY LAND AREA (GROSS ACRES), 2011



DATA SOURCE: PSRC Regional Centers Boundary Shapefile

The designation criteria encourage centers to be approximately one square mile (640 acres). Roughly half of the regional growth centers are less than 640 acres. The average size for regional growth center is 593 acres. The most compact regional growth centers tend to be historic downtown centers, including Auburn, Kent, and Puyallup Downtown. Some larger centers, such as downtown Seattle and Tacoma, have focused on planning for sub-districts within their centers, recognizing that large centers often have distinct subareas or neighborhoods within them.

FIGURE 9. MANUFACTURING/INDUSTRIAL CENTERS BY LAND AREA (GROSS ACRES), 2011



DATA SOURCE: PSRC Regional Centers Boundary Shapefile

Neither VISION 2040 nor the centers designation procedures speak to the preferred size for manufacturing/industrial centers. Among the manufacturing/industrial centers, Port of Tacoma is the largest at 5,160 acres, while North Tukwila MIC is the smallest at 961 acres. The average size among manufacturing/industrial centers is 3,095 acres.

A.2. Urban Form: Block Size and Sidewalk Completion

Urban form refers to how land uses, buildings, and activities in an urban place are arranged with respect to each other and to the transportation network. Urban form has a significant impact on whether an area is primarily automobile-oriented or more suited to walking and riding transit. Block size, sidewalk completeness and contiguity, the location and orientation of commercial buildings, and the ratio of building area to land area are common measures of urban form. Numerous studies have shown that urban form has a significant effect on transportation systems and can influence the likelihood that people will walk or bike to transit stops, local services, and jobs.

Block size, parcel size and sidewalk completion all serve as indicators of urban form. The average parcel size among regional growth centers is 1.1 acres. The median is considerably smaller at 0.6 acres, indicating that centers with large parcels significantly distort the overall average. Parcel size can have different meanings in this context—it can be an indicator of density, and it can also indicate challenges

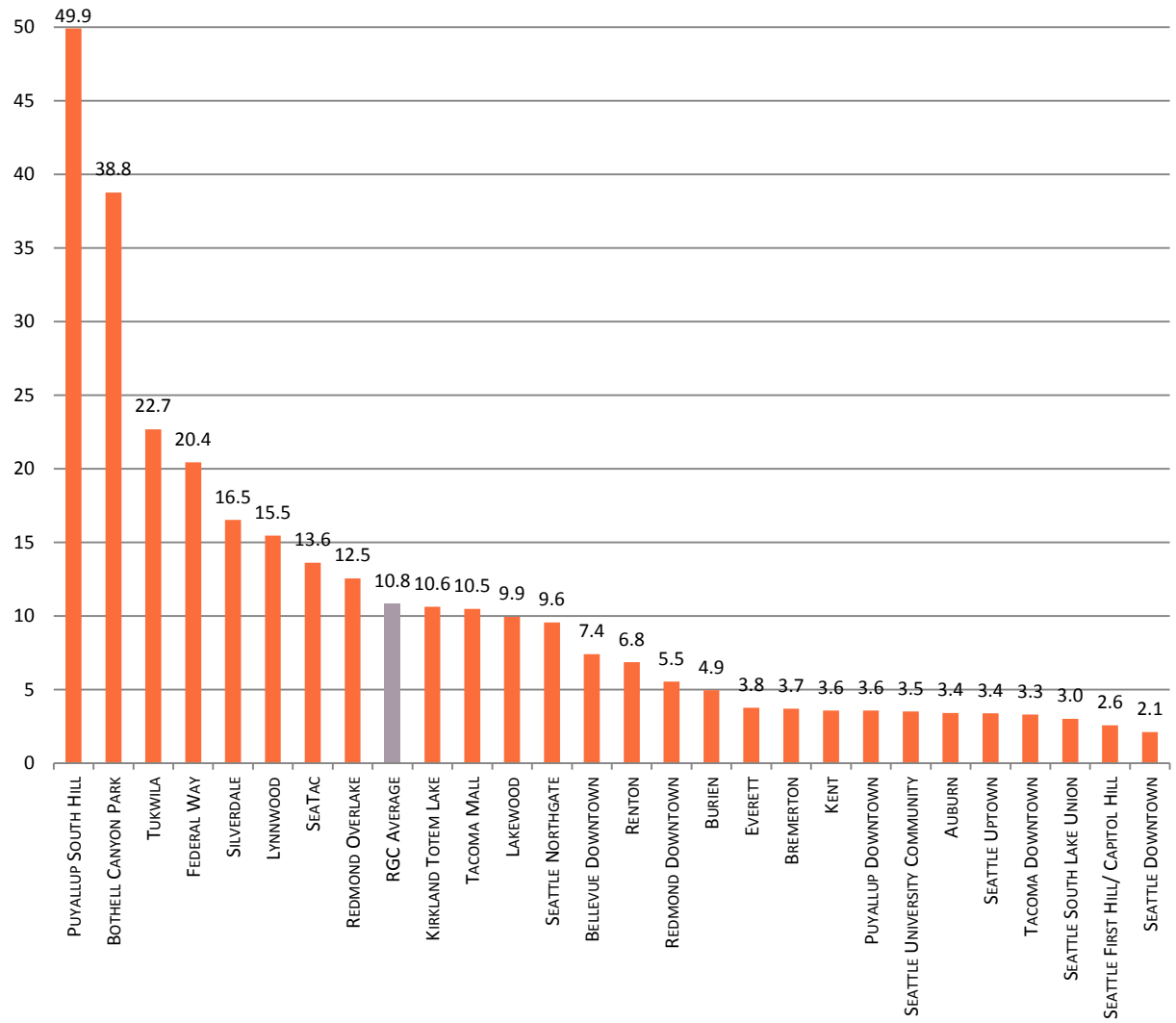
for land assembly for development or redevelopment. In general, older and more established centers have smaller parcel sizes.

FIGURE 10. CENTERS URBAN FORM: PARCEL SIZE, BLOCK SIZE AND SIDEWALK COMPLETION

	Average Parcel Size (acres), 2010	Average Block Size (acres), 2010	Sidewalk Completion, 2011
REGIONAL GROWTH CENTER			
AUBURN	0.3	3.4	98%
BELLEVUE DOWNTOWN	0.9	7.4	99%
BOTHELL CANYON PARK	2.6	38.8	96%
BREMERTON	0.2	3.7	99%
BURIEN	0.3	4.9	48%
EVERETT	0.3	3.8	100%
FEDERAL WAY	2.6	20.4	79%
KENT	0.5	3.6	83%
KIRKLAND TOTEM LAKE	2.2	10.6	88%
LAKEWOOD	0.5	9.9	52%
LYNNWOOD	2.3	15.5	94%
PUYALLUP DOWNTOWN	0.2	3.6	98%
PUYALLUP SOUTH HILL	1.3	49.9	69%
REDMOND DOWNTOWN	0.9	5.5	99%
REDMOND OVERLAKE	4.3	12.5	100%
RENTON	0.7	6.8	94%
SEATAC	3.3	13.6	41%
SEATTLE DOWNTOWN	0.4	2.1	100%
SEATTLE FIRST HILL/CAPITOL HILL	0.2	2.6	99%
SEATTLE NORTHGATE	0.9	9.6	100%
SEATTLE SOUTH LAKE UNION	0.5	3.0	100%
SEATTLE UNIVERSITY COMMUNITY	0.6	3.5	99%
SEATTLE UPTOWN	0.4	3.4	99%
SILVERDALE	0.7	16.5	63%
TACOMA DOWNTOWN	0.2	3.3	94%
TACOMA MALL	0.4	10.5	64%
TUKWILA	3.0	22.7	91%
RGC Average	**1.1**	**10.8**	**87%**
MANUFACTURING/INDUSTRIAL CENTER			
BALLARD-INTERBAY	1.2	5.8	96%
DUWAMISH	2.0	11.2	59%
FREDERICKSON	6.2	102.8	30%
KENT MIC	4.6	33.9	69%
NORTH TUKWILA MIC	4.3	20.6	68%
PAINE FIELD / BOEING EVERETT	11.2	94.2	67%
PORT OF TACOMA	5.0	25.0	30%
SOUTH KITSAP INDUSTRIAL AREA	21.9	150.0	11%
MIC Average	**7.1**	**55.4**	**54%**

DATA SOURCE: PSRC 2010 Parcel Database, U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, WSDOT sidewalk database and PSRC 2011 Sidewalk Inventory

FIGURE 11. REGIONAL GROWTH CENTERS – AVERAGE BLOCK SIZE (ACRES), 2010



DATA SOURCE: US Census Bureau

Block size is a good indicator of pedestrian-scale development and overall walkability. In this report "block" means any site completely surrounded by streets, and does not exclude alley rights-of-way. A small average block size reflects multiple access points to the activities located on that block, and a fine network of streets.

Eleven of the regional growth centers, including the smaller historic downtowns and large metropolitan centers, have an average block size that falls within this range. The 27 regional growth centers have an average block size of 10.8 acres, nearly quadruple the size typically found in a traditional, pedestrian-oriented downtown. Average block size among regional centers ranges from a low of 2.1 acres (Seattle Downtown) to a high of 49.9 acres (Puyallup South Hill). The median block size for the 27 centers is 6.8 acres. Centers that have primarily developed since the 1950s have larger average block sizes. Large block sizes are partly due to super blocks containing large surface parking areas, but may also reflect vacant and underdeveloped areas within the center boundaries. Bothell Canyon Park and Puyallup

South Hill have significantly larger block sizes than the average center, at 38.8 and 49.9 acres, respectively.

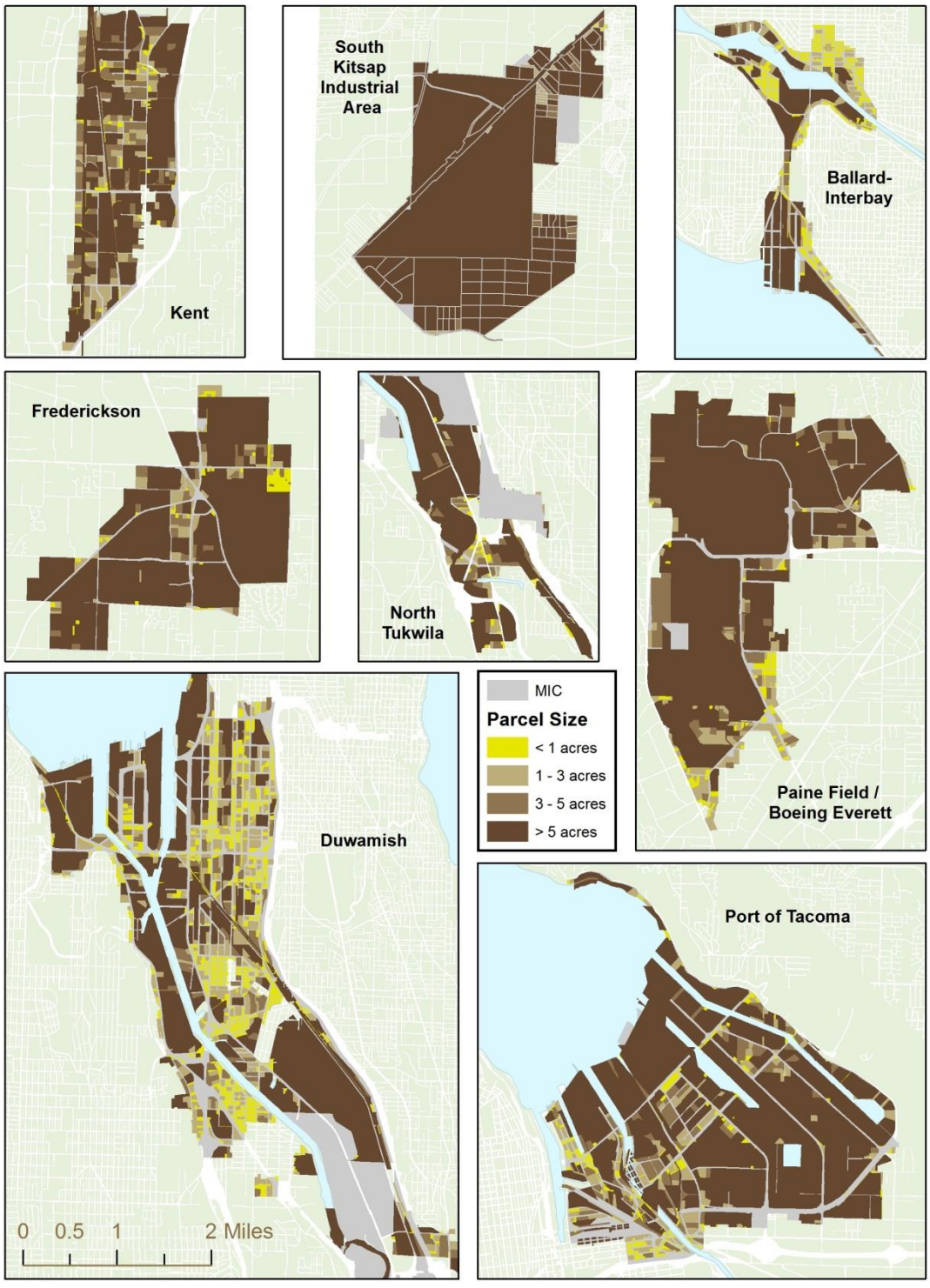
The presence of a network of sidewalks and other developed pedestrian paths is an important ingredient for a walkable urban environment. Sidewalks promote pedestrian mobility by providing safe, comfortable walking routes that minimize interaction with cars and other vehicles. Half of the regional growth centers have sidewalk coverage between 98 and 100 percent. SeaTac represents the lowest coverage at 41 percent. The average among regional growth centers is 87 percent sidewalk coverage.

A.3. Urban Form: Parcel Sizes in Manufacturing/Industrial Centers

In manufacturing/industrial centers, parcel size is a good indication of overall form of the center. VISION 2040 identifies large parcels as important features of this center type, noting that facilities with large spaces for assembly of goods and areas suitable for outdoor storage are key characteristics of manufacturing/industrial centers.

Generally, manufacturing/industrial centers show groupings of smaller parcels, while maintaining areas of large parcels. Airport properties take up large areas of land in Paine Field/Boeing Everett, SKIA, North Tukwila, and Duwamish, and are evident in the parcel size maps. Some clusters of residential development are also evident in smaller-lot parcels within the centers.

FIGURE 12. MANUFACTURING/INDUSTRIAL CENTERS – PARCEL SIZE, 2010



DATA SOURCE: PSRC 2010 Parcel Database

A.4. Land Use: Current Uses and Zoning

Land use describes the distribution and intensity of commercial, residential, and civic activities, the services that are provided, and how the community functions as part of the region. VISION 2040 encourages a more compact development pattern through development of regionally and locally designated centers and other central places. This conserves resources and creates additional transportation, housing, recreational, employment, and shopping choices in compact communities. Compact communities are defined as urban locations that offer these choices in a manner that enables travel choices beyond the sole reliance on automobile travel, supports an efficient development pattern, and improves efficient delivery of public services.

While the regional growth centers are historically employment-oriented, VISION 2040 sets the course for a more balanced mix of jobs and housing within centers. A center that has greater balance between housing and jobs should generate less traffic, as people who work there can also live there and be less reliant on cars to travel within the center. A center with a substantial number of residents is also likely to be more vibrant and have more activity throughout the day and evening hours than a center that is almost exclusively employment-oriented.

Continuing long-term trends, county assessor data (Figure 13) shows that regional growth centers as a whole have more employment-oriented land uses than residential uses. Employment-related uses, which include commercial, industrial, institutional, and mixed uses, account for a significant proportion of current land use in centers. In 2010, 63 percent of assessed acres were in employment related-uses. Exclusively residential uses constituted 19 percent of all land in regional growth centers. Manufacturing/industrial centers were heavily employment-oriented, with 78 percent of land in employment-related uses and only 1 percent in residential.

Most of the centers have substantial amounts of existing commercial area. Of the 27 regional growth centers, 21 count commercial uses as the largest single land use type. In this classification, "commercial" includes office uses, in addition to retail, restaurants, professional services, and other standard commercial uses. Federal Way, Redmond Overlake, and Lynnwood have the largest percentage of their center land dedicated to commercial use, reflecting their largely employment orientation. Seattle First Hill/Capitol Hill and Seattle University Community have the lowest percentage of commercial land at 15 and 16 percent, respectively, reflecting their orientation towards residential and institutional land uses. Renton, at 40 percent, has the largest percentage of land in industrial use. Seattle University Community includes the largest acreage of institutional land use, attributable to the University of Washington campus. VISION 2040 calls for a mix of complementary uses in regional growth centers and sees their purpose as unique communities within the region's most populated cities. While employment-related uses are most common, county assessor data demonstrate that there are a wide variety of land uses throughout the centers.

Assessor data includes an accounting of acres dedicated to parking. Because of the data source, only parking under separate ownership is accounted for in the table. Several centers with shopping malls contain significant parking that is not captured in the table. In the context of the regional growth centers, this category can be an indicator of land use dedicated to paid parking, rather than overall prevalence of parking lots and structures.

A few centers have a substantial amount of land in exclusively residential use. In Auburn, Bremerton, Burien, Kirkland Totem Lake, Puyallup South Hill, SeaTac, and Seattle First Hill/Capitol Hill residential

land use represents more than 30 percent of current acreage. Seattle First Hill/Capitol Hill has nearly 45 percent of its land devoted to exclusive residential use. Federal Way, Redmond Overlake, Seattle South Lake Union, and Tukwila have relatively little land currently devoted to housing.

Because the regional growth centers are major priority areas for growth and key hubs for transit services, higher-density multifamily housing is more desirable in and around them than lower-density, single-family housing. Many of the 27 designated regional growth centers do, however, currently have single-family housing. In some cases, these structures are interspersed in commercial or higher density residential areas and have already begun converting to more intensive uses. In other cases, the center includes viable, lower-density neighborhoods that the community intends to maintain and protect in their existing form. The large single-family areas in Puyallup Downtown, Silverdale, SeaTac, and Lakewood frame their commercial cores.

Seattle First Hill/Capitol Hill and Kirkland Totem Lake have far larger shares of multifamily land use acreage than the other centers. Seattle University Community and SeaTac also have large multifamily areas. While those centers have large acreage devoted to multifamily development, some centers, such as Seattle Downtown and Bellevue Downtown, have intensely developed mixed-use buildings with housing.

While most of the centers are largely developed, Silverdale, Puyallup South Hill and Bothell Canyon Park contain over 100 acres each of vacant developable land, per assessor data. Parks and open spaces are vital for making urban places livable and desirable places for new development. As a whole, the centers devote 288 acres (2%) of land area to exclusively park and open space uses.

In manufacturing/industrial centers, industrial and vacant developable land uses are most prevalent. Industrial uses are also well represented in regional growth centers – each of the growth centers has land currently in industrial use. Twenty-five percent of current land use in the manufacturing/industrial centers is classified as vacant developable, appropriate for future development and outdoor storage and assembly.

As discussed in the Housing and Households section, some limited residential development is included in the manufacturing/industrial centers. Frederickson has a notably larger share of single-family land use than the other manufacturing/industrial centers. At 135 acres, Frederickson has the third largest percentage of current single family land use among all regional centers, though Figure 14 shows that the center is entirely zoned for industrial use.

FIGURE 13. CURRENT USE: CENTERS LAND AREA (ACRES) BY CURRENT USE CATEGORY, 2010

	Total Net Acres	Multifamily	Single Family	Mixed Use	Commercial	Industrial	Institutional	Parks and Open Space	Parking	Vacant Developable	Other
Regional Growth Center											
Auburn	146	10	36	1	40	19	12	-	4	20	4
Bellevue Downtown	327	22	1	45	174	2	18	27	26	13	-
Bothell Canyon Park	630	18	16	-	170	155	49	26	4	173	20
Bremerton	128	15	35	-	14	11	22	2	18	7	5
Burien	249	45	31	1	113	23	10	1	7	15	3
Everett	274	39	41	-	80	17	62	-	22	13	-
Federal Way	175	1	-	-	139	1	10	-	2	20	3
Kent	197	9	15	1	56	17	59	5	14	16	5
Kirkland Totem Lake	679	200	5	-	184	163	40	-	7	76	3
Lakewood	439	59	64	-	239	7	46	-	1	20	2
Lynnwood	613	43	10	-	426	48	44	4	19	17	3
Puyallup Downtown	147	13	42	-	46	9	23	-	7	4	3
Puyallup South Hill	775	79	51	-	234	128	103	58	1	102	19
Redmond Downtown	330	34	4	10	166	5	39	8	23	39	2
Redmond Overlake	410	9	-	2	279	60	31	-	5	19	6
Renton	461	30	33	4	120	179	35	3	14	39	5
SeaTac	681	123	153	-	189	44	15	9	70	69	9
Seattle Downtown	529	33	2	64	234	34	51	7	62	27	16
Seattle First Hill/ Capitol Hill	568	216	29	22	86	32	90	4	43	30	16
Seattle Northgate	295	69	6	7	148	4	27	-	21	8	7
Seattle South Lake Union	206	6	-	9	89	39	7	17	22	14	3
Seattle University Community	565	101	23	11	91	13	287	10	12	11	6
Seattle Uptown	223	34	4	17	66	12	46	7	16	7	13
Silverdale	818	70	159	-	299	11	116	13	7	103	39
Tacoma Downtown	807	80	58	-	189	88	150	57	75	82	28
Tacoma Mall	394	63	34	-	225	10	30	5	8	15	4
Tukwila	726	-	1	-	360	247	23	26	16	29	24
RGC Total	**11,791**	**1,422**	**855**	**195**	**4,451**	**1,377**	**1,443**	**288**	**527**	**987**	**245**
Manufacturing/Industrial Center											
Ballard-Interbay	749	2	4	1	147	467	31	13	5	76	4
Duwamish	3,618	3	13	2	126	3,082	16	9	71	258	37
Frederickson	2,442	2	135	-	237	1,174	57	227	0	599	11
Kent MIC	1,685	-	1	3	31	1,441	5	31	14	136	23
North Tukwila MIC	856	-	1	-	100	592	37	-	8	115	3
Paine Field / Boeing Everett	4,002	16	31	-	183	2,849	103	208	5	606	2
Port of Tacoma	3,941	-	11	-	854	2,502	50	158	4	334	28
South Kitsap Industrial Area	3,072	-	37	-	47	1,655	11	-	-	1,322	-
MIC Total	**20,364**	**23**	**232**	**5**	**1,725**	**13,761**	**311**	**645**	**107**	**3,447**	**108**

Data source: PSRC 2010 Parcel Database. Indicates largest value for each center.

Zoning, which controls what kinds of land uses will be allowed in the future as the centers develop and redevelop, presents a slightly different story. Regional growth centers are currently zoned primarily for mixed-use and commercial land uses. While single-family housing is a current land use in most of the centers, zoned land use for single-family housing is appreciably smaller. Among the centers, 10 have land zoned to allow only single family housing. Silverdale, SeaTac, and Lakewood have more than 50 acres zoned for single-family development. Four centers are entirely zoned for mixed use—Bremerton, Federal Way, Redmond Downtown, and Tacoma Mall. Bellevue Downtown, Kirkland Totem Lake, Puyallup South Hill, and Seattle Downtown have significant zoning for office uses.

The designation procedures for new centers sets an expectation that at least 80 percent of property within proposed new regional manufacturing/industrial centers boundaries must have planned future land use and current zoning designations for industrial and manufacturing uses. The current manufacturing/industrial centers are zoned predominantly for industrial uses. Of these center types, only Paine Field/Boeing Everett has significant zoning in any other land use type, with 661 acres zoned for office use.

FIGURE 14. ZONING: CENTERS LAND AREA (ACRES) BY ZONED USE CATEGORY, 2010

	Total Net Acres	Multifamily	Single Family	Mixed Use	Commercial	Industrial	Institutional	Office	Parks and Open Space	Public Facilities
Regional Growth Center										
Auburn	146	18	12	94	-	18	-	-	-	5
Bellevue Downtown	327	34	-	185	-	-	-	108	-	-
Bothell Canyon Park	630	-	-	135	495	-	-	-	-	-
Bremerton	128	-	-	128	-	-	-	-	-	-
Burien	249	84	-	33	131	-	-	2	-	-
Everett	274	114	5	29	126	-	-	-	-	-
Federal Way	175	-	-	175	-	-	-	-	-	-
Kent	197	-	-	4	192	-	-	-	-	-
Kirkland Totem Lake	679	192	3	-	179	42	33	180	50	-
Lakewood	439	66	54	1	284	-	-	-	2	33
Lynnwood	613	44	-	185	288	34	-	-	-	62
Puyallup Downtown	147	35	19	75	9	-	-	-	-	9
Puyallup South Hill	775	125	17	-	330	36	-	99	-	167
Redmond Downtown	330	-	-	330	-	-	-	-	-	-
Redmond Overlake	410	4	-	406	-	-	-	-	-	-
Renton	461	41	5	415	-	-	-	-	-	-
SeaTac	681	245	77	18	323	7	-	-	9	-
Seattle Downtown	529	1	-	395	19	33	-	82	-	-
Seattle First Hill/ Capitol Hill	568	313	-	145	2	-	108	-	-	-
Seattle Northgate	295	92	4	167	-	-	32	-	-	-
Seattle South Lake Union	206	-	-	126	53	26	-	-	-	-
Seattle University Community	565	130	-	69	64	3	299	-	-	-
Seattle Uptown	223	34	-	178	10	-	-	-	-	-
Silverdale	818	224	114	1	475	-	-	-	4	-

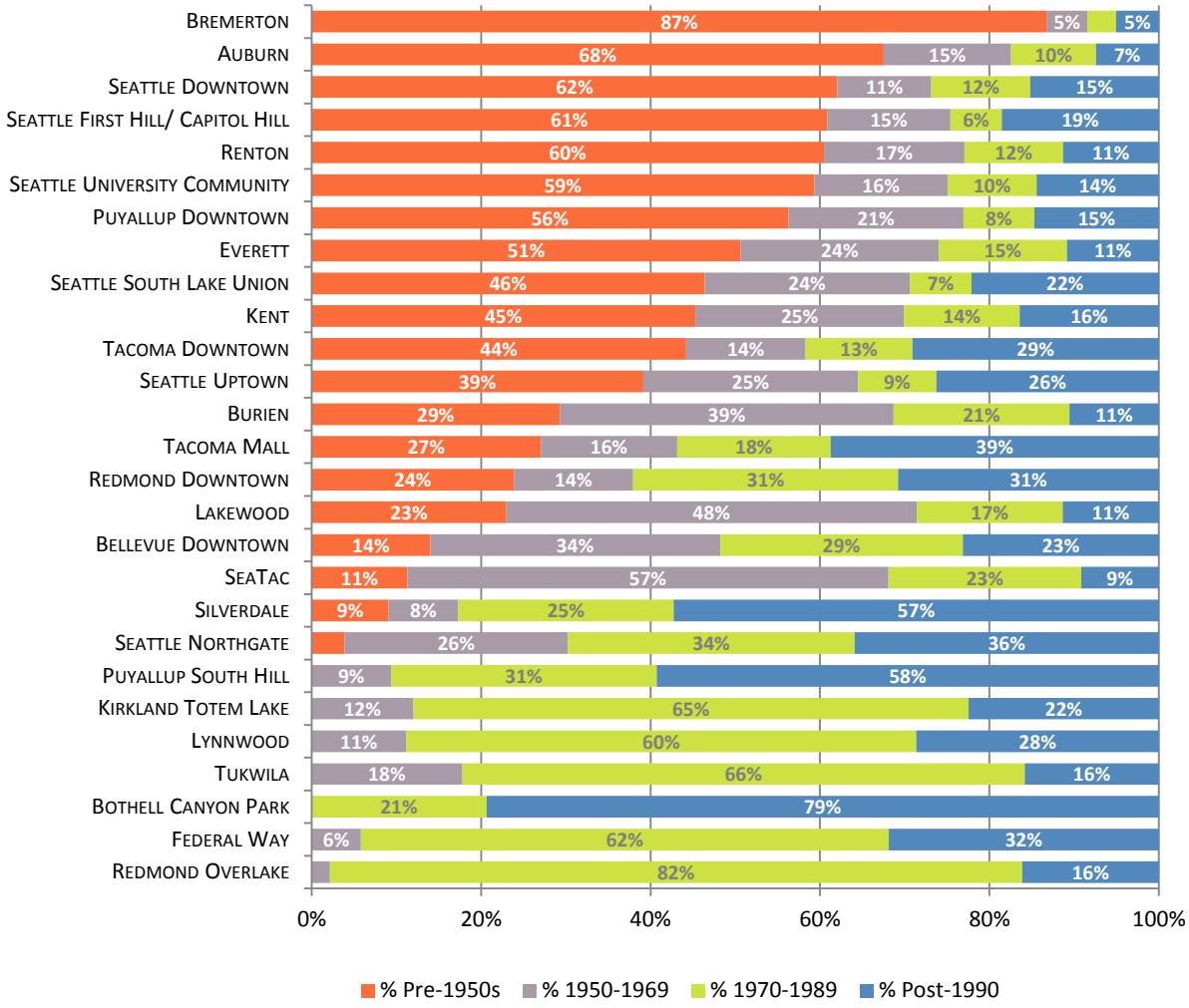
	Total Net Acres	Multifamily	Single Family	Mixed Use	Commercial	Industrial	Institutional	Office	Parks and Open Space	Public Facilities
Tacoma Downtown	807	158	-	556	-	43	49	-	-	-
Tacoma Mall	394	-	-	394	-	-	-	-	-	-
Tukwila	726	-	-	-	726	-	-	-	-	-
RGC Total	**11,791**	**1,955**	**310**	**4,243**	**3,706**	**244**	**521**	**470**	**66**	**275**
Manufacturing/Industrial Center										
Ballard-Interbay	749	-	-	-	-	748	-	-	-	-
Duwamish	3,618	-	-	-	-	3,617	-	-	-	-
Frederickson	2,442	-	-	-	60	2,381	-	-	-	-
Kent MIC	1,685	-	-	-	6	1,679	-	-	-	-
North Tukwila MIC	856	-	-	-	-	856	-	-	-	-
Paine Field / Boeing Everett	4,002	-	2	3	5	3,331	-	661	-	-
Port of Tacoma	3,941	-	-	74	0	3,686	-	-	181	-
South Kitsap Industrial Area	3,072	-	-	-	132	2,940	-	-	-	-
MIC Total	**20,364**	**0**	**2**	**77**	**203**	**19,239**	**0**	**661**	**181**	**0**

DATA SOURCE: PSRC 2010 Parcel Database. Indicates largest value for each center.

A.5. Age of Buildings

Age of buildings is a useful indicator of development history and character of development and development potential. The age of buildings in the regional growth centers demonstrates significant variation among the centers. The figure below shows the divide between older, more fully built-out centers and those with relatively recent development. Bremerton, Auburn, Seattle Downtown, Seattle First Hill/Capitol Hill, Renton, Seattle University Community, Puyallup Downtown and Everett are each home to building stock that was developed primarily before 1950. In contrast, the majority of buildings in Bothell Canyon Park, Puyallup South Hill, and Silverdale were constructed since 1990, indicating more recent development trends.

FIGURE 15. REGIONAL GROWTH CENTERS – AGE OF BUILDINGS BY PERIOD, 2010



DATA SOURCE: PSRC 2010 Parcel Database, County Assessor. Data labels not included for values less than 5%.

A.6. Urban Form and Land Use Summary

The centers, while quite varied in physical form, share a strong orientation towards employment-oriented commercial land uses. Residential land primarily includes multifamily housing, particularly in Kirkland Totem Lake and Seattle First Hill/Capitol Hill. A few regional growth centers continue to have significant amounts of vacant developable land. Industrial and vacant developable land are the two most common land use types in manufacturing/industrial centers, and 11 percent of land in manufacturing centers is considered to be vacant developable by county assessor data. Commercial land is prominent among the regional growth centers, with 21 of 27 centers counting it as the most common land use type. Zoning data tells a slightly different story, with balanced emphasis on mixed-use and commercial zoning. Age of buildings demonstrates a clear distinction between older established centers and those that have developed more recently.

Regional centers include a variety of configurations and sizes, some of which impact overall walkability. The manufacturing/industrial centers are much larger and have more substantial variation in size. Regional growth centers together represent 2.5 percent of the urban growth area, and

manufacturing/industrial centers are 3.7 percent of the urban growth area. Regional growth centers range from 181 acres (Bremerton) to 1,424 acres (Tacoma Downtown). Manufacturing/industrial centers range from 961 acres (North Tukwila) to 5,160 acres (Port of Tacoma). Several jurisdictions have more than one regional center. In the cases of Bremerton, Tacoma, and Tukwila, more than 20 percent of city land is included in either a designated regional growth center or manufacturing/industrial center.

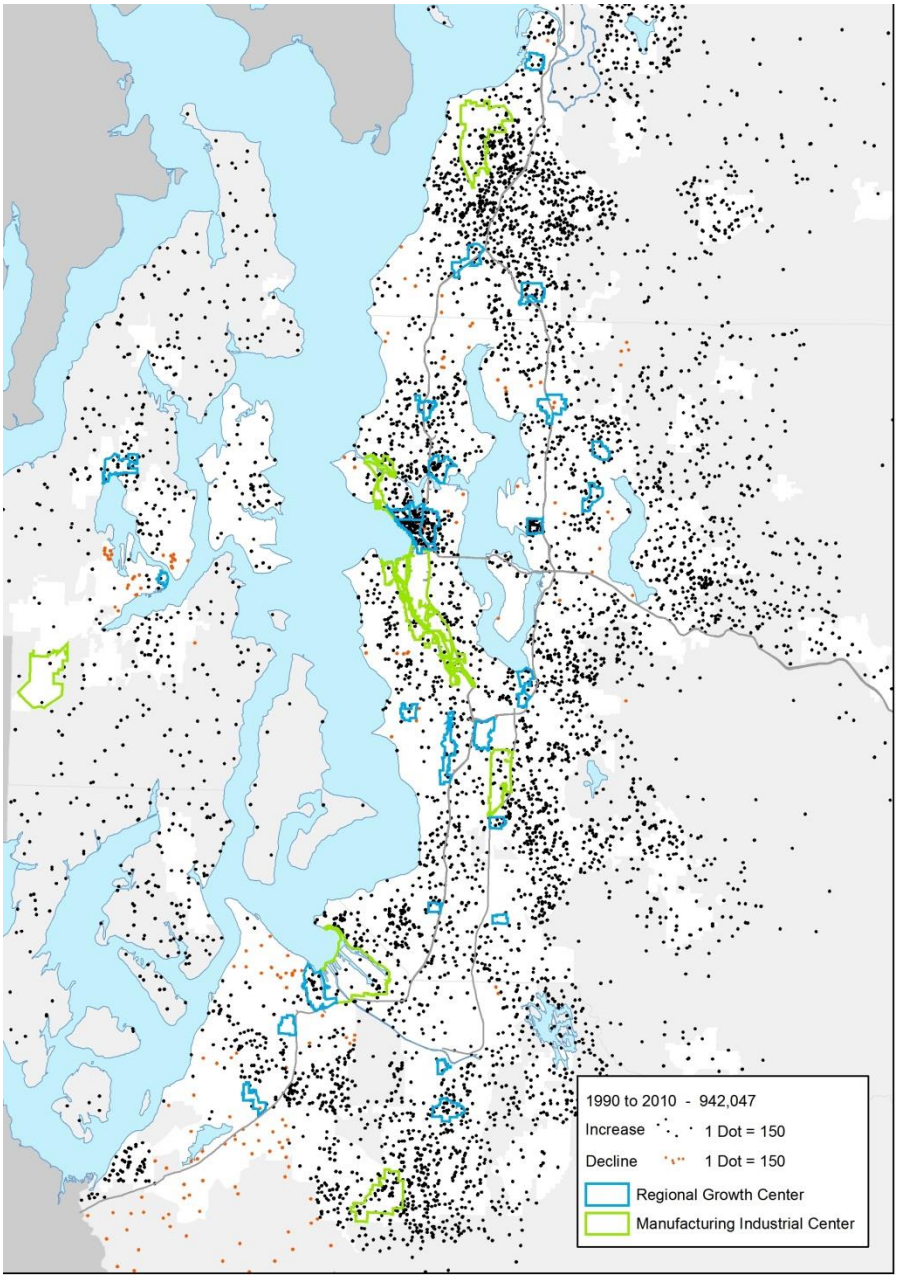
Block size, parcel size, and availability of sidewalks all impact overall urban form. The average block size in the regional growth centers is 10.8 acres, and ranges from 2.1 acres (Seattle Downtown) to 49.9 acres (Puyallup South Hill). The regional growth centers have high rates of sidewalk completion; half have 98 to 100 percent sidewalk completion. The manufacturing/industrial centers have much lower rates of sidewalk completion. The manufacturing/industrial centers have varied landscape in terms of parcel size. Generally, manufacturing/industrial centers show groupings of smaller parcels, while maintaining areas of large parcels.

B. Population and Demographics

B.1. Population Change

In the year 2010, the 27 regional growth centers had a total estimated population of 183,266 residents, up from 150,729 in 2000, or a 22 percent increase. During this same period, the region's population grew by 13 percent. The total population in centers represented 5 percent of the region's entire population in 2010, up from 4.6 percent in 2000. Figure 16 depicts the regional changes in population since 1990 in the context of the regional growth and manufacturing/industrial centers.

FIGURE 16. REGIONAL POPULATION CHANGE, 1990-2010



DATA SOURCE: U.S. Census Bureau – Decennial Census 1990 & 2010 SF-1 Estimates

Figure 18 shows population change over the last 10 years when compared to city-wide population changes. In jurisdictions with regional growth centers, an average of 7.3 percent of a jurisdiction's population lives within each center. Center population as percentage of the city varies from 0 percent in Federal Way and Tukwila to a high of 37.3 percent in SeaTac. SeaTac has significantly more of its population with in its center than any other jurisdiction. The centers with the largest populations in 2010 were Seattle First Hill/Capitol Hill (36,502), Seattle Downtown (25,920), and Seattle University Community (23,198).

FIGURE 17. CENTERS POPULATION, POPULATION CHANGE AND SHARE OF RESPECTIVE CITY POPULATION

	Existing Population (2010)			Population Change (2000-2010)		
	Center Population	City Population	% of City	Center Population	City Population	% of City
Regional Growth Center						
Auburn	1,366	70,180	1.9%	10	14,477	0.1%
Bellevue Downtown	7,147	122,363	5.8%	4,559	9,519	47.9%
Bothell Canyon Park	1,847	33,505	5.5%	698	3,348	20.8%
Bremerton	1,821	37,833	4.8%	191	104	183.7%
Burien	2,945	33,313	8.8%	228	1,440	15.8%
Everett	5,960	103,019	5.8%	1,047	7,308	14.3%
Federal Way	0	89,306	0.0%	0	4,105	0.0%
Kent	1,486	92,411	1.6%	602	12,319	4.9%
Kirkland Totem Lake	5,487	48,787	11.2%	852	3,581	23.8%
Lakewood	3,159	58,211	5.4%	249	48	518.8%
Lynnwood	2,767	35,836	7.7%	-346	1,724	-
Puyallup Downtown	1,245	37,022	3.4%	67	2,608	2.6%
Puyallup South Hill	3,771	37,022	10.2%	679	2,608	26.0%
Redmond Downtown	3,124	54,144	5.8%	1,460	8,239	17.7%
Redmond Overlake	2,139	54,144	4.0%	1,511	8,239	18.3%
Renton	3,122	90,927	3.4%	1,292	20,073	6.4%
SeaTac	10,038	26,909	37.3%	-871	1,413	-
Seattle Downtown	25,920	608,660	4.3%	6,117	45,286	13.5%
Seattle First Hill/ Capitol Hill	36,502	608,660	6.0%	1,920	45,286	4.2%
Seattle Northgate	7,049	608,660	1.2%	740	45,286	1.6%
Seattle South Lake Union	4,234	608,660	0.7%	1,911	45,286	4.2%
Seattle University Community	23,198	608,660	3.8%	3,265	45,286	7.2%
Seattle Uptown	7,641	608,660	1.3%	2,242	45,286	5.0%
Silverdale	4,168	-	-	1,080	-	-
Tacoma Downtown	13,360	198,397	6.7%	2,308	4,841	47.7%
Tacoma Mall	3,761	198,397	1.9%	739	4,841	15.3%
Tukwila	9	19,107	0.0%	-13	1,912	n/a
Totals/Averages	**183,266**	**3,690,942***	**5.0%****	**32,537**	**415,095***	**7.8%****
Manufacturing/Industrial Center						
Ballard-Interbay	1,846	608,660	0.3%	467	45,286	1.0%
Duwamish	1,376	608,660	0.2%	-513	45,286	-
Frederickson	961	-	-	584	-	-
Kent MIC	442	92,411	0.5%	272	12,319	2.2%
North Tukwila MIC	339	19,107	1.8%	134	1,912	7.0%
Paine Field / Boeing Everett	1,690	-	-	-1,370	-	-
Port of Tacoma	1,300	198,397	0.7%	698	4,841	14.4%
South Kitsap Industrial Area	260	37,729	0.3%	-219	-	-
Totals/Averages	**8,214**	**3,690,942***	**0.2%****	**53**	**415,095***	**<0%****

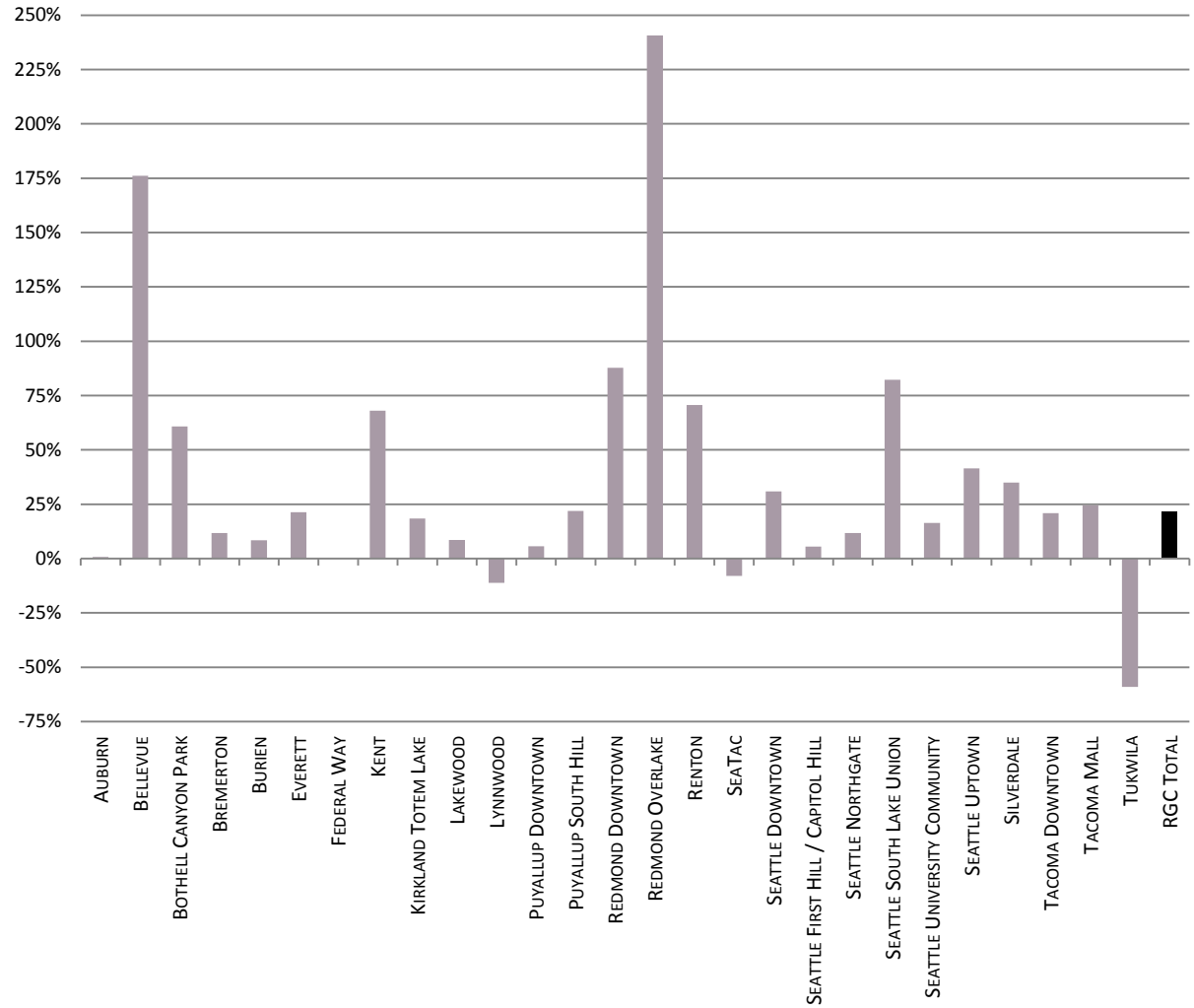
Data source: U.S. Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates. Note: City population is only counted once in the totals. Notes: Estimates of 2000-2010 city population change are based on 2010 boundaries. * Regional population total ** Compared to regional population total

In 2010, the manufacturing/industrial centers were home to 8,214 residents, and average 1,027 residents each. Between 2000 and 2010, these center experienced minimal population change, adding only 53 new residents. Three of eight manufacturing/industrial centers saw a decrease in population during this period. Ballard-Interbay has the highest population among the manufacturing/industrial centers at 1,846 residents, while SKIA has the lowest at 260.

Some population growth in the centers was due to increases in group quarters during this period. New jails and detention facilities in Downtown Kent, Everett, and Port of Tacoma account for population gains that are not evident in new housing unit production.

Figure 18 profiles the percent population change in regional growth centers since 2000. Redmond Overlake, Downtown Bellevue, Redmond Downtown, South Lake Union, Renton, and Bothell Canyon Park saw significant additional population when compared to their existing population base in 2000.

FIGURE 18. REGIONAL GROWTH CENTERS – POPULATION PERCENT CHANGE, 2000 TO 2010

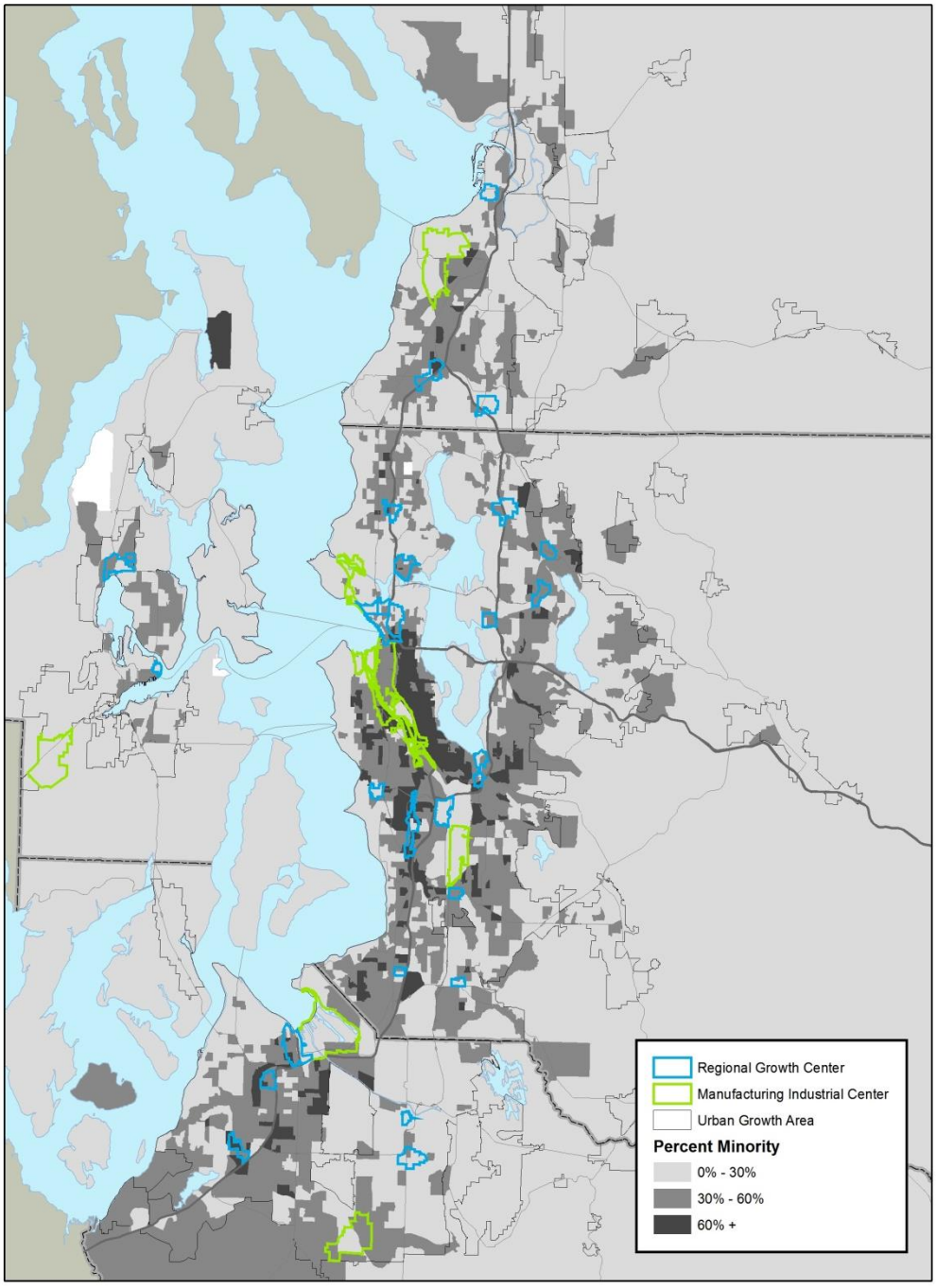


DATA SOURCE: U.S. Census Bureau – Decennial Census

B.2. Race and Ethnicity of Center Residents

The region is increasingly racially and ethnically diverse, and it's important to evaluate whether centers, and their attendant local and regional investments, are serving and benefiting communities equitably. Figure 19 depicts the distribution of minority populations and centers within the region. The map and subsequent data tables show that regional growth centers are inclusive of some concentrations of racially and ethnically diverse areas and are generally more diverse than the region as a whole.

FIGURE 19. CENTERS AND REGIONAL MINORITY POPULATIONS, 2010



DATA SOURCE: U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates

FIGURE 20. REGIONAL GROWTH CENTERS – RACIAL AND ETHNIC COMPOSITION

Regional Growth Center	White	African American/ Black	Alaska Native/ American Indian	Asian	Pacific Islander	Other	2 or More Races	Hispanic	Total Minority
Auburn	76.1%	5.0%	3.4%	3.4%	1.9%	5.6%	4.5%	11.5%	27.9%
Bellevue Downtown	59.1%	2.4%	0.3%	33.5%	0.3%	1.4%	3.1%	4.5%	43.7%
Bothell Canyon Park	76.2%	2.4%	0.6%	14.8%	0.4%	2.1%	3.4%	7.0%	27.5%
Bremerton	76.4%	6.5%	2.4%	3.4%	1.3%	1.6%	8.3%	8.5%	28.4%
Burien	63.2%	6.0%	2.5%	4.1%	0.9%	16.9%	6.3%	30.4%	46.7%
Everett	81.1%	6.4%	2.7%	2.7%	0.2%	2.9%	4.1%	7.9%	22.6%
Federal Way	-	-	-	-	-	-	-	-	-
Kent	68.8%	18.2%	2.8%	4.9%	0.8%	3.0%	1.5%	11.9%	39.4%
Kirkland Totem Lake	70.1%	3.2%	0.6%	13.7%	0.3%	6.3%	6.0%	11.9%	35.0%
Lakewood	49.1%	13.9%	2.0%	10.5%	5.2%	10.8%	8.6%	22.5%	59.1%
Lynnwood	56.6%	7.8%	1.2%	14.9%	0.5%	13.4%	5.6%	24.0%	51.6%
Puyallup Downtown	86.3%	2.0%	1.7%	2.2%	0.5%	3.6%	3.8%	7.6%	16.9%
Puyallup South Hill	78.1%	4.0%	0.8%	4.7%	1.9%	3.2%	7.2%	9.6%	26.7%
Redmond Downtown	61.4%	1.6%	0.3%	30.2%	0.2%	2.2%	4.1%	6.4%	42.6%
Redmond Overlake	47.8%	3.2%	0.4%	41.6%	0.4%	3.1%	3.4%	6.7%	55.1%
Renton	60.1%	14.0%	1.3%	13.5%	0.5%	4.4%	6.1%	11.0%	45.0%
SeaTac	34.3%	27.3%	2.1%	9.9%	4.5%	16.1%	5.7%	26.5%	73.6%
Seattle Downtown	62.7%	11.1%	1.8%	18.2%	0.3%	1.8%	4.1%	6.2%	40.8%
Seattle First Hill/ Capitol Hill	71.3%	8.1%	1.1%	11.6%	0.4%	2.4%	5.0%	7.3%	32.5%
Seattle Northgate	55.8%	10.8%	1.3%	20.4%	1.0%	4.6%	6.1%	10.2%	48.4%
Seattle South Lake Union	70.8%	9.6%	1.0%	11.5%	0.4%	1.6%	5.1%	6.0%	32.9%
Seattle University Community	61.1%	2.6%	0.5%	27.4%	0.4%	1.7%	6.5%	5.3%	41.8%
Seattle Uptown	79.4%	3.8%	0.8%	9.9%	0.2%	1.8%	4.2%	6.3%	24.3%
Silverdale	70.5%	3.8%	1.0%	15.8%	1.1%	1.6%	6.2%	6.4%	32.9%
Tacoma Downtown	62.0%	18.0%	3.0%	7.0%	1.0%	2.0%	7.0%	9.0%	42.0%
Tacoma Mall	42.2%	24.9%	2.2%	8.4%	1.9%	9.4%	11.0%	20.6%	64.7%
Tukwila	55.6%	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%
RGC Average	63.6%	9.2%	1.3%	15.2%	0.8%	3.8%	5.4%	9.4%	40.0%
Regional	72.7%	5.4%	1.1%	11.0%	0.8%	3.7%	5.4%	8.8%	31.2%

DATA SOURCE: U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates. See data notes in Appendix A for definition of total minority calculation.

The regional growth centers have a higher minority population than the region as a whole. Several centers have "majority minority" populations, including Lakewood, Lynnwood, Redmond Overlake, SeaTac, and Tacoma Mall.

Individual regional growth centers vary in racial composition. Kent, Lakewood, SeaTac, Tacoma Downtown, and Tacoma Mall have the highest percentages of African-American residents. Bellevue, Redmond Downtown, Redmond Overlake, and Seattle University Community all have significantly higher percentages of Asian residents than the region as a whole. Burien, Lakewood, Lynnwood, SeaTac, and Tacoma Mall centers have the highest percentage of Hispanic residents. The balanced racial and ethnic

composition in centers is an important indicator for ensuring that the region's prioritization of centers for transportation funding is meeting regional equity goals.

B.3. Age of Center Residents

Figure 21 profiles the age of center residents. The data show proportionally fewer children reside in the regional growth centers than in the region as a whole, while the share of seniors is equivalent to the regional average. Several centers have significantly lower numbers of children than the regional average, including Bellevue, Kent, and the Seattle centers concentrated around the downtown core. The percentage of 18- to 34-year-olds in growth centers is double the regional average, reflecting a strong workforce orientation. The regional growth centers offer attractive options for this age demographic, with significant rental housing, access to amenities, transit access, and proximity to higher education institutions in several centers. The age profile has significant local variation, with a few centers largely mirroring the regional profile.

FIGURE 21. REGIONAL GROWTH CENTER – POPULATION BY AGE COHORT, 2010

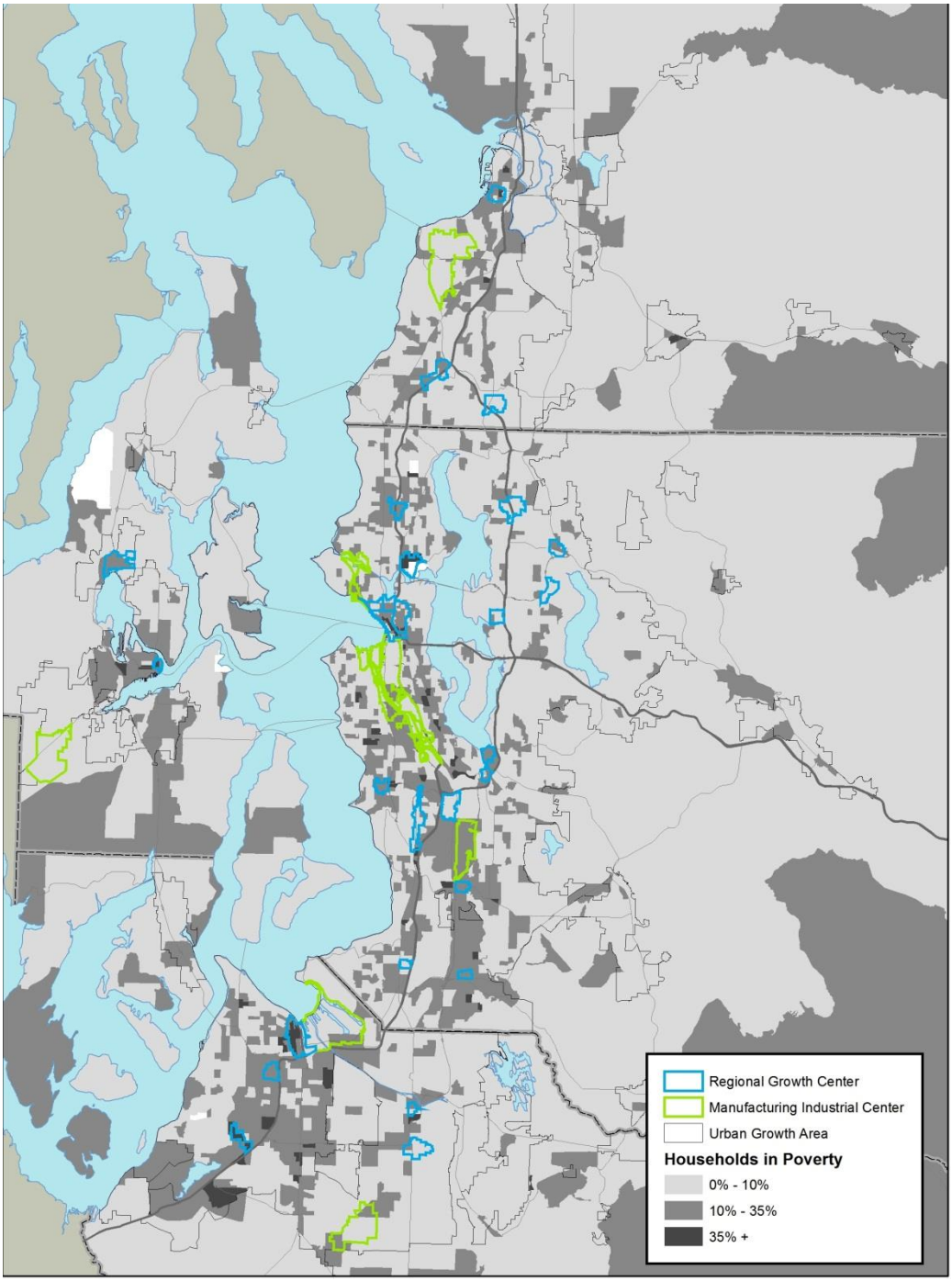
	Total Population	<18 Years	18-34 Years	35-64 Years	65+ Years
Regional Growth Center					
Auburn	1,366	19%	24%	43%	14%
Bellevue	7,147	8%	44%	32%	16%
Bothell Canyon Park	1,847	24%	30%	41%	5%
Bremerton	1,821	15%	34%	43%	7%
Burien	2,945	20%	28%	43%	9%
Everett	5,960	10%	36%	43%	11%
Federal Way	-	-	-	-	-
Kent	1,486	5%	32%	38%	24%
Kirkland Totem Lake	5,487	15%	43%	33%	9%
Lakewood	3,159	23%	26%	36%	15%
Lynnwood	2,767	23%	35%	34%	8%
Puyallup Downtown	1,245	21%	25%	35%	19%
Puyallup South Hill	3,771	23%	30%	30%	18%
Redmond Downtown	3,124	13%	54%	27%	6%
Redmond Overlake	2,139	18%	45%	23%	14%
Renton	3,122	12%	32%	36%	20%
SeaTac	10,038	23%	35%	35%	7%
Seattle Downtown	25,920	3%	41%	46%	11%
Seattle First Hill/Capitol Hill	36,502	5%	53%	32%	10%
Seattle Northgate	7,049	13%	42%	30%	15%
Seattle South Lake Union	4,234	4%	50%	36%	11%
Seattle University Community	23,198	2%	87%	8%	2%
Seattle Uptown	7,641	3%	55%	35%	8%
Silverdale	4,168	16%	29%	35%	20%
Tacoma Downtown	13,360	12%	37%	40%	10%
Tacoma Mall	3,761	26%	46%	25%	4%
Tukwila	9	33%	44%	22%	0%
RGC Average	**183,266**	**9%**	**48%**	**33%**	**10%**
Region	**3,690,942**	**23%**	**24%**	**42%**	**11%**

Data source: U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates

B.4. Poverty and Access to Opportunity

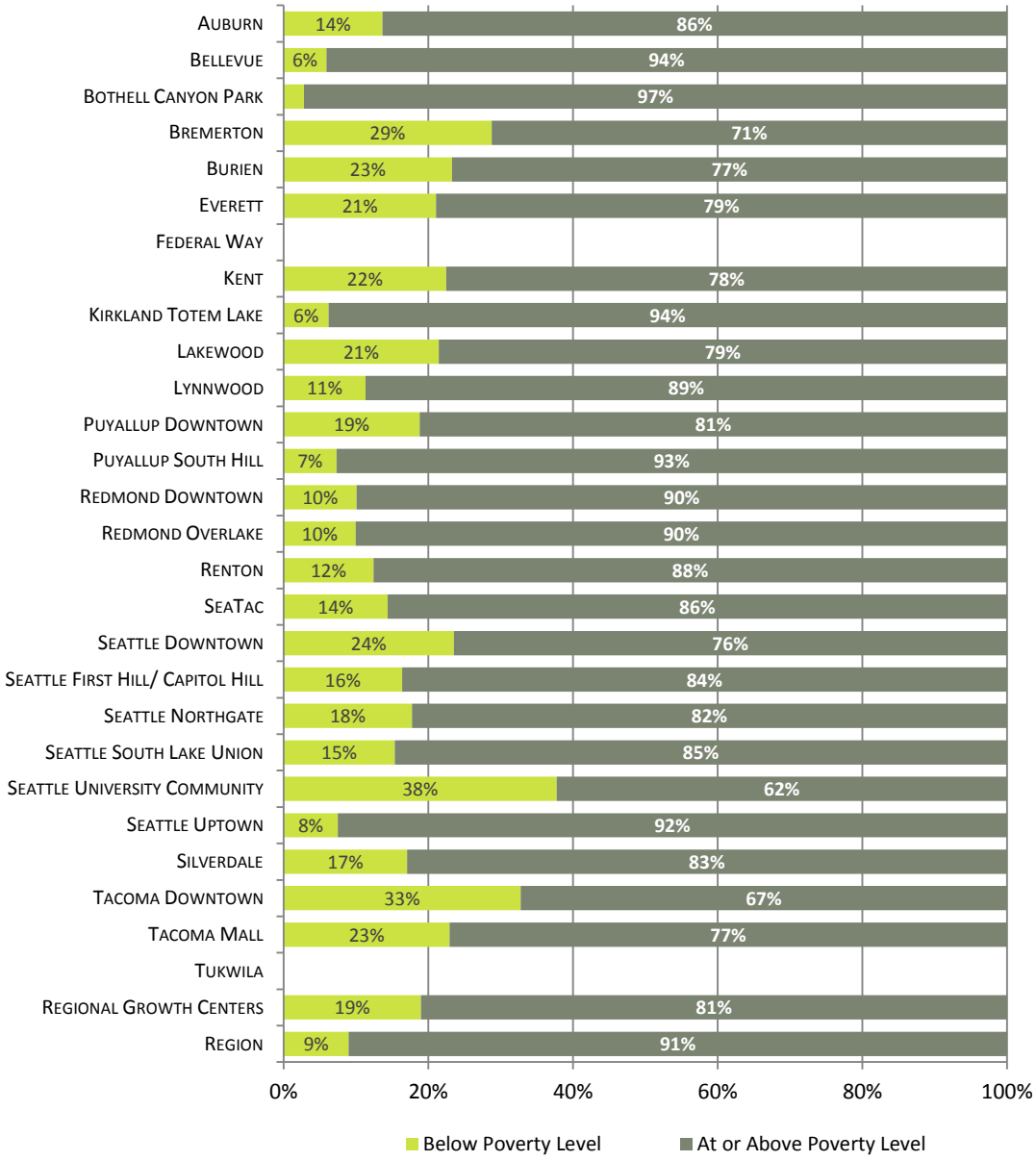
The U.S. Census Bureau's American Community Survey provides estimates of households in poverty, which is depicted in Figure 22. The map contextualizes relative distribution of regional centers and households in poverty.

FIGURE 22. HOUSEHOLDS IN POVERTY, 2006 – 2010 AVERAGE



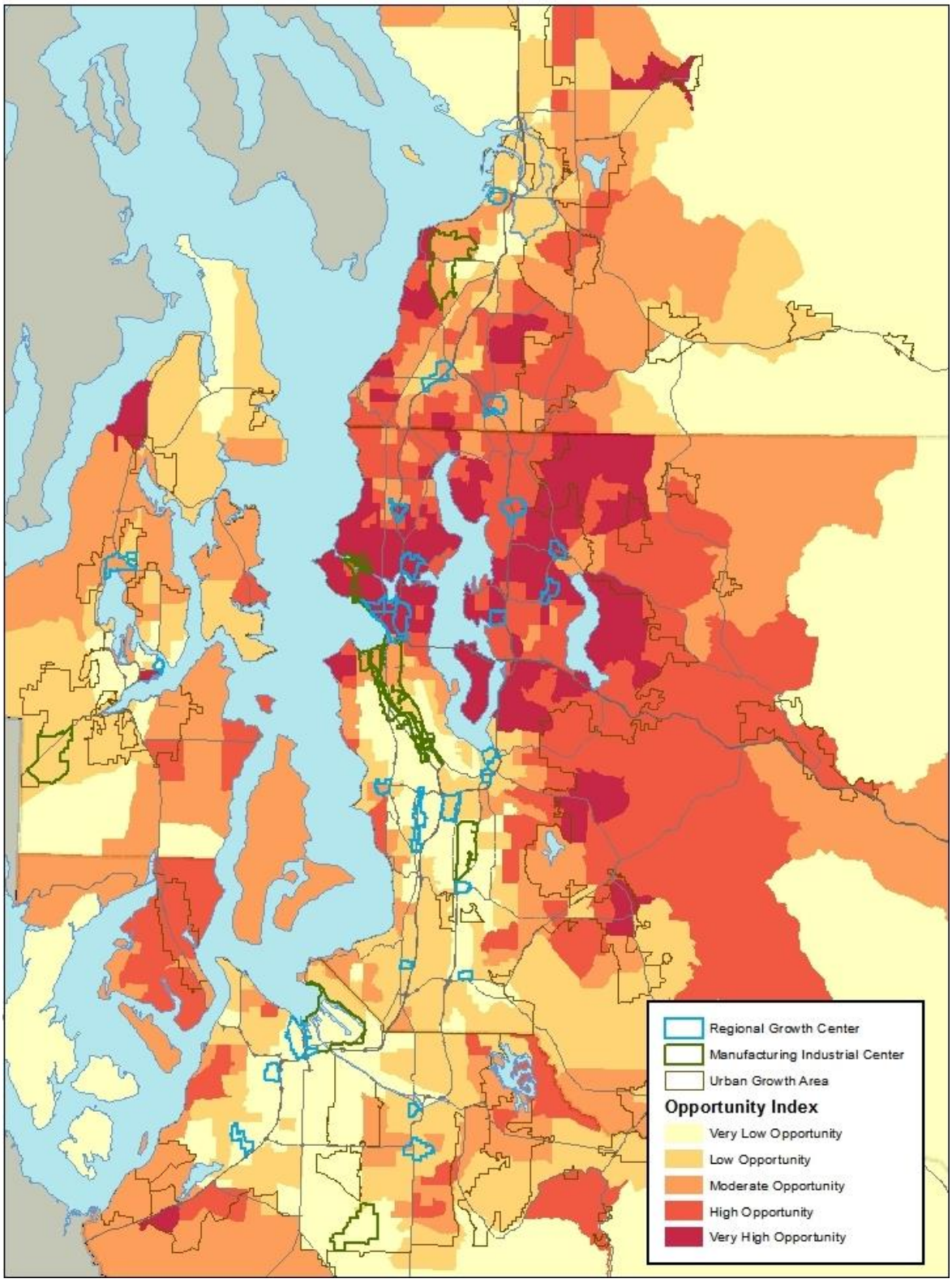
DATA SOURCE: U.S. Census Bureau – American Community Survey, 2006-2010 Block Group Estimates.

FIGURE 23. REGIONAL GROWTH CENTERS – HOUSEHOLDS IN POVERTY, 2006 – 2010 AVERAGE



DATA SOURCE: U.S. Census Bureau – American Community Survey, 2006-2010 Block Group Estimates.

FIGURE 24. CENTERS AND ACCESS TO OPPORTUNITY



DATA SOURCE: Equity, Opportunity, and Sustainability in the Central Puget Sound Region: Geography of Opportunity in the Central Puget Sound Region (2012)

Figure 24 depicts centers as they relate to areas of opportunity in the central Puget Sound. In 2011, PSRC worked with the Kirwan Institute at The Ohio State University to map opportunity areas in support of the Growing Transit Communities partnership[1]. Opportunity mapping provides a framework to measure access to opportunity comprehensively in the region. Opportunity maps assess the conditions present in neighborhoods (census tracts) across a region. The indicators of opportunity for a region are defined by broad categories, including education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The indicators for each neighborhood are added together to create an overall "opportunity score," sorted into categories of access to opportunity: very low, low, moderate, high, and very high.[2]

This framework has been expanded and utilized in different contexts, including the Transportation 2040 prioritization process. In the context of regional growth centers, the opportunity map shows livability, quality of life, and attractiveness of these areas relative to the rest of the region, as well as equitable distribution of centers within the region.

Figure 23 shows a concentration of centers in high-opportunity areas in Seattle and the east side of Lake Washington. South King County and Pierce County centers are relatively lower on the access to opportunity scale, while Kitsap and Snohomish centers have more moderate access to opportunity.

B.5. Summary of Population and Demographics

The regional growth centers experienced major gains in population between 2000 and 2010. The growth centers collectively had a 2010 population of 183,266, up from 150,729 in 2000. This represented a 22 percent population increase since 2000. In jurisdictions with regional growth centers, an average of 7.3 percent of a jurisdiction's population lives within each center. The share of overall city population ranges from 0 percent in Federal Way and Tukwila to 37.3 percent in SeaTac. At 36,502, Seattle First Hill/Capitol Hill had the most residents of any growth center in 2010. The manufacturing/industrial centers, on the other hand, maintained stable overall population between 2000 and 2010, increasing by 53 residents overall.

The regional growth centers are more ethnically and racially diverse than the region as a whole, with an average of 40 percent total minority population, compared to 31.2 percent for the region as a whole. Several centers have "majority minority" populations, including Lakewood, Lynnwood, Redmond Overlake, SeaTac, and Tacoma Mall. The balanced racial and ethnic composition is an important indicator for ensuring that the region's prioritization of centers for transportation funding is meeting regional equity goals. Growth centers have, on average, fewer children but an equal share of seniors as the region as a whole, and the percentage of 18- to 34-year-olds is double the regional average. Opportunity mapping shows significant variation between centers in terms of access to opportunity. The regional growth centers as a group capture both very high and very low opportunity areas in the region.

[1] See http://www.psrc.org/growth/growing-transit-communities for more information about this project.

[2] Complete information on the methodology behind the opportunity maps is available in the report: *Equity, Opportunity, and Sustainability in the Central Puget Sound Region: Geography of Opportunity in the Central Puget Sound Region*

C. Housing and Households

Regional growth centers will have a key role in accommodating population growth forecasted through 2040. The amount of housing, characteristics of the housing stock, and housing affordability reflect the overall role centers can play in accommodating new population growth.

This section primarily focuses on the regional growth centers, as housing is discouraged in manufacturing/industrial centers. Some measures to track the overall prevalence of housing in these centers are included.

FIGURE 25. CENTERS HOUSING AND SHARE OF RESPECTIVE CITY HOUSING

	Existing Housing Units (2010)			Housing Change (2000-2010)		
	Center Units	City Units	% of City	Center Units	City Units	% of City
Regional Growth Center						
Auburn	725	27,834	2.6%	23	5,761	0.4%
Bellevue	7,151	55,551	12.9%	4,921	5,820	84.6%
Bothell Canyon Park	787	14,255	5.5%	416	1,948	21.4%
Bremerton	1,096	17,273	6.3%	89	400	22.3%
Burien	1,705	14,322	11.9%	163	427	38.2%
Everett	2,999	44,609	6.7%	237	4,554	5.2%
Federal Way	0	35,444	0.0%	0	2,120	0.0%
Kent	600	36,424	1.6%	-42	3,730	-
Kirkland Totem Lake	3,115	24,345	12.8%	641	2,464	26.0%
Lakewood	1,574	26,548	5.9%	197	1,152	17.1%
Lynnwood	1,334	14,939	8.9%	-122	1,041	-
Puyallup Downtown	669	16,171	4.1%	74	2,136	3.5%
Puyallup South Hill	1,982	16,171	12.3%	360	2,136	16.9%
Redmond Downtown	2,040	24,177	8.4%	985	3,669	26.8%
Redmond Overlake	1,193	24,177	4.9%	850	3,669	23.2%
Renton	2,617	38,930	6.7%	1,541	7,951	19.4%
SeaTac	4,130	10,360	39.9%	-493	184	-
Seattle Downtown	19,185	308,516	6.2%	7,461	37,992	19.6%
Seattle First Hill / Capitol Hill	25,972	308,516	8.4%	2,998	37,992	7.9%
Seattle Northgate	4,569	308,516	1.5%	828	37,992	2.2%
Seattle South Lake Union	3,107	308,516	1.0%	1,915	37,992	5.0%
Seattle University Community	8,431	308,516	2.7%	1,378	37,992	3.6%
Seattle Uptown	6,110	308,516	2.0%	1,545	37,992	4.1%
Silverdale	2,260	-	-	765	-	-
Tacoma Downtown	7,990	85,786	9.3%	1,600	4,684	34.2%
Tacoma Mall	1,916	85,786	2.2%	605	4,684	12.9%
Tukwila	4	7,755	0.1%	2	22	9.1%
RGC Totals/Averages	**113,261**	**1,570,662***	**7.2%****	**28,937**	**222,516***	**13.0%****

	Existing Housing Units (2010)			Housing Change (2000-2010)		
	Center Units	City Units	% of City	Center Units	City Units	% of City
Manufacturing/Industrial Center						
BALLARD-INTERBAY	780	308,516	0.3%	199	37,992	0.5%
DUWAMISH	523	308,516	0.2%	-143	37,992	-
FREDERICKSON	344	-	-	215	-	-
KENT MIC	199	36,424	0.5%	139	3,730	3.7%
NORTH TUKWILA MIC	157	7,755	2.0%	54	22	245.5%
PAINE FIELD / BOEING EVERETT	582	-	-	-551	-	-
PORT OF TACOMA	25	85,786	0.0%	-22	4,684	-
SOUTH KITSAP INDUSTRIAL AREA	127	17,273	0.4%	-69	400	-
MIC TOTALS/AVERAGES	**2,737**	**1,570,662***	**0.2%****	**-178**	**222,516***	**-**

DATA SOURCE: US Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates. * Regional housing total ** Compared to regional housing total. See *Appendix A* for county assessor estimates of housing units.

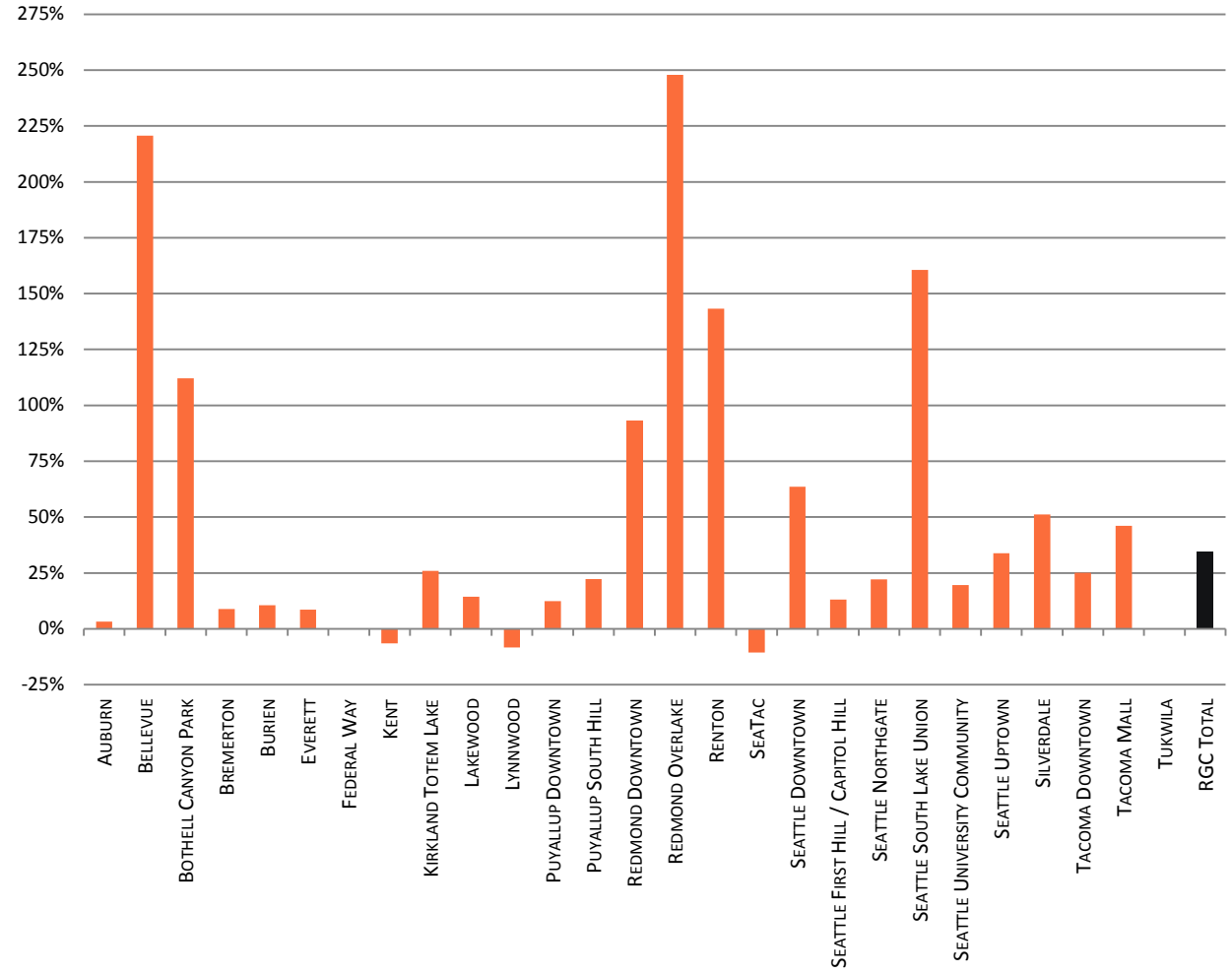
Regional growth centers, on average, have 4,195 housing units. A few centers with large numbers of housing units significantly shift the average—19 of 27 regional growth centers had fewer than 3,500 housing units in 2010. The total units in centers range from a high of 25,972 units in Seattle First Hill/Capitol Hill to centers with no housing and very limited housing (Federal Way and Tukwila). SeaTac, Lynnwood, and Kent show a decrease in housing units from 2000 to 2010. SeaTac lost housing units largely due to the closure of two large mobile home parks and SR-509 Extension right-of-way acquisition. Lynnwood's housing unit loss can largely be attributed to changes in census blocks affiliated with the center, rather than actual housing loss.

Regional growth centers represent on average 10.2 percent of housing within their respective jurisdictions. This ranges from a low of zero units in Federal Way to a high of 39.9 percent of housing units in SeaTac. Several centers added significant additional units relative to their overall city housing growth. Bellevue, Bothell Canyon Park, Bremerton, Kirkland Totem Lake, Redmond Downtown, Redmond Overlake, and Tacoma Downtown all saw more than 25 percent of the city's new housing unit growth in the center. At 84.6 percent, Downtown Bellevue saw far and away the largest share of city housing unit growth within its designated center. On average, 20.5 percent of jurisdictional housing growth occurred in the designated regional centers between 2000 and 2010.

In the manufacturing/industrial centers, Census data show an overall decrease of 178 units during this time period, along with decreases in housing units in half the centers.

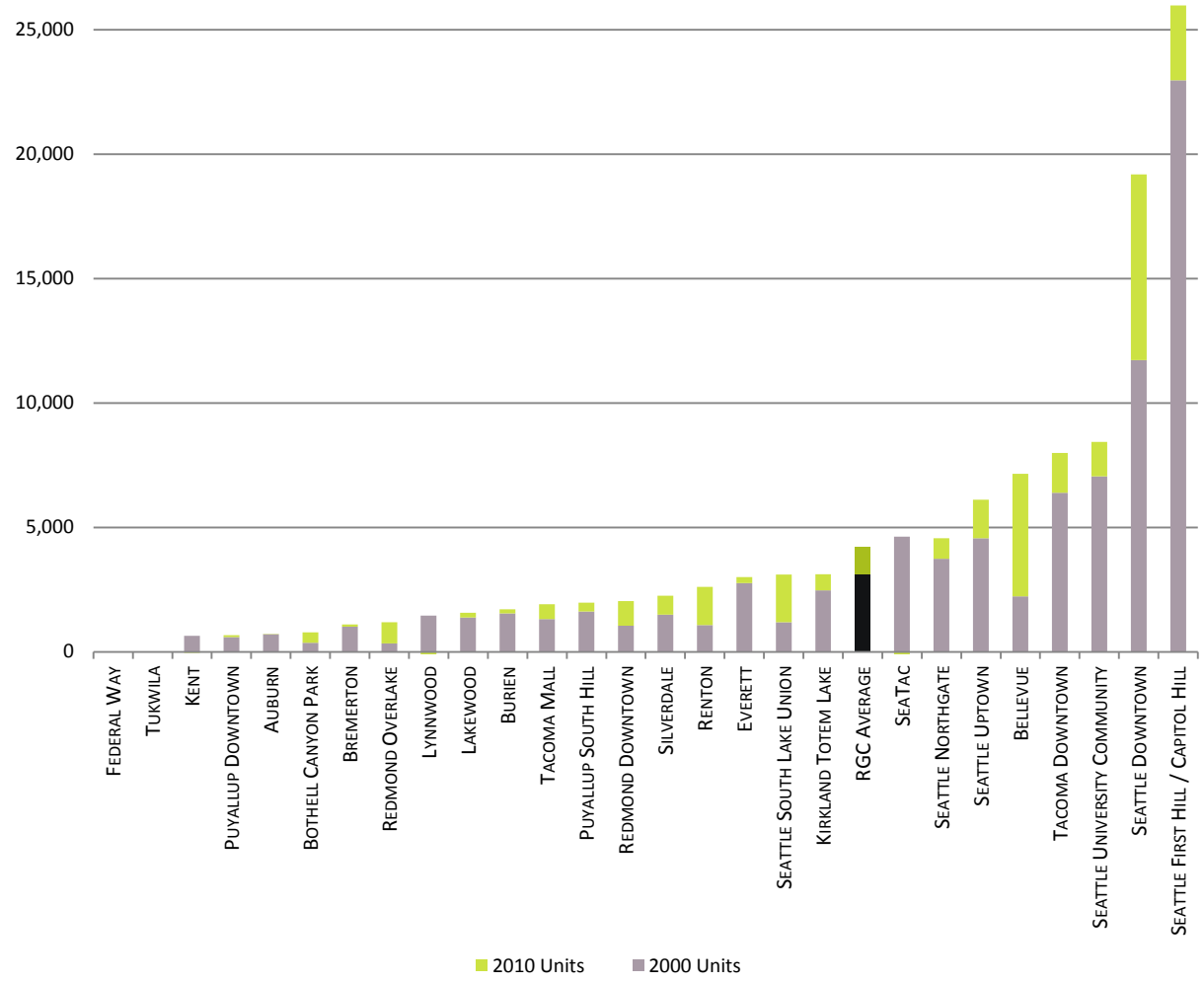
Figure 26 profiles the percent housing unit change in regional growth centers since 2000. Redmond Overlake, Downtown Bellevue, South Lake Union, Renton, and Bothell Canyon Park saw significant additional housing units when compared to their number of units in 2000.

FIGURE 26. REGIONAL GROWTH CENTERS – HOUSING PERCENT CHANGE, 2000 TO 2010



DATA SOURCE: US Census Bureau – Decennial Census

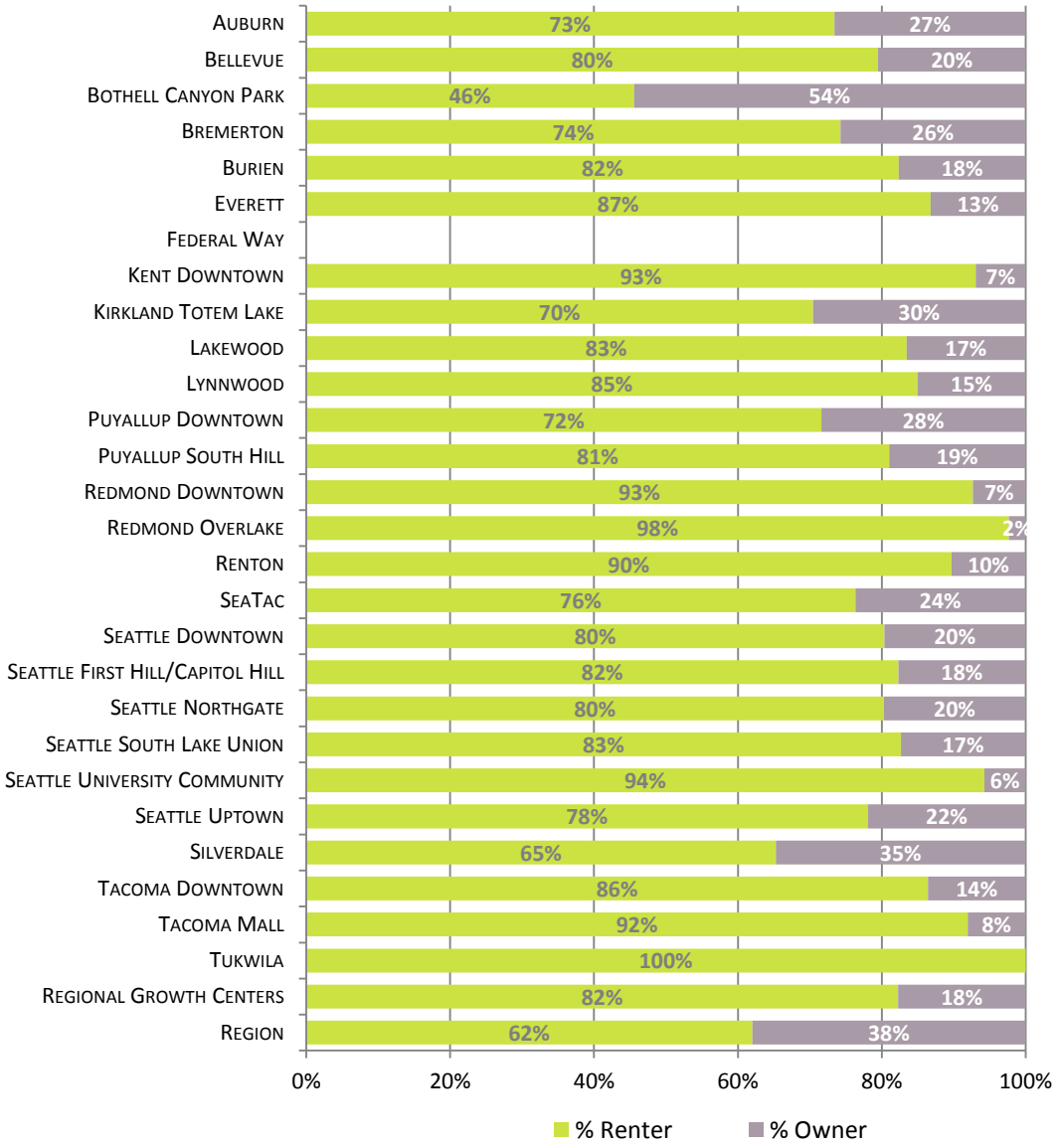
FIGURE 27. REGIONAL GROWTH CENTERS – HOUSING CHANGE, 2000 TO 2010



DATA SOURCE: U.S. Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates

Figure 27 shows the total number of units in 2010, compared to the units that existed in 2000. Several centers saw considerable housing growth over this period. A small number of centers accounted for a significant portion of nominal housing growth. Seattle Downtown, Seattle First Hill/Capitol Hill, and Bellevue account for 15,380 new units in centers, over half of the total growth among centers. Seattle Downtown (7,461), Bellevue Downtown (4,921) and Seattle First Hill/Capitol Hill (2,998) had the largest number of new units between 2000 and 2010. Average housing growth across all regional growth centers was 1,073 units between 2000 and 2010.

FIGURE 28. REGIONAL GROWTH CENTERS – HOUSING BY TENURE

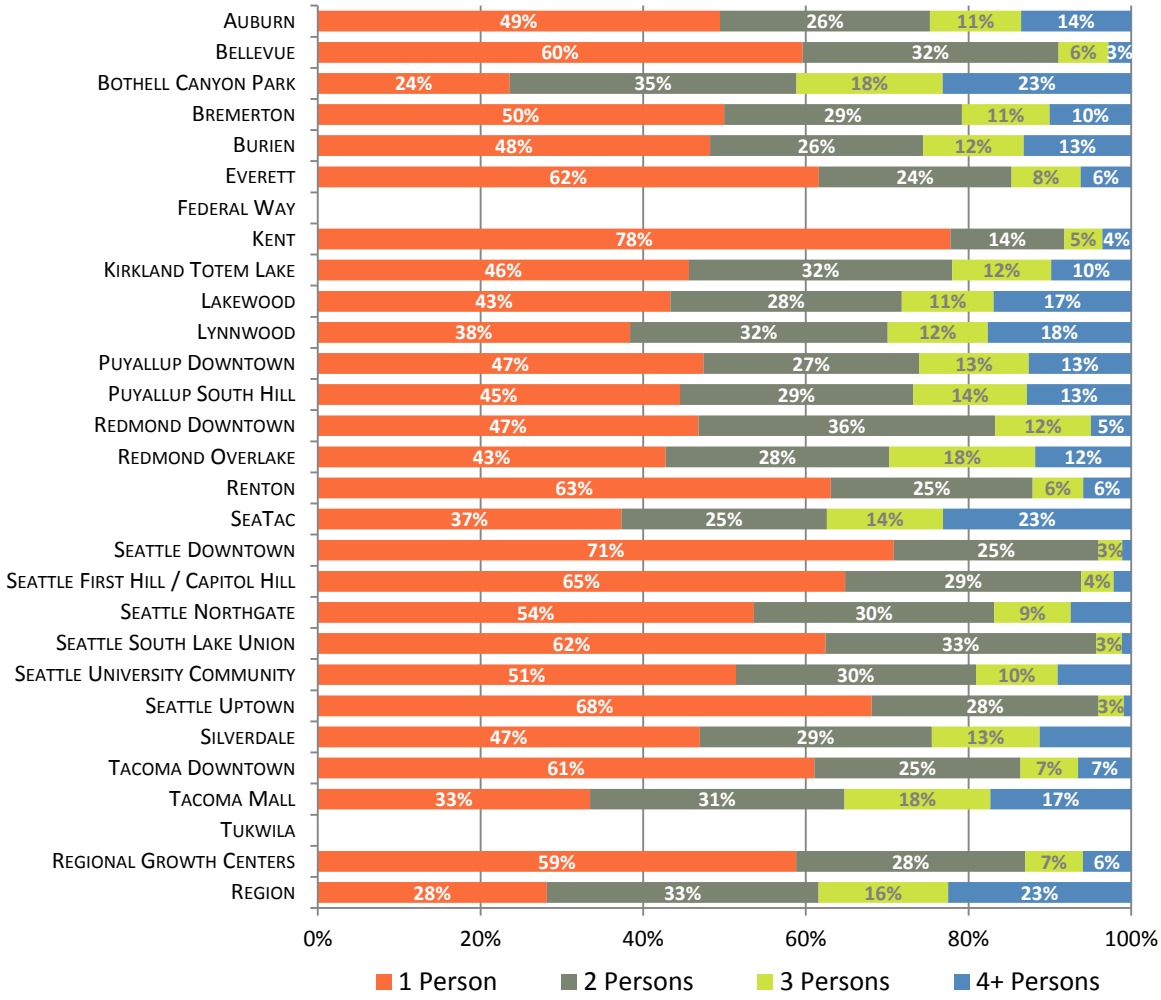


DATA SOURCE: U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates. Note: Data labels not included for values less than 5%.

The housing stock in centers is primarily rental housing; 82 percent of all housing in the regional growth centers is renter-occupied. Bothell Canyon Park has the highest percentage of owner-occupied housing at 54 percent. Among centers with a measurable housing stock, Redmond Overlake has the largest percentage of renter-occupied housing at 98 percent. As noted in the Urban Form and Land Use section, most of this rental housing is in multifamily buildings.

C.1. Household Sizes

FIGURE 29. REGIONAL GROWTH CENTER HOUSEHOLD SIZE

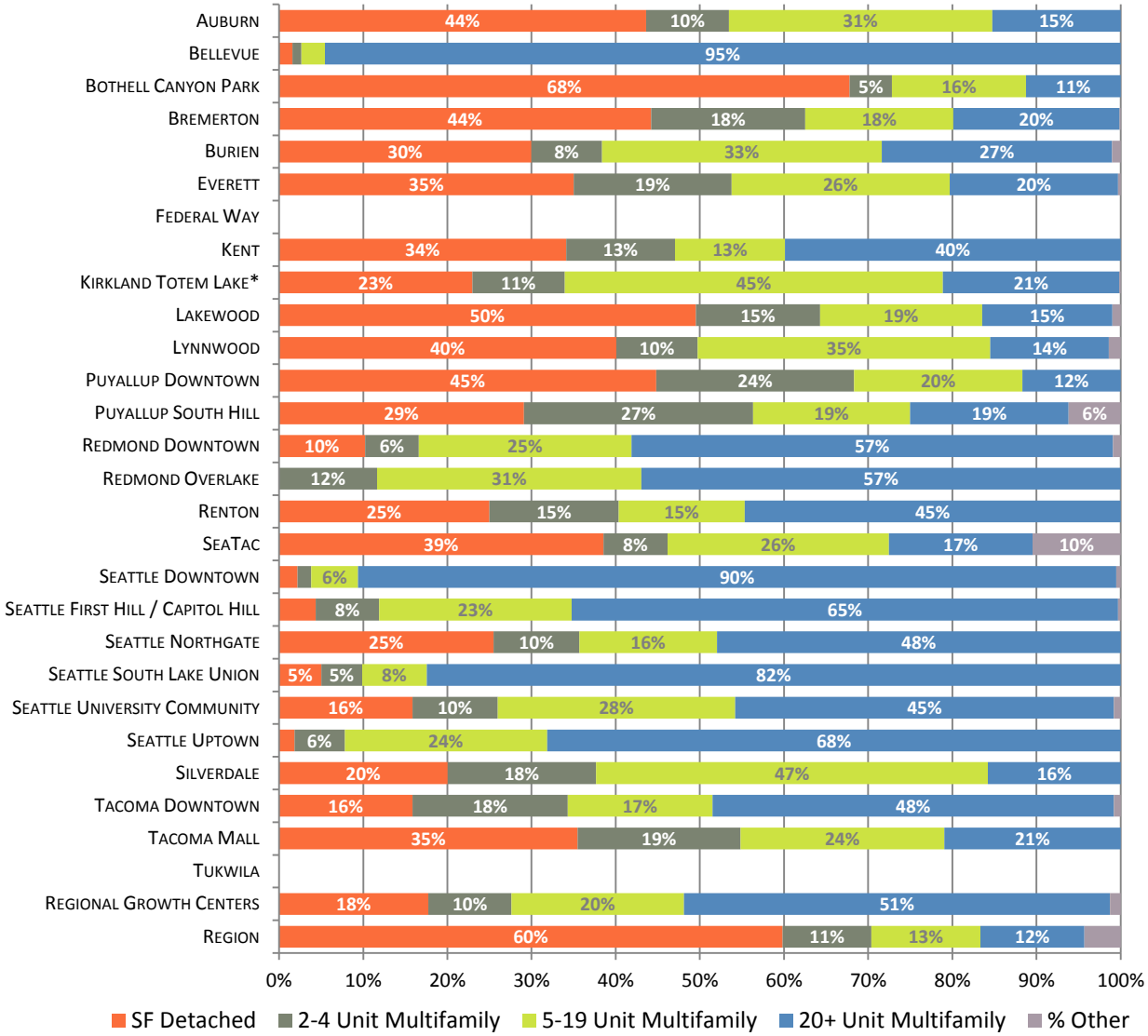


DATA SOURCE: US Census Bureau – Decennial Census 2010 SF-1 Block Estimates. Note: Data labels not included for values less than 5%.

Household size is significantly smaller in regional growth centers than in the region as a whole. The average household size for regional growth centers is 1.6 persons per household, significantly lower than the regional average of 2.5 persons per household.

C.2. Housing Structure Type

FIGURE 30. REGIONAL GROWTH CENTERS – HOUSING UNITS BY STRUCTURE TYPE, 2006 – 2010 AVERAGE



DATA SOURCE: U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates

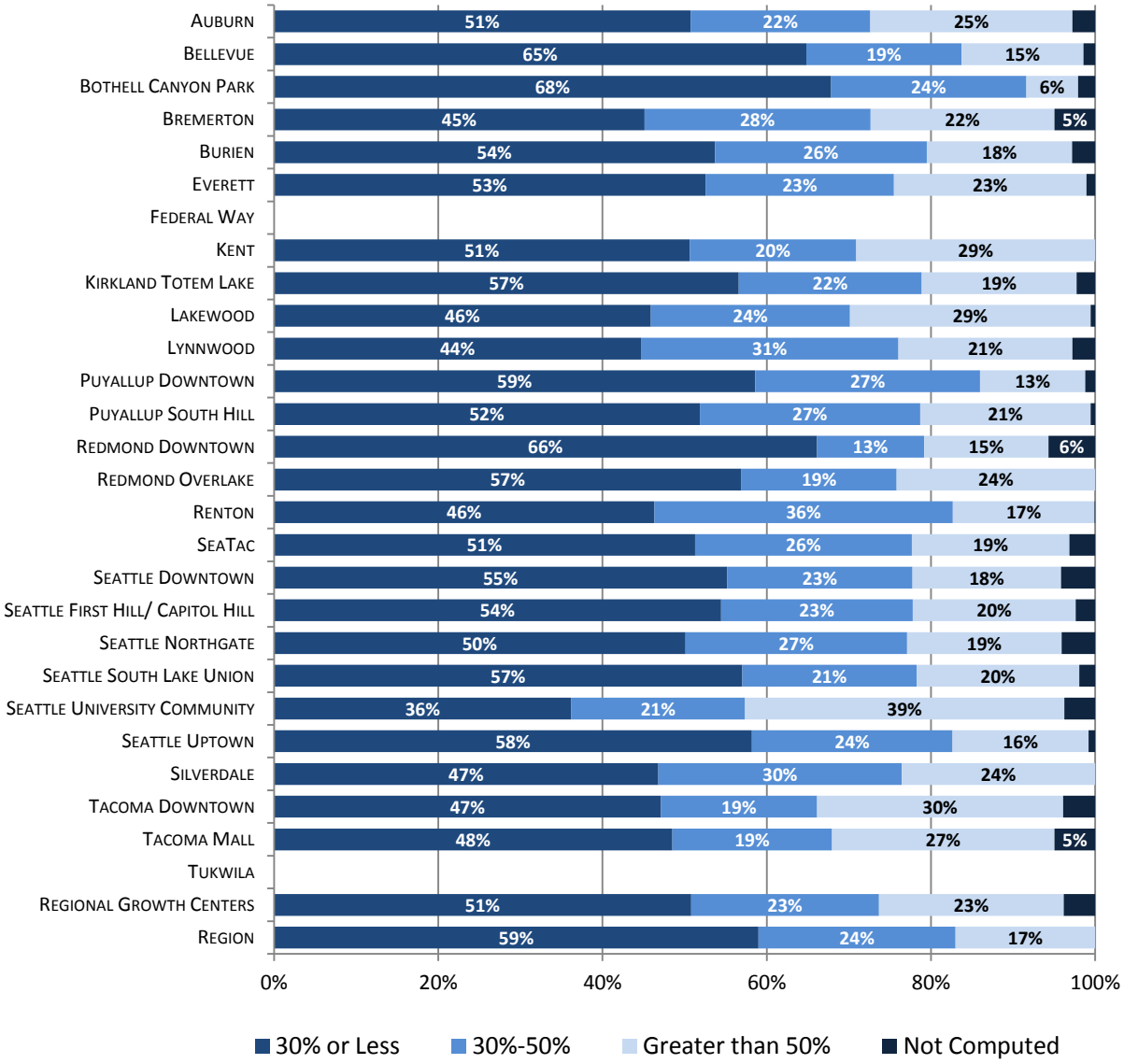
Notes: Estimates are based on Census Block Groups, which typically incorporate areas outside of center boundaries. ACS estimates not included for centers with population totals less than 100 persons. Data labels not included for values less than 5 percent.

*Kirkland Totem Lake has a significantly smaller number of single and 2 – 4 unit buildings than indicated by this data (estimated at 3.7 percent combined per King County Assessor records).

Centers include significant numbers of medium (5 – 19 unit) and large (20+ unit) buildings. Because of their size, Census Block Groups typically include areas outside of the center. While this slightly distorts the overall housing profile, the American Community Survey estimates give a good indication that housing units in medium and large multifamily buildings constitute a significant portion of the housing stock in most centers.

C.3. Housing Costs

FIGURE 31. REGIONAL GROWTH CENTERS – HOUSING COST BURDEN, 2006 – 2010 AVERAGE



DATA SOURCE: U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates. ACS estimates not included for centers with population totals less than 100 persons. Data labels not included for values less than 5 percent.

The U.S. Census Bureau's American Community Survey identifies a "moderate housing cost burden" as spending 30 to 49.9 percent of income for housing costs and a "severe housing cost burden" as spending more than 50 percent of income for housing costs. Figure 30 divides the households in Census Block Groups in the regional growth centers into three categories: those who can afford their housing costs, those who are moderately cost burdened, and those who are severely cost burdened. Across the regional growth centers, an estimated 46 percent of households pay more than 30 percent of their monthly income on either rent or mortgage costs. The centers range from a high of 60 percent paying more than 30 percent of income (Seattle University Community) to a low of 30 percent in Bothell Canyon Park.

FIGURE 32. REGIONAL GROWTH CENTERS – GROSS RENT, 2006 – 2010 AVERAGE

	Less than $500	$500 - $999	$1000 - 1500	$1500 - $2000	More than $2000	No cash rent
Regional Growth Center						
Auburn	16%	58%	19%	3%	0%	4%
Bellevue	4%	24%	37%	20%	14%	2%
Bothell Canyon Park	0%	0%	65%	28%	0%	6%
Bremerton	25%	50%	16%	6%	1%	1%
Burien	14%	65%	18%	2%	0%	1%
Everett	15%	60%	21%	3%	1%	1%
Federal Way	-	-	-	-	-	-
Kent	22%	51%	24%	0%	4%	0%
Kirkland Totem Lake	4%	36%	39%	11%	7%	2%
Lakewood	7%	71%	20%	0%	1%	1%
Lynnwood	2%	57%	33%	6%	0%	2%
Puyallup Downtown	13%	57%	27%	1%	2%	1%
Puyallup South Hill	8%	43%	38%	9%	2%	0%
Redmond Downtown	6%	14%	59%	17%	1%	3%
Redmond Overlake	4%	42%	24%	25%	5%	0%
Renton	14%	46%	28%	7%	6%	0%
SeaTac	7%	71%	14%	5%	0%	4%
Seattle Downtown	30%	27%	24%	9%	7%	3%
Seattle First Hill/Capitol Hill	10%	53%	27%	6%	2%	2%
Seattle Northgate	10%	46%	29%	5%	8%	3%
Seattle South Lake Union	12%	32%	32%	15%	8%	1%
Seattle University Community	5%	55%	26%	10%	4%	1%
Seattle Uptown	4%	50%	34%	5%	6%	1%
Silverdale	6%	58%	34%	3%	0%	0%
Tacoma Downtown	29%	55%	11%	3%	0%	2%
Tacoma Mall	1%	61%	30%	2%	0%	6%
Tukwila	-	-	-	-	-	-
RGC Average	**13%**	**48%**	**26%**	**7%**	**4%**	**2%**

Data source: U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates. ACS estimates not included for centers with population totals less than 100 persons.

Figure 32 profiles gross rent across the regional growth centers. Gross rent includes the amount paid in rent combined with the estimated average monthly cost of utilities paid by the renter. Nearly half of renters in regional growth centers are estimated to pay between $500 to $999 monthly gross rent. Gross rent varies significantly across centers. Several centers have more than 75 percent of renters paying less than $1000 in gross rent, including Bremerton, Burien, Everett, Lakewood, and Tacoma Downtown. At 14 percent, Bellevue Downtown has the highest percentage of renters paying more than $2000 in rent.

FIGURE 33. REGIONAL GROWTH CENTERS – VALUE OF OWNER – OCCUPIED UNITS, 2006 – 2010 AVERAGE

	Less Than $200,000	$200-300	$300-400K	$400-500K	More Than $500,000
Regional Growth Center					
Auburn	34%	33%	24%	3%	5%
Bellevue	3%	7%	26%	19%	46%
Bothell Canyon Park	35%	52%	4%	7%	3%
Bremerton	15%	49%	26%	7%	3%
Burien	0%	6%	29%	39%	27%
Everett	19%	44%	24%	8%	6%
Federal Way	-	-	-	-	-
Kent	12%	48%	36%	2%	2%
Kirkland Totem Lake	11%	35%	22%	21%	12%
Lakewood	41%	36%	12%	5%	6%
Lynnwood	9%	13%	47%	17%	14%
Puyallup Downtown	38%	48%	15%	0%	0%
Puyallup South Hill	21%	53%	25%	2%	0%
Redmond Downtown	0%	23%	16%	26%	36%
Redmond Overlake	-	-	-	-	-
Renton	10%	52%	26%	3%	9%
SeaTac	33%	34%	27%	3%	4%
Seattle Downtown	3%	12%	30%	21%	33%
Seattle First Hill / Capitol Hill	9%	27%	26%	15%	23%
Seattle Northgate	18%	28%	29%	15%	10%
Seattle South Lake Union	0%	18%	46%	14%	23%
Seattle University Community	8%	14%	18%	20%	41%
Seattle Uptown	8%	31%	31%	8%	22%
Silverdale	17%	39%	31%	2%	11%
Tacoma Downtown	34%	32%	20%	4%	11%
Tacoma Mall	44%	47%	6%	2%	0%
Tukwila	-	-	-	-	-
RGC Average	**17%**	**30%**	**26%**	**12%**	**16%**
Region	**14%**	**24%**	**23%**	**15%**	**25%**

Data source: U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates. ACS estimates not included for centers with population totals less than 100 persons.

Value of owner-occupied units is an estimate of how much the property (house and lot) would sell for if it were for sale. More than 50 percent of units across regional growth centers were valued between $200,000 and $400,000. Bellevue Downtown and Seattle University Community have the highest percentages of owner-occupied units valued at more than $500,000. Tacoma Mall, Lakewood, and Puyallup Downtown have the highest percentage of units valued at less than $200,000.

C.4. Housing and Transportation: Vehicle Ownership

FIGURE 34. REGIONAL GROWTH CENTERS – HOUSEHOLD VEHICLE OWNERSHIP, 2006 – 2010 AVERAGE

	Total Households	No Vehicle	1 Vehicle	2+ Vehicles
Regional Growth Center				
Auburn	1,157	23%	46%	31%
Bellevue	3,542	12%	64%	23%
Bothell Canyon Park	1,203	0%	29%	71%
Bremerton	1,290	20%	49%	31%
Burien	3,542	14%	56%	30%
Everett	4,987	19%	43%	38%
Federal Way	-	-	-	-
Kent	1,659	15%	49%	36%
Kirkland Totem Lake	2,825	6%	46%	48%
Lakewood	2,837	16%	46%	38%
Lynnwood	3,371	10%	36%	53%
Puyallup Downtown	1,976	10%	52%	37%
Puyallup South Hill	3,852	10%	39%	51%
Redmond Downtown	1,319	15%	59%	26%
Redmond Overlake	852	33%	50%	17%
Renton	3,133	18%	51%	30%
SeaTac	6,881	11%	41%	47%
Seattle Downtown	15,571	46%	45%	9%
Seattle First Hill / Capitol Hill	23,466	39%	49%	13%
Seattle Northgate	5,709	24%	48%	28%
Seattle South Lake Union	4,888	31%	55%	15%
Seattle University Community	10,546	32%	41%	26%
Seattle Uptown	5,383	26%	55%	19%
Silverdale	1,782	14%	45%	41%
Tacoma Downtown	7,369	31%	48%	20%
Tacoma Mall	1,648	12%	59%	29%
Tukwila	-	-	-	-
RGC Total/Average	**120,788**	**25%**	**44%**	**24%**
TOTAL Region	**1,437,220**	**7%**	**33%**	**60%**

Data source: U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates. ACS estimates not included for centers with population totals less than 100 persons.

Centers are expected to provide multimodal travel options to reduce overall reliance on single-occupant vehicles. Figure 34 provides an estimate of households in centers that do not own a vehicle. Across all regional growth centers, 25 percent of households do not own a vehicle. The six Seattle regional growth centers, Tacoma Downtown and Redmond Overlake have higher percentages of households without a car, with a high of 46 percent of households in Seattle Downtown without a vehicle. Bothell Canyon Park had the highest rates of vehicle ownership, with 71 percent of households estimated to own two or more vehicles.

C.5. Housing and Transportation: Walk Access to Transit

VISION 2040 states that centers should include easy access to transit. Figure 35 shows that most residences within centers have a transit stop within a feasible walking distance, which is typically a half mile or less. Most centers have nearly complete access to transit stops for residents at a half-mile walk distance. The coverage, measured along the street network, is much more inconsistent at a quarter-mile distance. Coverage ranges from a low of 20 percent in Bothell Canyon Park to six centers with 100 percent of residential parcels within a quarter mile of a transit stop. Transit stops are generally more accessible from employment sites (Figure 49) than residential areas. Sidewalk coverage is a crucial factor for ensuring safe and accessible access to transit stops - both block size and sidewalk coverage are noted below and discussed in more detail in Section A.2. Levels of transit service are discussed in more detail in Section F.4.

FIGURE 35. REGIONAL GROWTH CENTERS – HOUSING WITHIN 1/4 AND 1/2 MILE WALK TO TRANSIT STOP, 2010

	Total Housing Units	Within 1/4 Mile Walk to Transit Stop	Within 1/2 Mile Walk to Transit Stop	Average Block Size (acres)	Sidewalk Completion
Regional Growth Center					
Auburn	725	74%	100%	3.4	98%
Bellevue	7,151	100%	100%	7.4	99%
Bothell Canyon Park	787	20%	70%	38.8	96%
Bremerton	1,096	92%	100%	3.7	99%
Burien	1,705	90%	100%	4.9	48%
Everett	2,999	63%	88%	3.8	100%
Federal Way	-	-	-	20.4	79%
Kent	600	100%	100%	3.6	83%
Kirkland Totem Lake	3,115	66%	100%	10.6	88%
Lakewood	1,574	88%	100%	9.9	52%
Lynnwood	1,334	50%	100%	15.5	94%
Puyallup Downtown	669	88%	100%	3.6	98%
Puyallup South Hill	1,982	32%	100%	49.9	69%
Redmond Downtown	2,040	100%	100%	5.5	99%
Redmond Overlake	1,193	83%	100%	12.5	100%
Renton	2,617	82%	100%	6.8	94%
SeaTac	4,130	36%	90%	13.6	41%
Seattle Downtown	19,185	100%	100%	2.1	100%
Seattle First Hill / Capitol Hill	25,972	100%	100%	2.6	99%
Seattle Northgate	4,569	95%	100%	9.6	100%
Seattle South Lake Union	3,107	99%	100%	3.0	100%
Seattle University Community	8,431	99%	100%	3.5	99%
Seattle Uptown	6,110	100%	100%	3.4	99%
Silverdale	2,260	61%	73%	16.5	63%
Tacoma Downtown	7,990	93%	100%	3.3	94%
Tacoma Mall	1,916	65%	100%	10.5	64%
Tukwila	-	-	-	22.7	91%
RGC Average	**113,261**	**90%**	**99%**	10.8	87%

DATA SOURCE: PSRC Geodatabase (Road + Transit Networks), PSRC 2010 Parcel Database, U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, WSDOT sidewalk database and PSRC 2011 Sidewalk Inventory

C.6. Housing and Households Summary

The regional growth centers had strong and growing housing markets between 2000 and 2010. Regional growth centers, on average, had 4,195 housing units in 2010, while 19 of 27 centers had fewer than 3,500 units. The total number of units in centers ranges from a high of 25,972 units in Seattle First Hill/Capitol Hill to no housing units in Federal Way.

In seven jurisdictions, more than 25 percent of the new housing growth through the decade occurred within their centers, with a high of 84.6 percent of housing growth in Bellevue located in the downtown center. Centers, on average, contained 10.2 percent of their jurisdiction's total housing units. The vast majority of regional growth centers added housing between 2000 and 2010. Twenty-four centers gained housing units from 2000 to 2010. Seattle Downtown, Seattle First Hill/Capitol Hill and Bellevue accounted for over half (15,380) new units. The average housing unit growth was 1,073 new units. Three regional growth centers had a loss in housing units between 2000 and 2010. The manufacturing/industrial centers as a group declined by 178 housing units during this time period.

In terms of housing characteristics, 82 percent of all housing units in regional growth centers are renter-occupied. The centers have a much smaller-than-average household size—1.6 persons per household, compared to 2.5 persons per household regionally. Large multifamily buildings make up a significant portion of the housing stock. On affordability, 48 percent of households in centers pay more than 30 percent of their income in either rent or mortgage costs. The regional growth centers have excellent walk access to a transit stop at the ½-mile range, with much more variation when measured from a ¼-mile range.

D. Employment and Economy

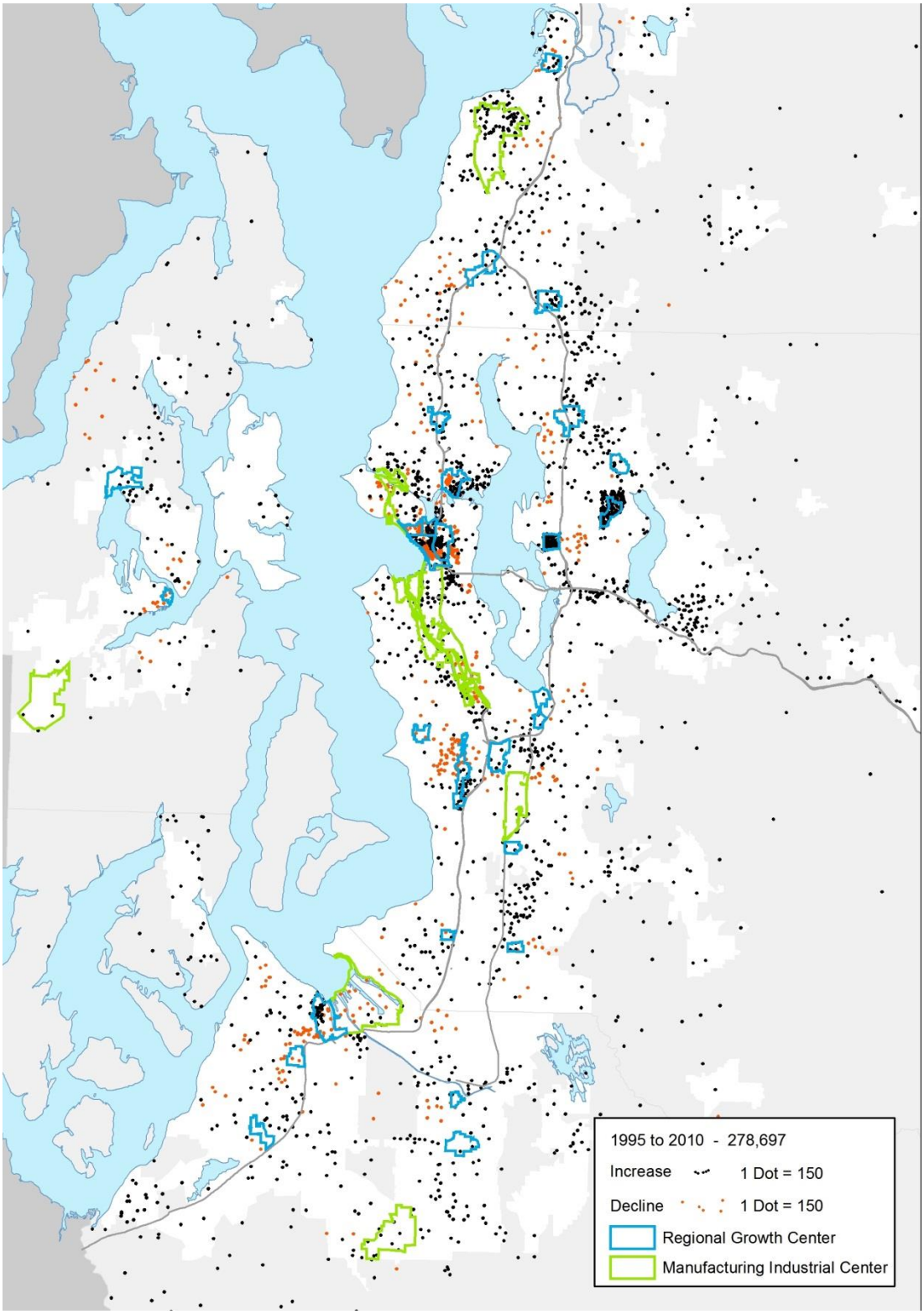
D.1. Employment Change

According to 2010 estimates, the 27 regional growth centers accounted for 490,024 covered jobs[3], or 30.5 percent of the 1,606,476 covered jobs within the urban growth area. The manufacturing/industrial centers account for 157,422 jobs, or approximately 10 percent of covered jobs within the urban growth area. Collectively, the Seattle regional growth and manufacturing/industrial centers alone account for 20 percent of all jobs within the urban growth area.

Figure 35 depicts employment changes in the region from 1995 to 2010 – a period that included both boom years and two recessions in the region. The centers account for concentrations of both significant employment gains and losses. Employment gains are larger in Redmond Overlake, Bellevue, and Downtown Seattle relative to the rest of the region. Concentrations of employment gains are also evident outside of centers, particularly along I-90.

[3] Covered employment consists of employment for firms, organizations and individuals whose employees are covered by the Washington Unemployment Insurance Act. Covered employment excludes self-employed workers, proprietors, CEOs, etc., and other non-insured workers. Typically, covered employment has represented 85-90% of total employment.

FIGURE 36. CENTERS AND REGIONAL EMPLOYMENT CHANGE, 1995-2010



DATA SOURCE: PSRC 1995 & 2010 Covered Employment Database

D.2. Centers Employment

FIGURE 37. REGIONAL GROWTH CENTERS EMPLOYMENT AND SHARE OF RESPECTIVE CITY EMPLOYMENT

	Existing Employment (2010)			Employment Change (2000-2010)		
	Center	City	% of City	Center	City	% of City
Regional Growth Center						
Auburn	2,888	37,918	8%	-77	-2,457	-
Bellevue	38,856	119,892	32%	8,858	1,196	741%
Bothell Canyon Park	8,214	24,579	33%	1,427	3,871	37%
Bremerton	1,946	28,361	7%	-57	489	-
Burien	3,404	10,438	33%	-907	-1,315	-
Everett	11,135	81,996	14%	283	9,046	3%
Federal Way	3,183	28,720	11%	-801	-926	87%
Kent	4,242	60,322	7%	188	-486	-
Kirkland Totem Lake	11,782	30,942	38%	-1,625	-3,413	-
Lakewood	6,025	23,327	26%	755	-257	-
Lynnwood	10,553	22,889	46%	-141	640	-
Puyallup Downtown	2,219	20,582	11%	207	2,567	8%
Puyallup South Hill	5,764	20,582	28%	980	2,567	38%
Redmond Downtown	9,468	76,876	12%	-1,570	3,356	-
Redmond Overlake	23,925	76,876	31%	-2,574	3,356	-
Renton	13,465	53,960	25%	-3,680	-4,960	-
SeaTac	12,886	24,641	52%	4,642	-7,136	-
Seattle Downtown	135,284	462,180	29%	-30,641	-40,715	-
Seattle First Hill / Capitol Hill	41,645	462,180	9%	3,798	-40,715	-
Seattle Northgate	11,431	462,180	2%	425	-40,715	-
Seattle South Lake Union	20,058	462,180	4%	-3,150	-40,715	-
Seattle University Community	33,226	462,180	7%	-244	-40,715	-
Seattle Uptown	13,910	462,180	3%	-2,251	-40,715	-
Silverdale	8,443	-	-	944	-	-
Tacoma Downtown	31,502	97,223	32%	101	-2,752	-
Tacoma Mall	7,171	97,223	7%	-559	-2,752	-
Tukwila	17,399	43,126	40%	-2,548	-5,173	-
Totals/Averages	**490,024**	**1,673,354 ***	**29%****	**-28,217**	**10,475***	**-**
Manufacturing/Industrial Center						
Ballard-Interbay	14,237	462,180	3%	-398	-40,715	-
Duwamish	58,771	462,180	13%	-9,050	-40,715	-
Frederickson	3,330	-	-	1,580	-	-
Kent MIC	15,046	60,322	25%	-1,127	-486	-
North Tukwila MIC	13,499	43,126	31%	93	-5,173	-
Paine Field / Boeing Everett	42,413	-	-	7,831	-	-
Port of Tacoma	9,250	97,223	10%	-2,653	-2,752	-
South Kitsap Industrial Area	876	28,361	3%	221	489	45%
Totals/Averages	**157,422**	**1,673,354 ***	**9%****	**-3,503**	**10,475***	**-**

DATA SOURCE: PSRC 2000 & 2010 Covered Employment Database. * Regional covered employment total ** Compared to regional covered employment total

The regional growth centers lost about 28,200 jobs between 2000 and 2010, representing a 5 percent drop in 10 years. The two recessions in the 2000s disproportionately affected the regional centers on the whole, given that over the same time period, areas in the region outside of centers grew overall by approximately 42,200 jobs. Thirteen regional growth centers—roughly half of the centers—experienced employment loss over the decade.

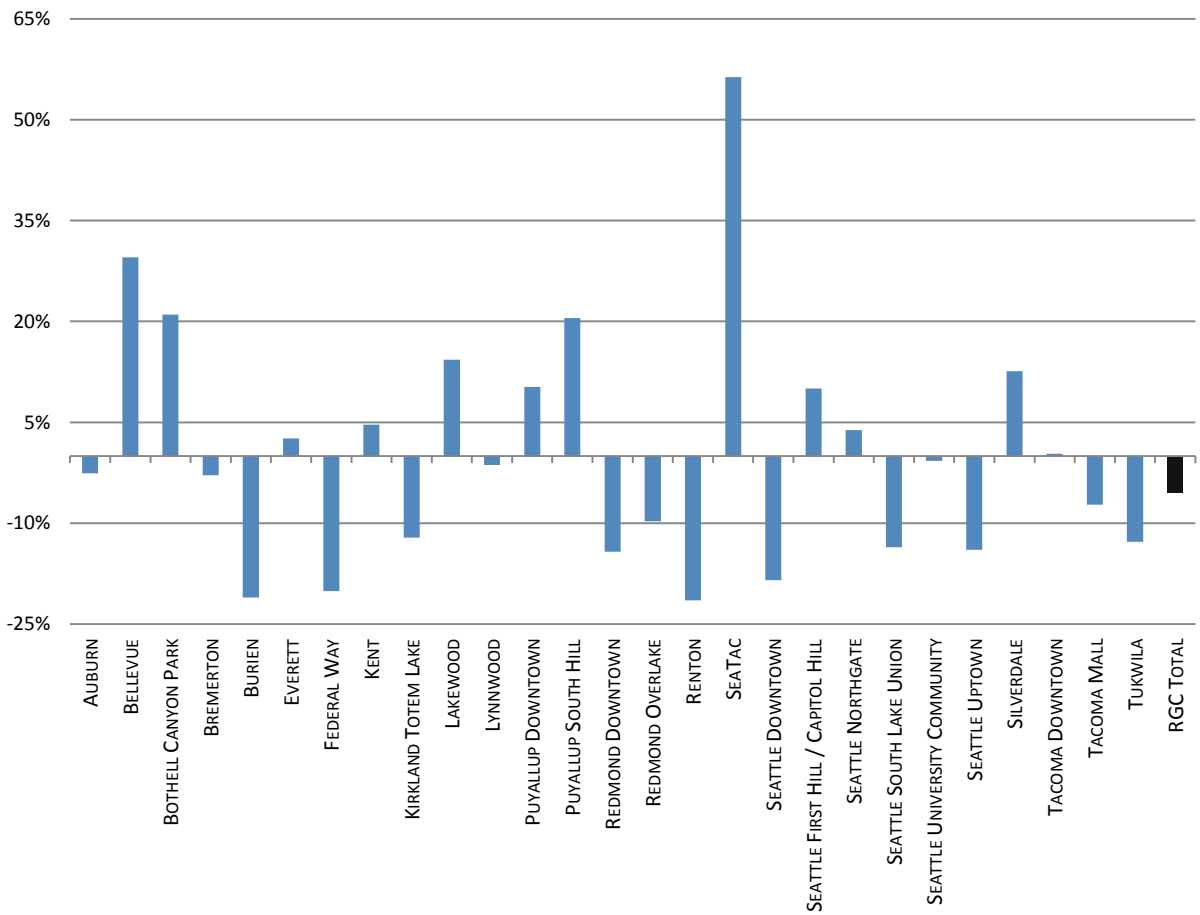
Downtown Seattle, with significantly more jobs than any other center, also saw the largest employment drop during this period, down 30,641 jobs. Seattle Downtown had the largest job total, with 135,284 jobs in 2010. Downtown Seattle was followed by Seattle First Hill/Capitol Hill and Downtown Bellevue at 41,645 and 38,856 jobs, respectively. Bellevue Downtown added the most jobs over the course of the decade, increasing by 8,858 jobs. The centers with the lowest jobs totals are also those that are physically smallest, including Bremerton (1,946), Puyallup Downtown (2,219), and Auburn (2,888). The average number of jobs is 18,150, and the median is significantly lower, at 11,135.

Most centers were indicative of overall trends of employment gain or loss in the jurisdiction. Four centers declined in employment in the center but gained employment in the city overall. These included Bremerton, Lynnwood, Redmond Overlake, and Redmond Downtown. Five centers showed gains in employment during the decade, while the city as a whole saw an employment drop. These centers included Kent, Lakewood, Seattle First Hill/Capitol Hill, Seattle Northgate, and Tacoma Downtown.

Three centers lost jobs both between 1995 to 2000 and 2000 to 2010. These included Auburn, Bremerton, and Seattle Uptown. Ten centers gained jobs from both 1995 to 2000 and 2000 to 2010. These included Bellevue, Bothell Canyon Park, Kent, Lakewood, Puyallup South Hill, SeaTac, Seattle First Hill/Capitol Hill, Seattle Northgate, Silverdale, and Tacoma Downtown.

On average, the regional growth centers contained 33 percent of their city's total covered jobs. SeaTac contained the largest share of its city jobs at 52.3 percent. Seattle Northgate represented the smallest share of jobs within the city overall, at 2.5 percent.

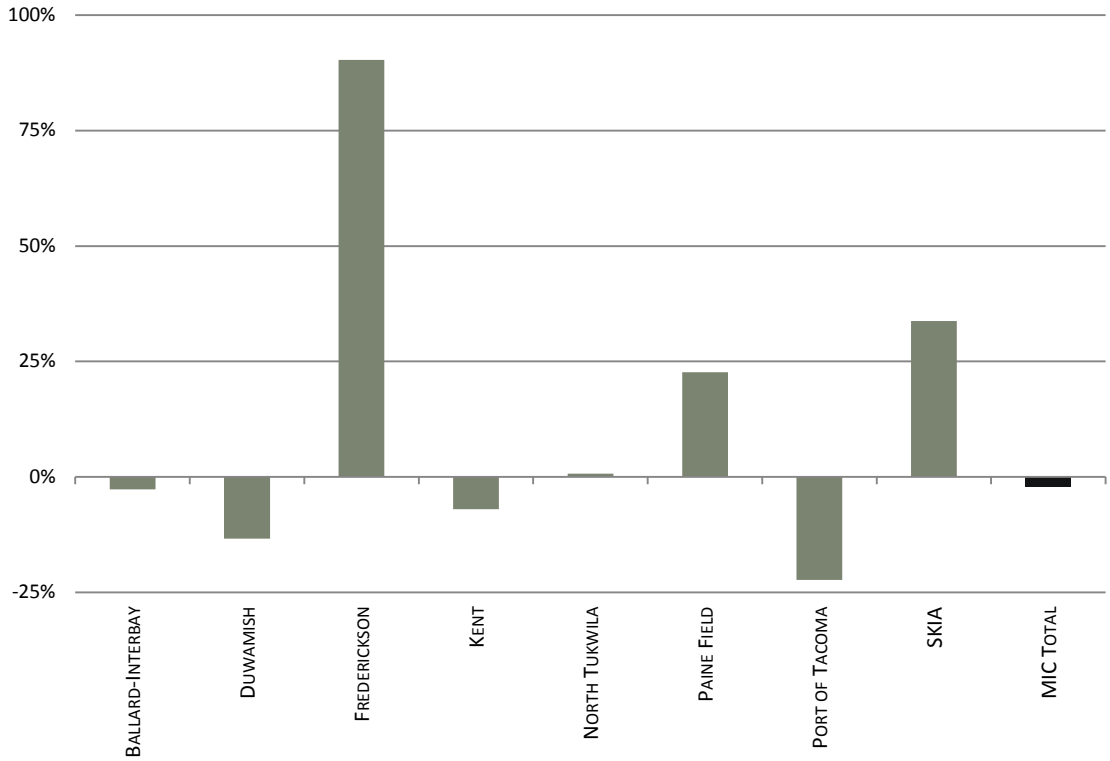
FIGURE 38. REGIONAL GROWTH CENTERS – EMPLOYMENT PERCENT CHANGE, 2000 TO 2010



DATA SOURCE: PSRC 2000 & 2010 Covered Employment Database

Figure 38 profiles the percent employment change in regional growth centers since 2000. SeaTac, Bellevue, Bothell Canyon Park, and Puyallup South Hill had the largest percent increase in jobs compared to their existing totals in 2000.

FIGURE 39. MANUFACTURING/INDUSTRIAL CENTERS – EMPLOYMENT PERCENT CHANGE, 2000 TO 2010



DATA SOURCE: PSRC 2000 & 2010 Covered Employment Database

The manufacturing/industrial centers show similar overall trends as the regional growth centers, with half gaining and half losing jobs over the decade. Paine Field / Boeing Everett, Frederickson, South Kitsap Industrial Area and North Tukwila all experienced employment gains from 2000 to 2010. Paine Field/Boeing Everett had the largest overall increase in jobs, adding another 7,831 jobs from 2000 to 2010. Duwamish had the largest nominal employment loss, decreasing by 9,050 jobs over the decade. That said, Duwamish continued to lead the manufacturing/industrial centers in total covered jobs at 58,771 in 2010. SKIA had the lowest job total at 876 jobs. The manufacturing/industrial centers averaged 19,678 jobs each.

Manufacturing/industrial centers played an important role in their jurisdiction's overall economy. North Tukwila and Kent both represented large shares of their city's overall employment at 32.5 percent and 24.9 percent, respectively.

The designation procedures for new manufacturing/industrial centers include minimum existing employment of at least 10,000 jobs, and targeted employment levels of 20,000 jobs. While not currently subject to the designation criteria, five of the eight existing manufacturing/industrial centers had more jobs than the minimum existing employment threshold in 2010.

D.3. Business Size

FIGURE 40. REGIONAL GROWTH CENTERS – WORKPLACES BY NUMBER OF EMPLOYEES, 2010

Regional Growth Center	Total Workplaces	1-4 Employees	5-24 Employees	25-49 Employees	50-99 Employees	100+ Employees
Auburn	213	61%	30%	5%	3%	1%
Bellevue	1,277	40%	40%	9%	5%	6%
Bothell Canyon Park	228	32%	43%	11%	6%	8%
Bremerton	147	50%	35%	9%	3%	3%
Burien	379	53%	40%	5%	1%	1%
Everett	585	50%	38%	5%	4%	3%
Federal Way	185	33%	48%	9%	8%	2%
Kent	220	35%	50%	9%	4%	2%
Kirkland Totem Lake	579	46%	39%	10%	4%	2%
Lakewood	369	40%	45%	9%	4%	2%
Lynnwood	718	39%	46%	9%	4%	2%
Puyallup Downtown	200	58%	34%	4%	4%	1%
Puyallup South Hill	290	28%	55%	11%	3%	4%
Redmond Downtown	604	44%	44%	6%	3%	3%
Redmond-Overlake	295	36%	40%	5%	4%	14%
Renton	241	43%	36%	8%	4%	9%
SeaTac	348	58%	24%	10%	4%	4%
Seattle Downtown	5,599	48%	36%	8%	5%	4%
Seattle First Hill/Capitol Hill	1,412	55%	33%	6%	3%	3%
Seattle Northgate	523	42%	42%	9%	4%	3%
Seattle South Lake Union	493	42%	35%	9%	7%	7%
Seattle University Community	716	48%	42%	6%	3%	1%
Seattle Uptown	664	45%	41%	8%	4%	3%
Silverdale	565	39%	47%	8%	3%	2%
Tacoma Downtown	1,304	53%	32%	7%	5%	3%
Tacoma Mall	386	35%	50%	8%	4%	3%
Tukwila	771	31%	50%	11%	5%	4%
RGC Average	**19,311**	**45%**	**39%**	**8%**	**4%**	**4%**

DATA SOURCE: PSRC 2010 Covered Employment Database

The vast majority of workplaces in the regional growth centers have 25 or fewer employees. In 2010, 84 percent of workplaces in these centers had fewer than 25 employees. In Auburn, Burien, Puyallup Downtown, SeaTac, Seattle First Hill/Capitol Hill, and Tacoma Downtown, more than half of the workplaces had one to four employees. At 14 percent, Redmond Overlake had by far the highest percentage of large workplaces. The average number of total workplaces in the centers was 715; the median was significantly lower, at 493 workplaces. Seattle Downtown had the largest number of workplaces at 5,599, while Bremerton had the fewest at 147.

FIGURE 41. MANUFACTURING/INDUSTRIAL CENTERS – WORKPLACES BY NUMBER OF EMPLOYEES, 2010

	Total Workplaces	1-4 Employees	5-24 Employees	25-49 Employees	50-99 Employees	100+ Employees
Manufacturing/Industrial Center						
Ballard-Interbay	674	41%	41%	10%	4%	4%
Duwamish	1,777	35%	43%	10%	6%	6%
Frederickson	66	23%	42%	15%	11%	9%
Kent	459	25%	41%	17%	11%	6%
North Tukwila	147	30%	33%	8%	12%	17%
Paine Field	383	28%	33%	12%	9%	18%
Port of Tacoma	308	27%	44%	14%	9%	6%
SKIA	37	24%	57%	11%	3%	5%
MIC Average	3,851	33%	41%	12%	7%	7%

DATA SOURCE: PSRC Covered Employment Database

The majority of workplaces in the manufacturing/industrial centers had 25 or fewer employees, though there are more large employers in these centers than in the regional growth centers. For the centers as a whole, 74 percent of workplaces had fewer than 25 employees. Ballard-Interbay had the largest number of small workplaces, with 82 percent having less than 25 employees. At 18 percent, Paine Field/Boeing Everett had the highest percentage of large workplaces; North Tukwila followed at 17 percent. The average number of total workplaces in the centers was 481. Duwamish had the largest number of workplaces at 1,777, while SKIA had the fewest at 37.

D.4. Employment by Sector

FIGURE 42. REGIONAL GROWTH CENTERS – EMPLOYMENT BY SECTOR, 2010

Regional Growth Center	Construction/ Resource	FIRE	Manufacturing	Retail	Services	Wholesale Transportation & Utilities	Government	Education	Total
Auburn	34	108	109	285	1,912	31	204	205	2,888
Bellevue	504	5,046	253	5,355	24,809	1,555	1,335	-	38,856
Bothell Canyon Park	143	682	2,189	308	4,182	516	193	-	8,214
Bremerton	*	372	*	*	1,321	*	204	-	1,946
Burien	67	190	106	892	1,610	149	390	-	3,404
Everett	212	774	205	314	5,783	251	3,455	141	11,135
Federal Way	-	165	145	1,024	*	*	-	-	3,183
Kent	119	244	*	337	1,848	*	1,472	127	4,242
Kirkland Totem Lake	399	472	401	1,721	7,991	796	-	-	11,782
Lakewood	23	582	10	1,101	3,883	50	263	112	6,025
Lynnwood	*	1,085	*	4,519	4,275	249	141	-	10,553
Puyallup Downtown	*	143	*	135	1,257	12	341	186	2,219
Puyallup South Hill	*	254	*	2,510	2,575	21	122	258	5,764
Redmond Downtown	99	457	39	1,570	6,342	116	723	122	9,468
Redmond-Overlake	87	477	*	596	*	268	-	-	23,925
Renton	287	274	*	912	1,711	*	380	145	13,465
SeaTac	*	499	*	*	3,872	7,297	988	-	12,886
Seattle Downtown	1,377	18,900	2,375	6,934	77,820	4,970	22,828	81	135,284
Seattle First Hill/Capitol Hill	62	1,133	322	1,791	30,674	205	6,322	1,135	41,645
Seattle Northgate	*	888	*	2,235	7,722	142	108	29	11,431
Seattle South Lake Union	1,488	1,227	457	723	15,080	902	182	-	20,058
Seattle University Community	30	618	90	2,790	4,448	66	138	25,048	33,226
Seattle Uptown	376	1,149	186	545	7,505	2,773	1,338	38	13,910
Silverdale	*	582	*	2,920	4,523	*	245	61	8,443
Tacoma Downtown	488	3,269	612	547	21,779	432	3,207	1,168	31,502
Tacoma Mall	108	303	68	3,259	1,872	254	1,274	34	7,171
Tukwila	386	993	1,845	5,109	6,997	1,842	227	-	17,399
RGC Total	**7,022**	**40,884**	**19,412**	**48,564**	**272,807**	**23,073**	**49,373**	**28,889**	**490,024**

DATA SOURCE: PSRC 2010 Covered Employment Database. Employment data is for covered jobs. Data are subject to suppression at the individual center level. Indicates largest value for each center, not including suppressed sectors. Employment data documentation, including sector definitions, can be found at http://www.psrc.org/data/employment/covered-emp.

The Services sector accounts for over half of jobs across the regional growth centers, followed by government employment. The regional growth centers include nearly 50,000 government jobs, reflecting the many civic buildings in centers, including city halls, libraries, jails, and other government offices. Just under half of these are located in downtown Seattle alone. Educational institutions account for significant employment in Seattle University Community and are also evident in Tacoma Downtown and Seattle First Hill/Capitol Hill. Retail employment represents an important sector for

centers with malls, including Bellevue, Lynnwood, Silverdale, Tacoma Mall, and Tukwila. Construction/Resource sector accounts for the smallest sector of jobs in regional growth centers.

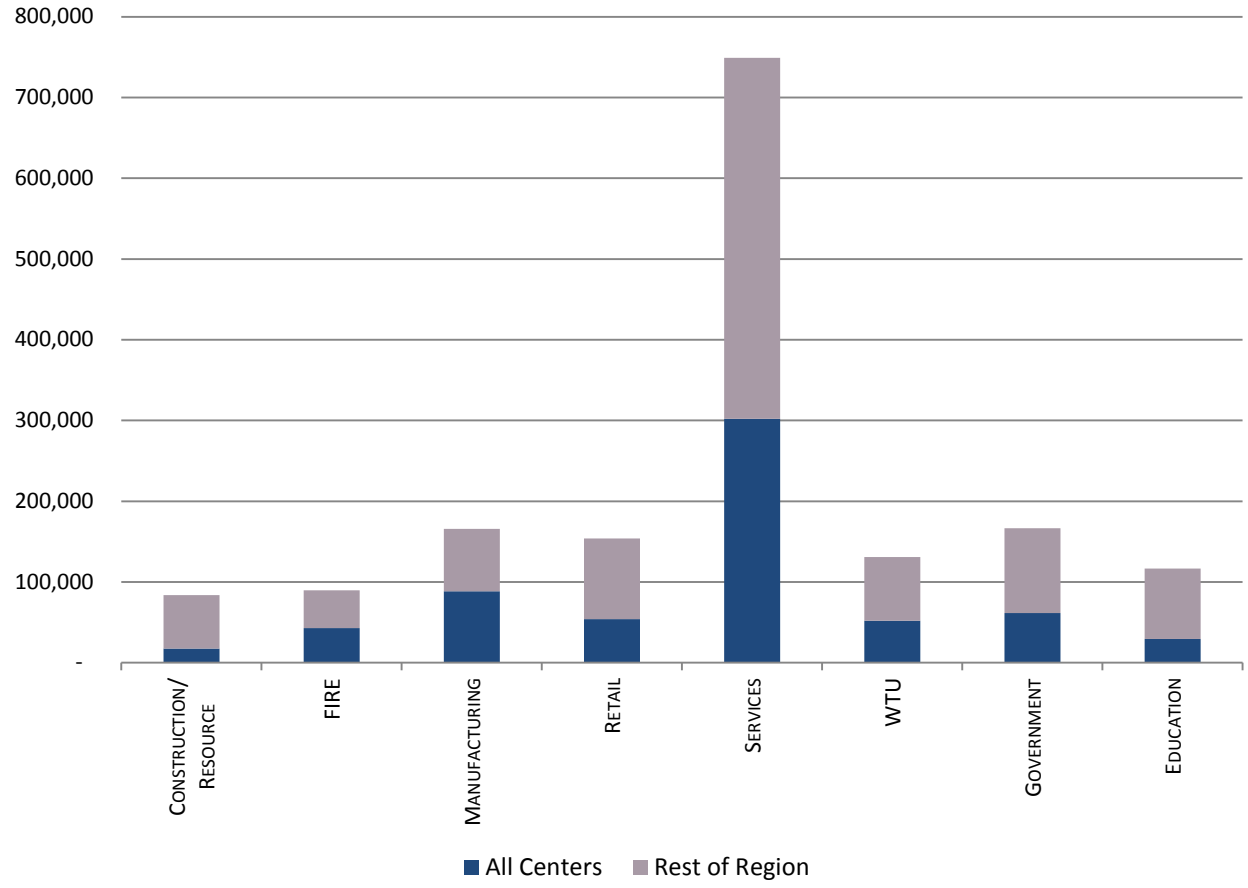
FIGURE 43. MANUFACTURING/INDUSTRIAL CENTERS – EMPLOYMENT BY SECTOR, 2010

	Construction/ Resource	FIRE	Manufacturing	Retail	Services	Wholesale Transportation & Utilities	Government	Education	Total
Manufacturing/Industrial Center									
Ballard-Interbay	1,177	*	3,154	*	6,096	2,043	337	-	14,237
Duwamish	5,888	1,227	13,317	2,520	15,155	13,628	6,714	322	58,771
Frederickson	*	*	2,282	121	131	356	111	-	3,330
Kent	1,377	222	5,064	564	1,568	6,174	77	-	15,046
North Tukwila	255	*	*	*	2,336	860	2,358	-	13,499
Paine Field	*	34	*	435	2,518	2,376	1,564	193	42,413
Port of Tacoma	*	*	3,319	165	1,195	3,459	684	-	9,250
SKIA	*	-	388	*	194	98	113	-	876
MIC Total	**10,463**	**1,843**	**69,149**	**5,306**	**29,194**	**28,994**	**11,957**	**516**	**157,422**

DATA SOURCE: PSRC 2010 Covered Employment Database. Employment data is for covered jobs. Data are subject to suppression at the individual center level. Indicates largest value for each center, not including suppressed sectors. Employment data documentation, including sector definitions, can be found at http://www.psrc.org/data/employment/covered-emp.

The manufacturing/industrial centers show a higher degree of variability in the largest employment sector, but demonstrate large total number of manufacturing jobs (69,149). This is followed by essentially even covered employment in Services and WTU sectors (29,194 and 28,994 jobs, respectively). Manufacturing is the largest sector in the two centers with the lowest total jobs (Frederickson and SKIA).

FIGURE 44. CENTERS EMPLOYMENT CAPTURE RATE BY SECTOR, 2010



DATA SOURCE: PSRC 2010 Covered Employment Database

Figure 44 shows proportionate share of regional growth and manufacturing/industrial center employment among sectors in the region. Collectively, the centers consistently represent about 40 percent of regional jobs in all sectors. Construction/Resource and Education are both somewhat below the 40 percent average, while approximately half the region's manufacturing and FIRE jobs are located in designated regional centers.

D.5. Employment by Industry Cluster

FIGURE 45. REGIONAL GROWTH CENTERS – EMPLOYMENT BY INDUSTRY CLUSTER, 2010

	Aerospace	Business Services	Information Technology	Life Science & Global Health	Maritime	Philanthropies	Tourism	Transportation & Logistics	Remaining Clusters	Total
Regional Growth Center										
Auburn		131	*	-			140		*	*
Bellevue		5,997	9,030	302			5,638		123	21,090
Bothell Canyon Park		667	1,165	2,822			*		*	5,168
Bremerton		424	163	0			*		*	748
Burien		301	11	20			364		35	732
Everett		1,109	51	25			564		171	1,920
Federal Way		218	*	*			964		-	1,212
Kent		370	22	*			349		*	752
Kirkland Totem Lake		234	771	246			481		404	2,135
Lakewood		548	*	*			484		-	1,082
Lynnwood		1,164	230	58			1,326		34	2,811
Puyallup Downtown		156	*	*			230		*	399
Puyallup South Hill		208	*	*			669		0	961
Redmond Downtown		577	2,412	21			1,266		7	4,282
Redmond-Overlake		548	18,679	41			288		*	*
Renton		288	40	*			357		*	10,200
SeaTac		184	*	*			2,184		7,117	9,488
Seattle Downtown		30,021	13,841	1,649			16,108		2,801	64,420
Seattle First Hill/Capitol Hill		894	227	1,462			2,564		54	5,201
Seattle Northgate		1,061	124	100			590		85	1,960
Seattle South Lake Union		1,882	1,450	3,667			1,448		263	8,710
Seattle University Community		472	137	146			1,181		12	1,948
Seattle Uptown		1,296	536	211			4,160		1,755	7,959
Silverdale		869	140	*			1,089		*	2,101
Tacoma Downtown		4,054	675	24			1,696		305	6,754
Tacoma Mall		346	141	-			394		8	888
Tukwila		665	921	527			2,493		749	5,355
RGC Total		54,683	50,916	11,379			47,562		23,602	188,143

DATA SOURCE: PSRC 2010 Covered Employment Database

The *Regional Economic Strategy* focuses on established and emerging industry clusters that export goods and services, import capital, and have growth potential. The *Regional Economic Strategy* identified 10 leading industry clusters in the central Puget Sound[4]. Among the regional growth centers, Business Services, Information Technology and Tourism represent the largest industry clusters. The regional growth centers include 54,683 jobs in Business Services, 50,916 in Information Technology and 47,562 in Tourism and Visitors. Among the clusters in the region, Business Services is the largest employer, and includes jobs in banking, investing, property management, law, accounting, and media services. The Tourism and Visitors cluster includes hotels, restaurants, spas, guided tours, land and

[4] These include: Aerospace; Business Services; Clean Technology; Information Technology; Life Sciences and Global Health; Maritime; Military; Philanthropies; Tourism and Visitors; and Transportation and Logistics.

water transportation, sports and recreation, as well as art and culture. The Information Technology cluster includes software publishing, computer systems design, and telecommunications, among other components. In total, regional growth centers include 188,143 jobs in cluster industries in 2010.

FIGURE 46. MANUFACTURING/INDUSTRIAL CENTERS – EMPLOYMENT BY INDUSTRY CLUSTERS, 2010

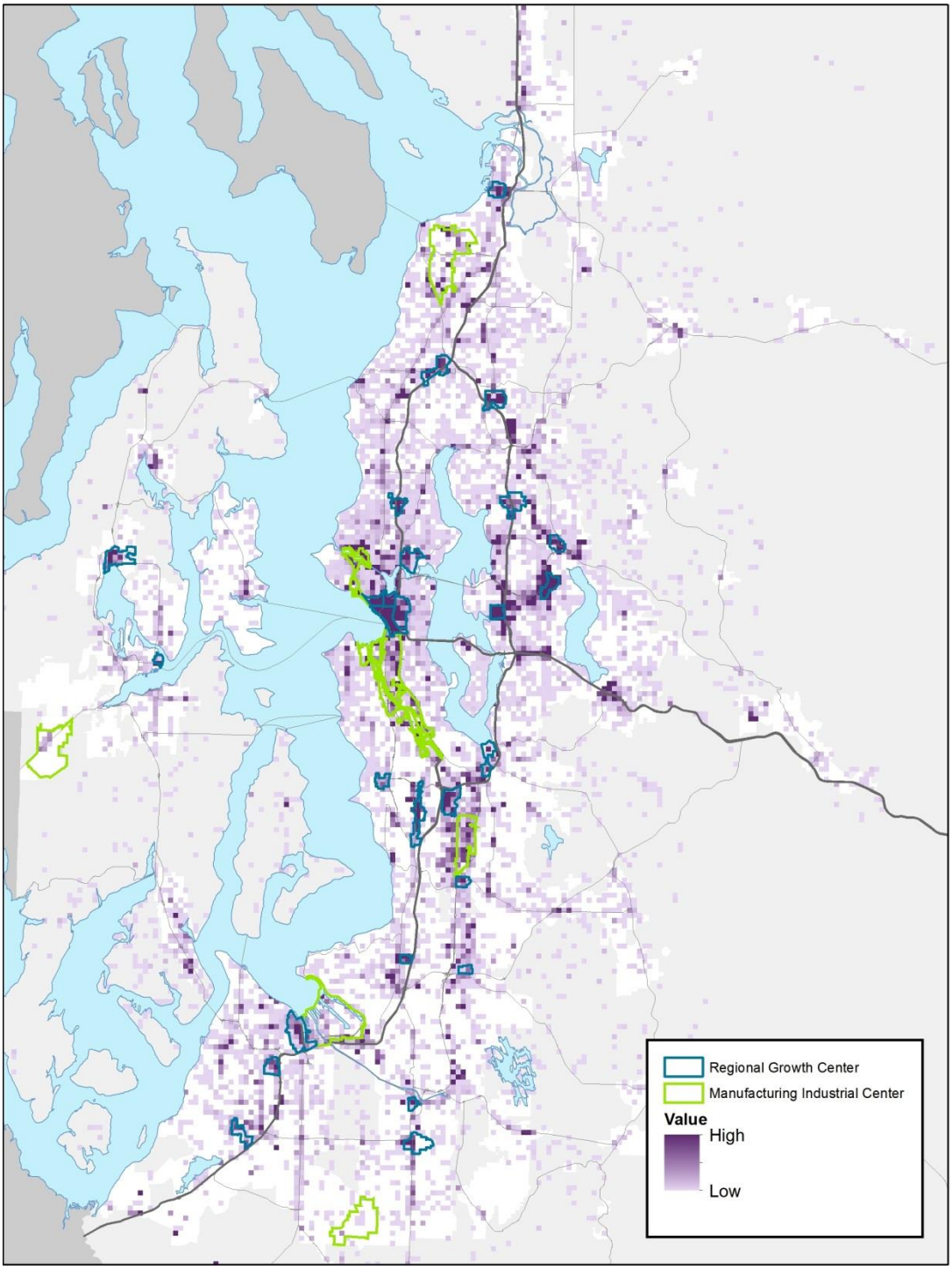
	Aerospace	Business Services	Information Technology	Life Science & Global Health	Maritime	Philanthropies	Tourism	Transportation & Logistics	Remaining Clusters	Total
Manufacturing/Industrial Center										
BALLARD-INTERBAY	402	246	1,437		2,609		562	23	847	6,127
DUWAMISH	*	1,138	1,437		1,723		1,371	3,567	*	16,897
FREDERICKSON	*	*	-		-		*	62	-	1,547
KENT	*	26	220		30		84	2,537	277	4,129
NORTH TUKWILA	*	*	*		-		307	378	*	7,891
PAINE FIELD	*	38	1,674		*		106	718	*	33,616
PORT OF TACOMA	244	34	*		1,647		*	763	*	2,911
SKIA	-	-	-		*		*	96	-	456
MIC TOTAL	**47,935**	**1,553**	**4,795**		**6,361**		**2,596**	**8,144**	**2,189**	**73,573**

DATA SOURCE: PSRC 2010 Covered Employment Database

At 47,935 jobs, Aerospace, by far, represented the largest sector of industry cluster jobs in the manufacturing/industrial centers. In total, these centers included 73,573 jobs in cluster industries in 2010.

Figure 47 depicts concentrations of industry clusters in the context of regional centers in 2010. The map shows that existing regional centers capture many of the densest concentrations of industry clusters in the region.

FIGURE 47. REGIONAL INDUSTRY CLUSTERS, 2010



DATA SOURCE: PSRC 2010 Covered Employment Database

D.6. Manufacturing/Industrial Center Employment Compatibility

FIGURE 48. MANUFACTURING/INDUSTRIAL CENTERS – EMPLOYMENT IN MI AND MI-COMPATIBLE SECTORS, 2010

	Goods-Dependent Employment	Non-Goods-Dependent Employment	% Goods-Dependent Employment
Manufacturing/Industrial Center			
Ballard-Interbay	6,374	7,863	45%
Duwamish	32,833	25,938	56%
Frederickson	2,958	372	89%
Kent	12,615	2,431	84%
North Tukwila	8,446	5,053	63%
Paine Field/Boeing Everett	37,668	4,745	89%
Port of Tacoma	7,154	2,096	77%
SKIA	557	319	64%
Totals	**108,606**	**48,816**	**69%**

Data source: PSRC 2010 Covered Employment Database

Goods-dependent employment includes three industry sectors typically appropriate for this type of centers: (a) construction/resource, (b) manufacturing, and (c) wholesale/transportation/utilities. Figure 47 compares goods-dependent and non-goods-dependent employment in the manufacturing/industrial centers. Goods-dependent employment makes up 69 percent of all jobs in the manufacturing/industrial centers. Among the centers, this ranges from a low of 45 percent of employment in Ballard-Interbay to a high of 89 percent of jobs in Frederickson and Paine Field/Boeing Everett.

D.7. Employment and Transportation: Walk Access to Transit

FIGURE 49. REGIONAL GROWTH CENTERS – EMPLOYMENT WITHIN 1/4 AND 1/2 MILE WALK TO TRANSIT STOP, 2010

	2010 Employment	Within 1/4 Mile Walk to Transit Stop	Within 1/2 Mile Walk to Transit Stop	Average Block Size (acres)	Sidewalk Completion
Regional Growth Center					
Auburn	2,888	90%	97%	3.4	98%
Bellevue	38,856	100%	100%	7.4	99%
Bothell Canyon Park	8,214	41%	79%	38.8	96%
Bremerton	1,946	99%	100%	3.7	99%
Burien	3,404	100%	100%	4.9	48%
Everett	11,135	73%	100%	3.8	100%
Federal Way	3,183	92%	100%	20.4	79%
Kent	4,242	100%	100%	3.6	83%
Kirkland Totem Lake	11,782	74%	94%	10.6	88%
Lakewood	6,025	99%	100%	9.9	52%
Lynnwood	10,553	65%	100%	15.5	94%
Puyallup Downtown	2,219	96%	100%	3.6	98%
Puyallup South Hill	5,764	58%	100%	49.9	69%
Redmond Downtown	9,468	99%	100%	5.5	99%
Redmond Overlake	23,925	86%	100%	12.5	100%
Renton	13,465	50%	71%	6.8	94%
SeaTac	12,886	97%	100%	13.6	41%
Seattle Downtown	135,284	98%	100%	2.1	100%
Seattle First Hill/Capitol Hill	41,645	100%	100%	2.6	99%
Seattle Northgate	11,431	100%	100%	9.6	100%
Seattle South Lake Union	20,058	99%	100%	3.0	100%
Seattle University Community	33,226	100%	100%	3.5	99%
Seattle Uptown	13,910	100%	100%	3.4	99%
Silverdale	8,443	88%	97%	16.5	63%
Tacoma Downtown	31,502	97%	99%	3.3	94%
Tacoma Mall	7,171	88%	100%	10.5	64%
Tukwila	17,399	58%	99%	22.7	91%
Total/Average	490,024	92%	99%	10.8	87%

Data source: PSRC Geodatabase (Road + Transit Networks), PSRC 2010 Covered Employment Database, U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, WSDOT sidewalk database and PSRC 2011 Sidewalk Inventory

VISION 2040 states that centers should include easy access to transit. Figure 49 shows that most regional growth centers have complete or nearly complete access to transit stops for employees within a feasible walking distance, which is typically a half mile or less. The coverage, measured along the street network, is much more inconsistent at a quarter-mile distance. At a quarter-mile distance, coverage ranges from 41 percent in Bothell Canyon Park to 100 percent accessibility from workplaces to transit stops in seven centers. Sidewalk coverage is a crucial factor for ensuring safe and accessible access to transit stops - both block size and sidewalk coverage are noted in the table and discussed in more detail in Section A.2. Levels of transit service are discussed in more detail in Section F.4.

FIGURE 50. MANUFACTURING/INDUSTRIAL CENTERS - EMPLOYMENT WITHIN 1/4 AND 1/2 MILE WALK TO TRANSIT STOP

	2010 Employment	Within 1/4 Mile Walk to Transit Stop	Within 1/2 Mile Walk to Transit Stop	Average Block Size (acres)	Sidewalk Completion
Manufacturing/Industrial Center					
Ballard-Interbay	14,237	67%	95%	5.8	96%
Duwamish	58,771	68%	90%	11.2	59%
Frederickson	3,330	0%	0%	102.8	30%
Kent	15,046	35%	86%	33.9	69%
North Tukwila	13,499	38%	77%	20.6	68%
Paine Field	42,413	23%	50%	94.2	67%
Port of Tacoma	9,250	9%	16%	25.0	30%
SKIA	876	0%	0%	150.0	11%
Total	157,422	45%	71%	**55.4**	**54%**

Data source: PSRC Geodatabase (Road + Transit Networks), PSRC 2010 Covered Employment Database, U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, WSDOT sidewalk database and PSRC 2011 Sidewalk Inventory

The center plan checklist asks that manufacturing/industrial center plans include strategies regarding employee commuting, so accessibility of workplaces to transit is important to consider in this context as well. Two manufacturing/industrial centers—Frederickson and SKIA—didn't have access to public transit in 2010. The King County manufacturing/industrial centers have the highest transit accessibility, with a high of 95 percent accessibility at a half-mile distance in Ballard-Interbay. At a quarter-mile distance, a higher percentage of jobs have access to transit in Duwamish (68 percent).

D.8. Employment and Economy Summary

Despite two recessions, the centers continued to be strong regional job centers. In 2010, regional growth centers were home to 490,024 jobs, representing 30.5 percent of jobs in the urban growth area. The manufacturing/industrial centers held 157,422 covered jobs, or 10 percent of jobs in the urban growth area. Seattle's eight centers alone account for 20 percent of all jobs in the urban growth area.

Centers experienced both significant employment gains and losses through two economic downturns between 2000 and 2010. Collectively, regional growth centers lost 28,200 jobs from 2000 to 2010. Half of the regional growth centers declined in total covered employment during this period. The trends in centers were largely indicative of their jurisdictions – job gains and losses mostly correspond to overall city trends. Bellevue had the largest employment gain (8,858) among regional growth centers while Seattle Downtown had the largest nominal employment loss (30,641), largely due to the 2001 recession, which disproportionately impacted the information technology industry. The average number of jobs in regional growth centers was 18,150 in 2010, and the median was 11,135. Seattle Downtown had the largest job total, with 135,284 jobs in 2010. Downtown Seattle was followed by Seattle First Hill/Capitol Hill and Downtown Bellevue at 41,645 and 38,856 jobs respectively. Bremerton has the lowest employment at just under 2,000 jobs. SeaTac had the largest percentage of its jurisdiction's jobs in a center (52.3 percent), while Northgate had the smallest city share (2.5 percent).

In 2010, the average number of jobs in manufacturing/industrial centers was 19,677. Half of these centers gained jobs and half lost jobs during the 2000 to 2010 period. Paine Field/Boeing Everett added 7,831 jobs, while Duwamish lost 9,050 jobs during this decade.

Both regional growth and manufacturing/industrial centers are home to small businesses. In regional growth centers, 84 percent of worksites had fewer than 25 employees and 74 percent of worksites in manufacturing/industrial centers had fewer than 25 employees. Most regional growth center jobs are in the Services sector, while most manufacturing/industrial center jobs are in manufacturing. Cluster industries are well represented in the centers, with 188,143 cluster jobs in regional growth centers and 73,573 jobs in manufacturing/industrial centers. The existing centers capture most large concentrations of cluster jobs. Sixty-nine percent of jobs in the industrial centers are in goods-dependent industries. The data show a high degree of job accessibility by transit in regional growth centers and significantly lower accessibility for the manufacturing/industrial centers.

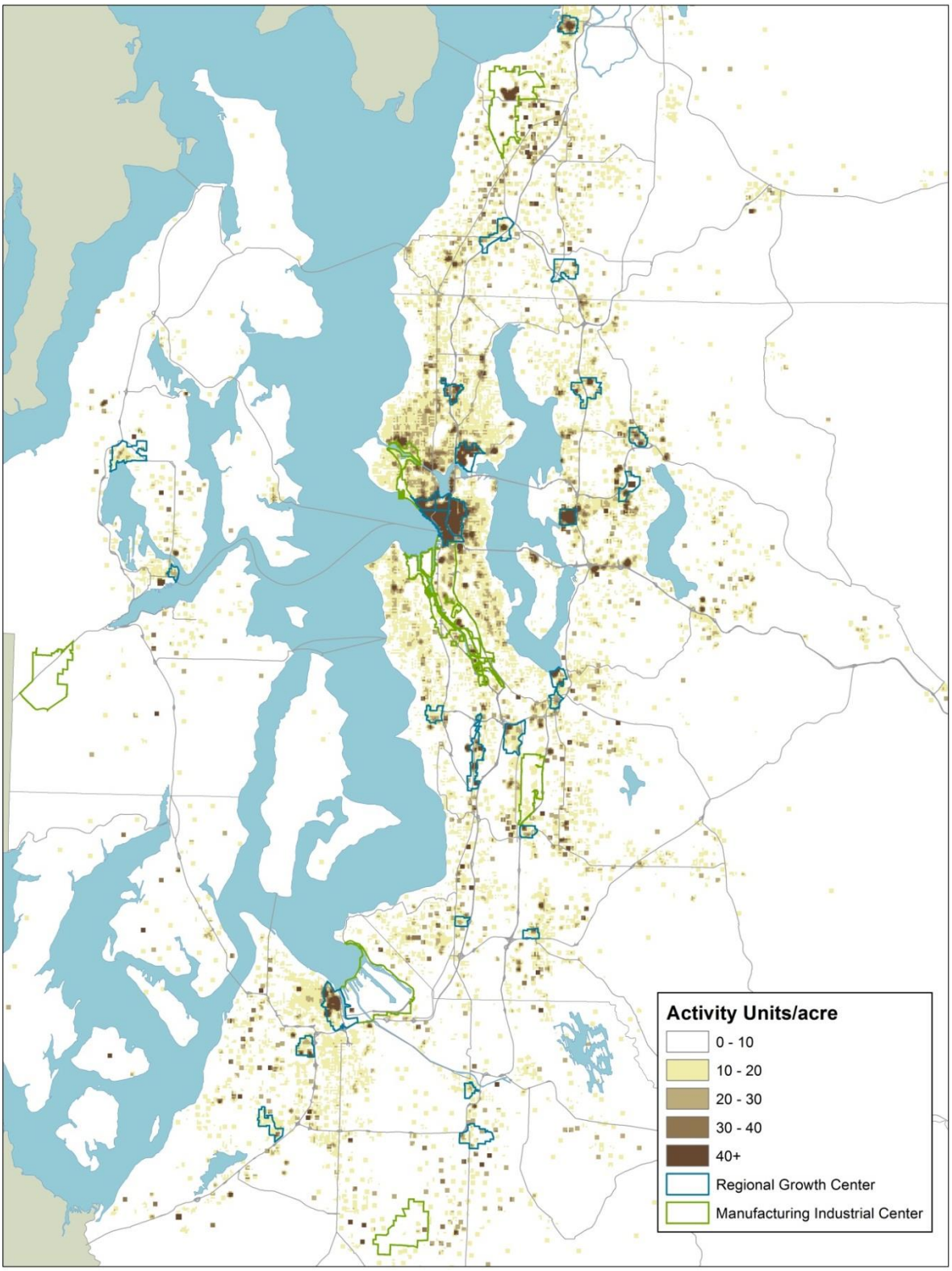
E. Density and Mix of Activities

Regional growth centers are, by definition, large concentrations of population and employment at relatively high densities. In order to understand how large a role the regional growth centers can play in accommodating regional growth, it is essential to understand the density and mix of activities in centers today.

Activity units are used in the regional centers designation procedures to define minimum and targeted levels of density. Activity units are calculated by adding together the number of residents (population) and jobs (employment) in a given area. An activity unit in real terms represents one person, either an employee or a resident, who spends a significant part of nearly every day in the center. Activity units represent the total amount of activity present in an area and do not distinguish by the mix or proportion of the activity that is residential versus commercial.

Figure 51 depicts regional concentrations of activity units in the region. Centers designation includes multiple factors, such as a local commitment to additional growth and planning, so not all concentrations of activity are appropriate for centers designation. That said, it is evident from the map that the region has additional concentrations of activity comparable to the densities currently present in some existing regional centers. VISION 2040 recognized this when it called for establishing a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region (MPP-DP-12).

FIGURE 51. REGIONAL ACTIVITY UNIT DENSITIES PER ACRE, 2010



SOURCE: U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, PSRC 2010 Covered Employment Database

The designation procedures for new regional growth centers include a minimum existing activity unit density of 18 activity units (AU) per acre and targeted densities of 45 AU per acre. While not currently subject to the designation procedures, one-third of existing regional growth centers had activity unit densities below 18 AU per acre in 2010. Activity unit densities range from 172.6 AU per acre (Seattle Downtown) to 11.3 AU per acre (Puyallup South Hill). The average activity unit density for regional growth centers was 42.1 AU per acre, and median was considerably lower at 22.5 AU per acre. Employment represents the largest share of activity units in each of the centers.

FIGURE 52. CENTERS ACTIVITY TYPE MIX AND DENSITY, 2010

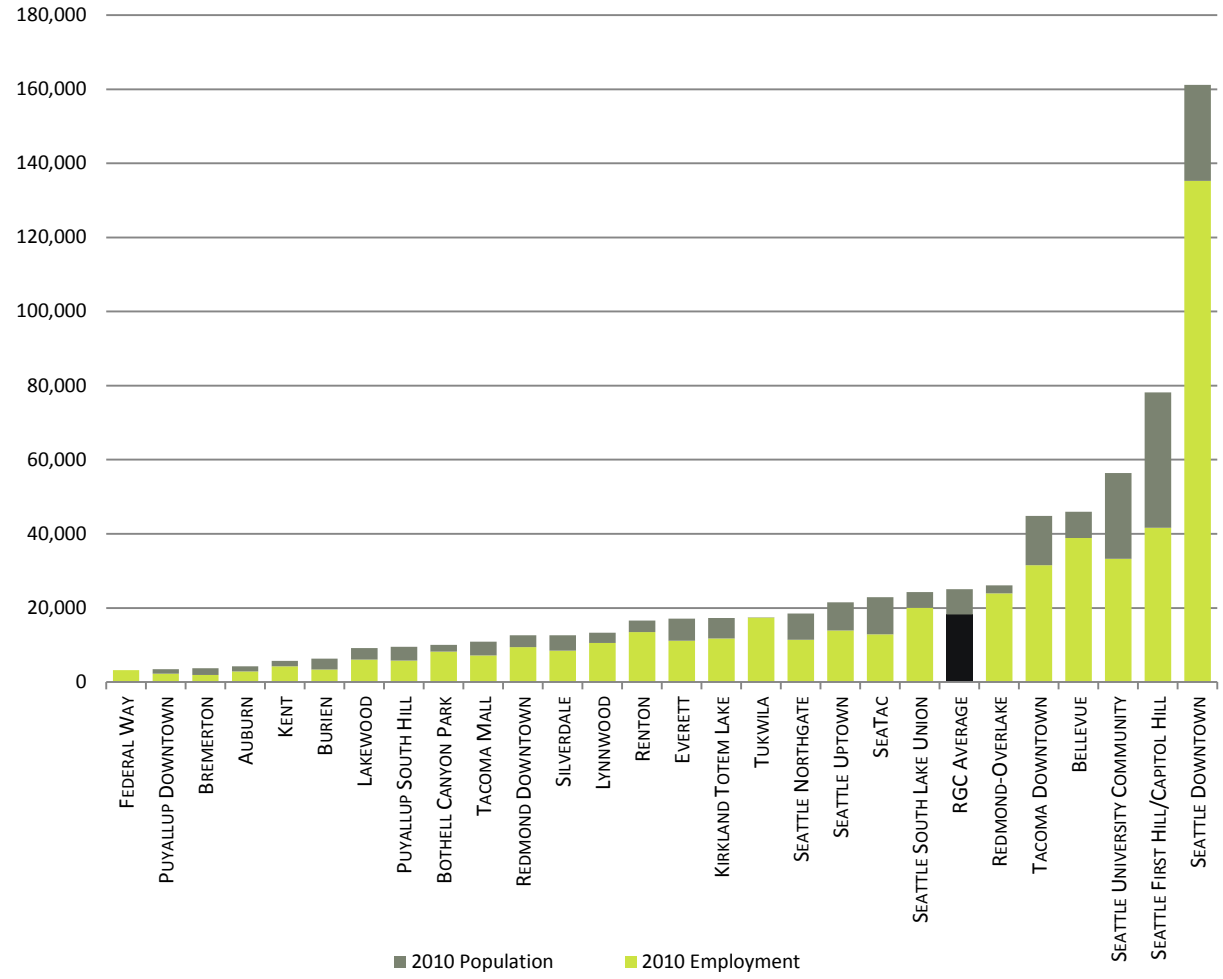
		Population and Employment Mix			Population and Employment Densities (acres)		
	Land Area	Population	Employment	Pop. / Emp. Ratio	Population Density	Employment Density	Activity Unit Density
Regional Growth Center							
Auburn	234	1,366	2,888	4.7 : 10	5.8	12.3	18.2
Bellevue	410	7,147	38,856	1.8 : 10	17.4	94.8	112.2
Bothell Canyon Park	719	1,847	8,214	2.2 : 10	2.6	11.4	14.0
Bremerton	181	1,821	1,946	9.4 : 10	10.1	10.8	20.8
Burien	354	2,945	3,404	8.7 : 10	8.3	9.6	17.9
Everett	472	5,960	11,135	5.4 : 10	12.6	23.6	36.2
Federal Way	200	0	3,183	n/a	0.0	15.9	15.9
Kent	292	1,486	4,242	3.5 : 10	5.1	14.5	19.6
Kirkland Totem Lake	860	5,487	11,782	4.7 : 10	6.4	13.7	20.1
Lakewood	538	3,159	6,025	5.3 : 10	5.9	11.2	17.1
Lynnwood	764	2,767	10,553	2.6 : 10	3.6	13.8	17.4
Puyallup Downtown	215	1,245	2,219	5.6 : 10	5.8	10.3	16.1
Puyallup South Hill	845	3,771	5,764	6.6 : 10	4.5	6.8	11.3
Redmond Downtown	433	3,124	9,468	3.3 : 10	7.2	21.9	29.1
Redmond Overlake	519	2,139	23,925	0.9 : 10	4.1	46.1	50.2
Renton	606	3,122	13,465	2.3 : 10	5.2	22.2	27.4
SeaTac	885	10,038	12,886	7.8 : 10	11.3	14.6	25.9
Seattle Downtown	934	25,920	135,284	1.9 : 10	27.8	144.8	172.6
Seattle First Hill/Capitol Hill	915	36,502	41,645	8.8 : 10	39.9	45.5	85.4
Seattle Northgate	409	7,049	11,431	6.2 : 10	17.2	27.9	45.2
Seattle South Lake Union	359	4,234	20,058	2.1 : 10	11.8	55.9	67.7
Seattle University Community	767	23,198	33,226	7.0 : 10	30.2	43.3	73.6
Seattle Uptown	335	7,641	13,910	5.5 : 10	22.8	41.6	64.3
Silverdale	1,002	4,168	8,443	4.9 : 10	4.2	8.4	12.6
Tacoma Downtown	1,424	13,360	31,502	4.2 : 10	9.4	22.1	31.5
Tacoma Mall	485	3,761	7,171	5.2 : 10	7.8	14.8	22.5
Tukwila	847	9	17,399	n/a	0.0	20.5	20.6
RGC Totals/Averages	**16,004**	**183,266**	**490,024**	**3.7 : 10**	**11.5**	**36.6**	**42.1**

		Population and Employment Mix			Population and Employment Densities (acres)		
	Land Area	Population	Employment	Pop. / Emp. Ratio	Population Density	Employment Density	Activity Unit Density
Manufacturing/Industrial Center							
BALLARD-INTERBAY	971	1,846	14,237	.13 : 10	1.9	14.7	16.6
DUWAMISH	5,062	1,376	58,771	.02 : 10	0.3	11.6	11.9
FREDERICKSON	2,837	961	3,330	.29 : 10	0.3	1.2	1.5
KENT MIC	1,970	442	15,046	.03 : 10	0.2	7.6	7.9
NORTH TUKWILA MIC	961	339	13,499	.03 : 10	0.4	14.0	14.4
PAINE FIELD / BOEING EVERETT	4,241	1,690	42,413	.04 : 10	0.4	10.0	10.4
PORT OF TACOMA	5,160	1,300	9,250	.14 : 10	0.3	1.8	2.0
SOUTH KITSAP INDUSTRIAL AREA	3,565	260	876	.30 : 10	0.1	0.2	0.3
MIC TOTALS/AVERAGES	**24,767**	**8,214**	**157,422**	**.05 : 10**	**0.3**	**6.4**	**6.9**

DATA SOURCE: U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, PSRC Covered Employment Database. Note: City population and housing are only counted once in the totals.

Designation of manufacturing/industrial centers relies on total employment, rather than a measure of activity units. Appropriate activities in these centers typically require significant acreage, so density is a less effective standard of measure than total employment in these centers. Bearing that context in mind, AU density among manufacturing/industrial centers varies from 16.6 AU per acre in Ballard-Interbay to 0.3 AU per acre in SKIA. None of the manufacturing/industrial centers have significant housing density.

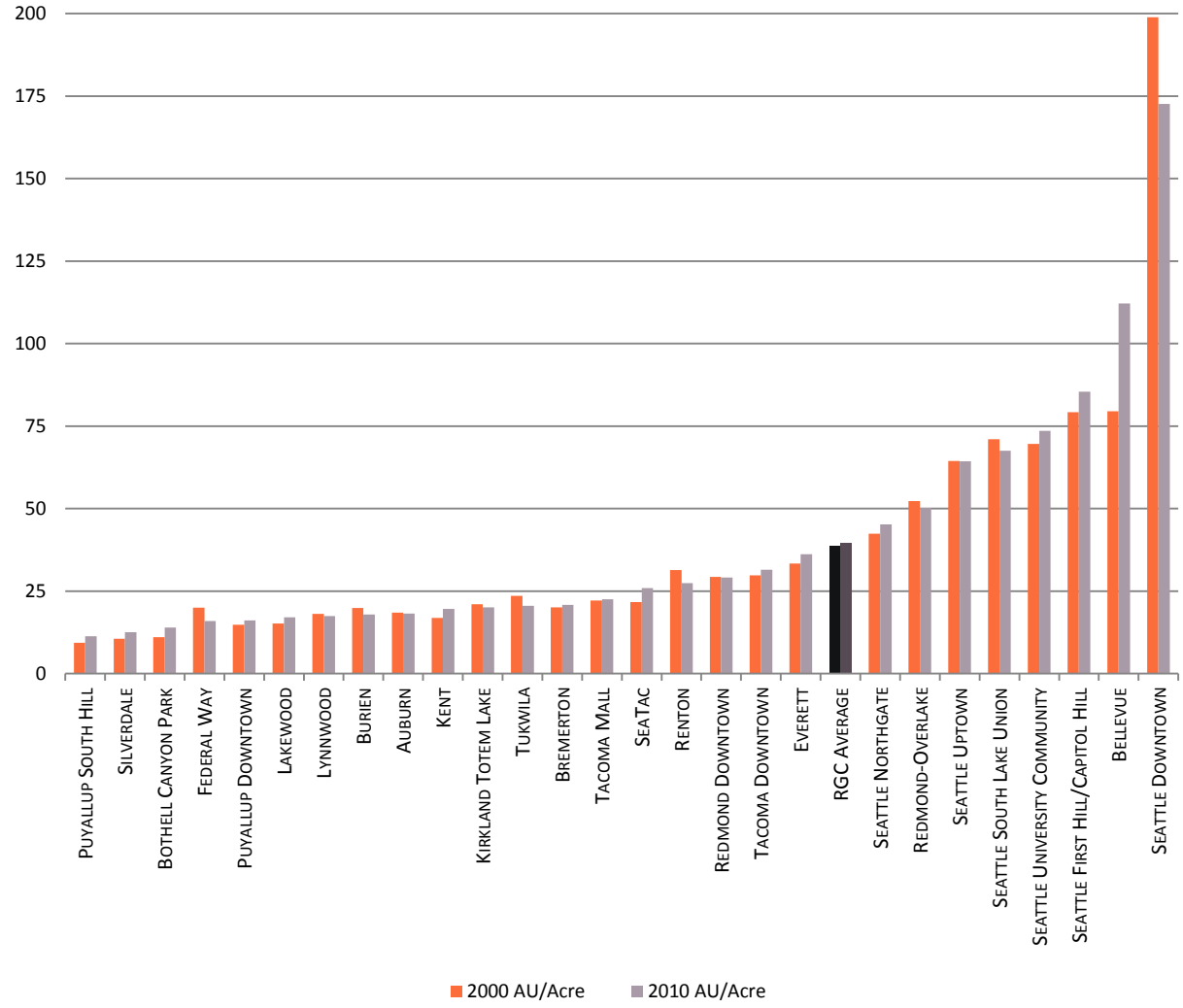
FIGURE 53. REGIONAL GROWTH CENTERS – POPULATION AND EMPLOYMENT MIX, 2010



DATA SOURCE: U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, PSRC Covered Employment Database

Figure 53 depicts constituent shares of population and jobs in center activity units. On average, regional growth centers have 3.7 residents for every 10 employees. In 2000, there were 2.9 residents for every 10 jobs. Bremerton, Burien, SeaTac, Seattle First Hill/Capitol Hill, and Seattle University Community have the highest number of residents compared to employees.

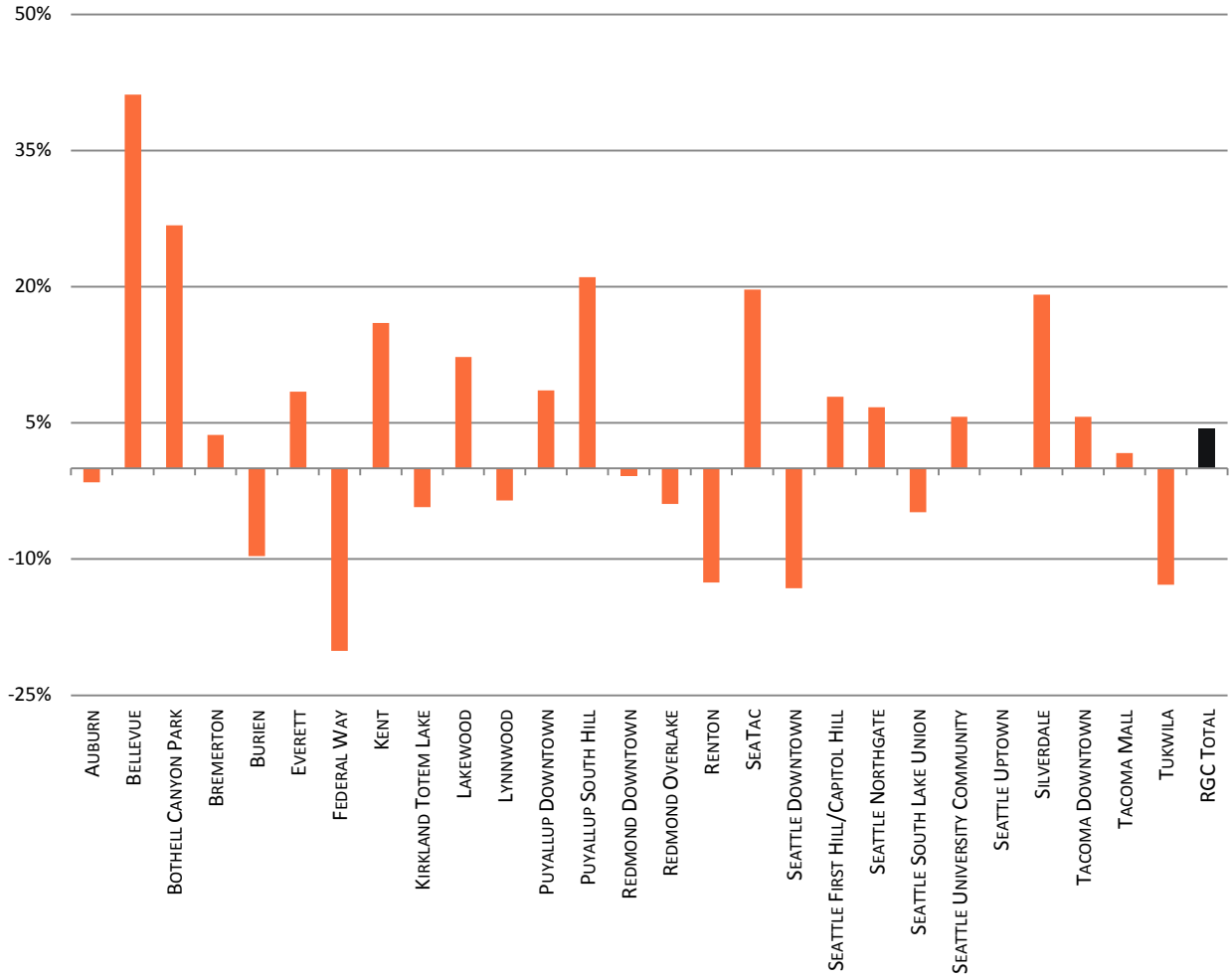
FIGURE 54. REGIONAL GROWTH CENTERS – ACTIVITY UNIT DENSITY CHANGE – 2000 TO 2010



DATA SOURCE: U.S. Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates, PSRC 2000 & 2010 Covered Employment Database

Figure 54 depicts the change in total activity units per acre in the regional growth centers from 2000 to 2010. Over half of the centers increased in activity unit density during this time period. In 2000, the average AU per acre was 38.7 AU per acre; in 2010, it had increased to 39.5 AU per acre. Lynnwood, Burien, and Federal Way dropped just below 18 AU per acre threshold between 2000 and 2010.

FIGURE 55. REGIONAL GROWTH CENTERS – ACTIVITY UNIT DENSITY PERCENT CHANGE – 2000 TO 2010



DATA SOURCE: U.S. Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates, PSRC 2000 & 2010 Covered Employment Database

Fifteen of the 27 regional growth centers had an increase of activity unit density between 2000 and 2010. On average, there was a 4.3% growth in activity unit density, based on 2010 boundaries. Given the decrease in employment due to two recessions during this time period, this change in activity units was almost entirely based on residential growth in the centers. Overall, centers lost 28,217 jobs during this period, but gained 32,537 residents.

Development Potential: Center Growth Targets and Capacity

FIGURE 56. REGIONAL GROWTH CENTERS – CENTER AND RESPECTIVE CITY TARGETS

	City Target Year	City Population Targets	City Housing Targets	City Employment Targets	Center Target Year	Center Population Targets	Center Housing Targets	Center Employment Targets
Regional Growth Center								
Auburn (King)	2006 - 2031	-	9,620	19,350	-	-	-	-
Auburn (Pierce)	2008 - 2030	1,345	390	206	-	-	-	-
Bellevue	2006 - 2031	-	17,000	53,000	-	-	-	-
Bothell (King)	2006 - 2031	-	3,000	4,800	-	-	-	-
Bothell (Snohomish)	2010 - 2035	11,006	-	2,227	-	-	-	-
Bremerton	2005 - 2025	14,759	-	-	-	-	-	-
Burien	2006 - 2031	-	3,900	4,600	-	-	-	-
Everett	2010 - 2035	63,372	-	63,216	-	-	-	-
Federal Way	2006 - 2031	-	8,100	12,300	-	-	-	-
Kent	2006 - 2031	-	7,800	13,200	-	-	-	-
Kirkland Totem Lake	2006 - 2031	-	7,200	20,200	-	-	-	-
Lakewood	2008 - 2030	13,220	8,380	9,285	-	-	-	-
Lynnwood	2010 - 2035	17,010	-	16,409	-	-	-	-
Puyallup Downtown	2008 - 2030	13,070	6,980	9,000	-	-	-	-
Puyallup South Hill	2008 - 2030	13,070	6,980	9,000	-	-	-	-
Redmond Downtown	2010 - 2030	-	11,500	42,000	2010 - 2030	7,080	3,870 HU	2,700
Redmond Overlake	2010 - 2030	-	11,500	42,000	2010 - 2030	9,050	4,890 HU	14,700
Renton	2006 - 2031	-	14,835	29,000	-	-	-	-
SeaTac	2006 - 2031	-	5,800	25,300	-	-	-	-
Seattle Downtown	2006 - 2031	-	86,000	146,700	2004 - 2024	-	10,000 HH	29,015
Seattle First Hill/Capitol Hill	2006 - 2031	-	86,000	146,700	2004 - 2024	-	3,500 HH	4,600
Seattle Northgate	2006 - 2031	-	86,000	146,700	2004 - 2024	-	2,500 HH	4,220
Seattle South Lake Union	2006 - 2031	-	86,000	146,700	2004 - 2024	-	8,000 HH	16,000
Seattle University Community	2006 - 2031	-	86,000	146,700	2004 - 2024	-	2,450 HH	6,140
Seattle Uptown	2006 - 2031	-	86,000	146,700	2004 - 2024	-	1,000 HH	1,150
Silverdale*	2005 - 2025	8,059	-	-	-	-	-	-
Tacoma Downtown	2008 - 2030	78,600	43,250	64,213	-	-	-	-
Tacoma Mall	2008 - 2030	78,600	43,250	64,213	-	-	-	-
Tukwila	2006 - 2031	-	4,800	15,500	-	-	-	-

Data source: King County, Kitsap County, Pierce County, Snohomish County. Note: Adopted growth targets horizon year by county: Kitsap 2025; King County 2031; Pierce County 2030; Snohomish 2035. With the exception of Redmond, local comprehensive plans have not yet have been updated to accommodate these recently adopted citywide growth targets. *Target is for the Silverdale UGA.

VISION 2040 calls for jurisdictions to establish housing and employment targets for each designated center (MPP-DP-3). Targets help a jurisdiction define the role it would like its center(s) to play and facilitate more coordinated provision of public facilities and service to serve the targeted growth. As indicated in Figure 56, the vast majority of jurisdictions will be adopting center growth targets for the first time.

Summary of Density and Mix of Activities

The densest places in the region are largely contained within existing centers, though there are some additional areas of density comparable to existing centers throughout the region. Among regional

growth centers, the average activity units per acre is 42.1, and the median is considerably lower at 22.5 AU per acre. Densities range from 172.6 AU per acre (Seattle Downtown) to 11.3 AU per acre (Puyallup South Hill). Activity unit density in manufacturing/industrial centers ranges from 16.6 (Ballard) to 0.3 AU per acre (SKIA).

As documented in previous centers monitoring reports, employment continues to represent the largest share of activity in centers. On average, there are 3.7 residents for every ten jobs in regional growth centers. Bremerton, Burien, SeaTac, Seattle First Hill/Capitol Hill, and Seattle University Community have the highest number of residents compared to employees.

Regional growth centers experienced modest increases in activity unit density since 2000, with more than half increasing in activity unit density. Regional growth centers averaged a 4.3 percent increase in activity unit density between 2000 and 2010. One-third of existing centers have activity unit densities in 2010 below the 18 AU per acre minimum density threshold for new centers. Lynnwood, Burien and Federal Way dropped below the 18 AU per acre guideline during this period.

Increases in activity unit density overall are largely attributable to the increased number of residents in centers. Between 2000 and 2010, regional growth centers lost 28,217 jobs, largely attributable to two economic recessions during this period, but gained 32,537 residents. In 2000, there were 2.9 residents for every 10 jobs; in 2010, this increased to 3.7 residents for every 10 jobs. Despite job losses in this decade, the impressive gains in housing represent an important step towards a more even mix of jobs and housing in centers.

VISION 2040 calls for jurisdictions to adopt housing and employment targets for centers as an explicit proportion of the jurisdiction's overall targets, though there are few centers with adopted growth targets at this time.

F. Transportation Facilities, Services and Travel

VISION 2040 and Transportation 2040 recognize that an efficient transportation system is essential to the livability of the region. These plans define an efficient multi-modal transportation system that provides travel choices, including cars, high-capacity transit, ride-sharing, walking, and biking. Regional growth centers and manufacturing/industrial centers are to be supported by significant investments in a combination of modes to accommodate projected growth.

Regional transportation policies adopted in VISION 2040 and Transportation 2040 call for the region to create an efficient, multimodal transportation system within regional centers and other central places that supports the growth strategy and increases multimodal travel options. Policies also recognize how important the efficient movement of freight and goods is for our economy.

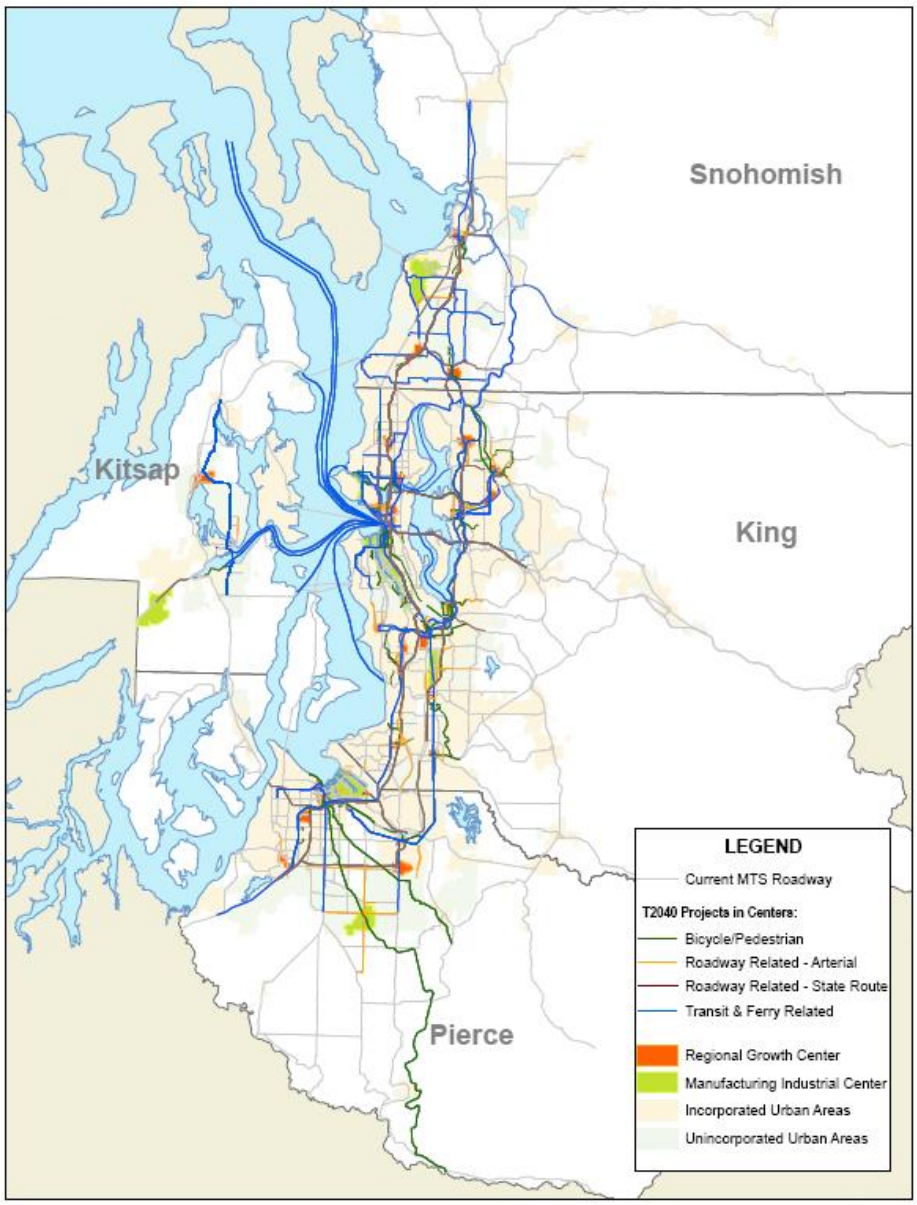
Data measures in this section address transportation access, existing and planned facilities, transit service, and travel characteristics of center residents and employees. These measures provide a better understanding of the accessibility of centers and potential for growth. The measures can be used to assess how well existing centers are positioned to implement the long-term growth strategy.

In VISION 2040, designated regional growth centers and other center types are the focal points of activities within urban areas and will be connected to other centers by frequent and fast high-capacity transit. Development patterns will be characterized by a greater mix of land uses, a more complete and efficient network of streets and other public rights-of-way, and, in general, will support an urban environment which is more amenable to walking, biking, and using transit.

Transportation 2040 addresses transportation in regional centers by calling for increased multimodal travel options and highly connected urban places. Transportation 2040 includes the Physical Design Guidelines, which are intended to advance fundamental design principles and site development characteristics to improve connections between land use and transportation. The guidelines recognize the importance of a network of facilities for biking, walking and transit to and within regional growth centers and emphasize the role of managing parking within the regional growth centers.

F.1. Key Transportation Facilities

FIGURE 57. CENTERS AND REGIONAL TRANSPORTATION FACILITIES



Both the regional growth centers and manufacturing/industrial centers are well connected to each other and the region as a whole through ferries, roadways, and express, local, and other transit services provided by a variety of operators. Sound Transit operates express routes throughout King, Pierce and Snohomish counties. Everett Transit provides service to the downtown Everett center and the surrounding area. Community Transit operates in Snohomish and King Counties. Pierce Transit has routes through the southern part of the region, while Kitsap Transit provides service in Kitsap County. Metro Transit has the most extensive transit operations throughout the region. Washington State Ferries operates ferry service between the Seattle Downtown and Bremerton centers. The Transportation 2040 plan map illustrates how centers are linked through current and planned high-capacity transit routes, freeways, ferry routes, and commuter rail.

FIGURE 58. EXISTING AND *TRANSPORTATION 2040* PLANNED FACILITIES IN REGIONAL GROWTH CENTERS

	Road		Transit						Bicycle	
	Freeway Access Ramps	HOV/ Transit Access	Commuter Rail Train	Light Rail Train/Streetcar	Bus Rapid Transit*	P&R/ Local Transit Center	Ferry	Amtrak	Bike Lanes*	Shared Use Path
Regional Growth Center										
Auburn	✓		✓						✓	
Bellevue	✓	✓		✓	✓	✓				✓
Bothell/ Canyon Park	✓				✓	✓			✓	✓
Bremerton							✓			
Burien	✓	✓			✓	✓			✓	
Everett			✓	✓	✓			✓	✓	✓
Federal Way				✓	✓	✓			✓	✓
Kent	✓		✓			✓			✓	✓
Kirkland Totem Lake	✓	✓				✓			✓	
Lakewood			✓			✓			✓	
Lynnwood	✓	✓		✓		✓			✓	✓
Puyallup Downtown			✓		✓					
Puyallup South Hill						✓				
Redmond Downtown				✓	✓	✓			✓	✓
Redmond Overlake	✓			✓	✓	✓			✓	✓
Renton	✓				✓	✓			✓	✓
SeaTac	✓			✓	✓	✓			✓	✓
Seattle Downtown	✓	✓	✓	✓	✓		✓	✓	✓	✓
Seattle First Hill/Capitol Hill	✓	✓		✓					✓	✓
Seattle Northgate	✓			✓		✓			✓	
Seattle South Lake Union	✓			✓	✓				✓	✓
Seattle University Community	✓			✓					✓	✓
Seattle Uptown	✓				✓				✓	
Silverdale	✓				✓					✓
Tacoma Downtown	✓		✓	✓	✓	✓		✓	✓	✓
Tacoma Mall	✓					✓				✓
Tukwila			✓		✓			✓	✓	✓
RGC Total	**19**	**6**	**8**	**13**	**16**	**16**	**2**	**4**	**21**	**18**

DATA SOURCE: PSRC Transportation + Transit Databases. * Existing

The regional growth centers have excellent access to freeway access ramps, with more limited HOV/transit access. Two-thirds of regional growth centers have direct freeway access.

Transit access includes a variety of services, including commuter rail, light rail, bus rapid transit, ferry and Amtrak. Future Sound Transit planning of the light rail service is anticipated to include 14 jurisdictions with regional centers. Downtown Seattle and Bremerton are both home to ferry terminals, which serve as important multimodal regional connectors. Recent bus rapid transit routes operated by Community Transit and King County Metro have increased access to and between centers. Multiple

RapidRide lines operated by King County Metro connect regional growth centers. RapidRide A line serves Tukwila to Federal Way, RapidRide B serves Bellevue to Redmond, RapidRide C serves West Seattle to Downtown Seattle, and RapidRide D line serves Ballard to Uptown and Downtown Seattle. Planned RapidRide Lines E will serve Shoreline to Downtown Seattle, and the F line will serve Burien to Renton via Tukwila and Southcenter.

A system of park-and-ride lots serves the region's transit riders, including a number of lots of various sizes located within regional growth centers. These park-and-ride lots help increase accessibility to major transit hubs beyond the centers themselves, extending to neighborhoods and cities around them. Figure 58 shows that 15 regional growth centers have park-and-ride facilities serving commuters.

FIGURE 59. EXISTING AND *TRANSPORTATION 2040* PLANNED FACILITIES IN MANUFACTURING/INDUSTRIAL CENTERS

	Road & Rail			Transit						Bicycle	
	Freeway Access Ramps	HOV/ Transit Access	Freight Rail Lane	Commuter Rail Train	Light Rail Train	Bus Rapid Transit*	P&R/ Local Transit Center	Ferry	Amtrak	Bike Lanes	Shared Use Path
Manufacturing/Industrial Center											
BALLARD-INTERBAY	✓		✓			✓				✓	✓
DUWAMISH			✓		✓	✓	✓			✓	✓
FREDERICKSON			✓								
KENT MIC			✓							✓	✓
NORTH TUKWILA MIC	✓		✓							✓	✓
PAINE FIELD / BOEING EVERETT	✓		✓							✓	
PORT OF TACOMA	✓		✓	✓	✓		✓		✓		
SKIA			✓								
MIC TOTAL	**4**	**0**	**8**	**1**	**2**	**2**	**2**	**0**	**1**	**5**	**4**

DATA SOURCE: PSRC Transportation + Transit Databases

Figure 59 highlights that manufacturing/industrial centers have excellent freight rail access, and good access to freeways. Fifty percent of the manufacturing/industrial centers have freeway access ramps. By comparison, 66 percent of the regional growth centers have access ramps. Several manufacturing/industrial centers have both bike lanes and shared-use paths to support employee commuting. Manufacturing/industrial centers have more limited access to transit for commuting than regional growth centers, although Ballard-Interbay and Duwamish both have bus rapid transit stops, and Link light rail has two stops in the Duwamish center.

F.2. Multimodal Freight and Goods Transportation Facilities

FIGURE 60. MANUFACTURING/INDUSTRIAL CENTERS – TRANSPORTATION SYSTEM ACCESS, 2011

	Jobs within 1/4 Mile of Transit	Freight Train Track Miles	Centroid to Freeway (miles)	Number of I/C's within 1 mile
Manufacturing/Industrial Center				
Ballard-Interbay	67%	8.2	2.7	0
Duwamish	68%	18.1	0.5	4
Frederickson	0%	4.2	4.9	0
Kent MIC	35%	3.1	0.8	3
North Tukwila MIC	38%	3.5	0.6	4
Paine Field / Boeing Everett	23%	1.5	0.7	4
Port of Tacoma	9%	23.5	1.3	3
SKIA	0%	0.5	4.7	0

DATA SOURCE: PSRC Transportation + Transit Databases, PSRC 2010 Covered Employment Database.

The eight designated manufacturing/industrial centers are located to take advantage of existing transportation infrastructure. All have good access to the regional arterial street, state highway, and interstate freeway systems, although Frederickson is some three miles from the nearest limited access freeway (SR-512). Ballard-Interbay, Duwamish, the Port of Tacoma, and North Tukwila centers have immediate access to the port and waterfront facilities of Salmon Bay, Elliott Bay, Commencement Bay, and the Duwamish River to support marine commerce and inter-modal transportation between ship, truck, and railroad.

Paine Field/Boeing Everett center contains the entirety of Paine Field Airport, and SKIA includes the entirety of Bremerton National Airport. In addition, Duwamish and North Tukwila centers adjoin the King County International Airport (Boeing Field), providing ready access to air transportation, particularly for business and corporate aviation, as well as air cargo shipments.

F.3. Nonmotorized Transportation Facilities

FIGURE 61. REGIONAL GROWTH CENTERS – BICYCLE AND PEDESTRIAN FACILITIES, 2011

	Bicycle Facilities (lane miles)		Pedestrian Facilities	
	On Road [Lanes/CycleTracks]	Off Road [Shared Use Path]	Sidewalk Miles	Sidewalk Coverage
Regional Growth Center				
Auburn	0.3	0.0	9.8	98%
Bellevue	n/a	0.3	12.9	99%
Bothell Canyon Park	2.4	1.6	8.8	96%
Bremerton	0.0	0.0	8.5	99%
Burien	1.0	n/a	6.4	48%
Everett	0.3	0.0	20.2	100%
Federal Way	0.3	n/a	4.1	79%
Kent	0.1	0.6	10.0	83%
Kirkland Totem Lake	2.6	n/a	11.4	88%
Lakewood	0.5	0.0	7.8	52%
Lynnwood	0.0	3.3	15.0	94%
Puyallup Downtown	0.0	0.0	9.9	98%
Puyallup South Hill	0.0	0.0	6.6	69%
Redmond Downtown	2.9	1.2	14.5	99%
Redmond Overlake	0.5	1.1	10.3	100%
Renton	0.9	1.9	16.4	94%
SeaTac	0.4	0.5	8.5	41%
Seattle Downtown	12.6	1.6	84.9	100%
Seattle First Hill/Capitol Hill	7.1	0.2	43.6	99%
Seattle Northgate	1.4	n/a	9.7	100%
Seattle South Lake Union	2.5	0.4	16.2	100%
Seattle University Community	5.2	2.6	27.3	99%
Seattle Uptown	1.7	n/a	15.1	99%
Silverdale	0.0	0.0	15.4	63%
Tacoma Downtown	0.9	1.1	53.1	94%
Tacoma Mall	0.0	0.0	8.2	64%
Tukwila	0.4	3.2	12.9	91%
RGC Total	44.0	19.8	467.4	87%

Source: PSRC Roadway Edges layer. Note: Some incomplete data for bike and pedestrian facilities. This data set may omit some roadways, particularly if they are new. N/A = not available. Additional notes in *Appendix A.*

Transportation 2040 calls for the development of a transportation system that creates more travel choices while preserving environmental quality and open space. Bicycle and pedestrian transportation play a key role in achieving these goals. The region's sidewalks, bike lanes, bikeways, and trails support a significant and growing amount of regional travel. The regional non-motorized system includes facilities for both bicycle and pedestrian travel. It links communities at the regional level, substitutes nonmotorized trips for vehicle trips at the local level, and provides intermodal connections at rail, ferry, and other transit stops.

Facilities for bicycle mobility include shared-use paths, bike lanes, paved and striped shoulders, cycle tracks, marked shared lanes (sharrows), and bike boulevards. Based on data provided by local jurisdictions, PSRC has assembled a partial inventory of regional bike facilities, including shared use paths and bike lanes. The majority of centers include some investment in nonmotorized facilities, with 44 miles of on-road bike lanes, nearly 20 total miles of off-road bike facilities, 467 total miles of sidewalks, and 87 percent average sidewalk coverage. Twenty-two of the 27 regional centers include

either bike lanes or a shared use path. Half of the regional growth centers include both bike lanes and shared-use paths.

FIGURE 62. MANUFACTURING/INDUSTRIAL CENTERS – BICYCLE AND PEDESTRIAN FACILITIES, 2011

	Bicycle Facilities (lane miles)		Pedestrian Facilities	
	On Road [Lanes/CycleTracks]	Off Road [Shared Use Path]	Sidewalk Miles	Percentage Coverage
Manufacturing/Industrial Centers				
BALLARD-INTERBAY	0.4	0.0	30.7	96.07%
DUWAMISH	10.7	7.4	64.0	58.56%
FREDERICKSON	0.0	0.0	5.2	30.30%
KENT MIC	0.1	4.0	17.0	69.26%
NORTH TUKWILA MIC	0.2	1.3	2.7	68.28%
PAINE FIELD BOEING EVERETT	3.7	0.0	22.1	66.91%
PORT OF TACOMA	0.0	0.0	11.2	29.54%
SKIA	0.0	0.0	1.4	10.73%
MIC TOTAL	**15.0**	**12.7**	**154.3**	**54%**

DATA SOURCE: PSRC Roadway Edges layer. Note: Data incomplete for bike and pedestrian facilities. This data set may omit some roadways, particularly if they are new. Additional notes in *Appendix A.*

Nonmotorized facilities are significantly less prevalent in manufacturing/industrial centers, with only Duwamish including any significant number of bike lanes or paths. As a group, the manufacturing/industrial centers include 15 miles total on-road bike lanes, 13 miles off-road bike facilities, 154 total miles of sidewalks, and 54 percent average sidewalk coverage.

F.4. Transit Service

FIGURE 63. REGIONAL GROWTH CENTERS – TRANSIT SERVICE: TYPE, FREQUENCY AND SPAN OF SERVICE, 2010

	Transit Routes by Service Typology			Transit Runs per Hour*		Transit Runs by Time of Day		
	Core Service	Community Connector	Specialized Service	Peaks	Off Peak	Peaks	Midday	Late Night
Regional Growth Centers								
Auburn	3	5	4	27	12	52%	34%	14%
Bellevue	7	1	15	88	35	56%	31%	13%
Bothell Canyon Park	3	0	3	19	5	65%	27%	9%
Bremerton	7	1	7	16	5	61%	25%	14%
Burien	5	3	4	42	19	53%	31%	16%
Everett	17	1	4	63	23	57%	33%	10%
Federal Way	3	8	7	57	24	55%	30%	15%
Kent	8	4	5	50	22	54%	31%	15%
Kirkland Totem Lake	2	4	9	44	14	62%	28%	10%
Lakewood	10	2	1	45	22	51%	36%	12%
Lynnwood	10	1	10	55	20	58%	32%	10%
Puyallup Downtown	1	2	2	9	4	55%	35%	10%
Puyallup South Hill	1	1	1	6	2	60%	34%	6%
Redmond Downtown	4	2	3	46	17	58%	27%	14%
Redmond Overlake	4	1	8	59	21	59%	29%	12%
Renton	7	6	8	68	31	53%	32%	15%
SeaTac	7	0	0	50	28	47%	32%	21%
Seattle Downtown	64	21	84	711	288	55%	28%	17%
Seattle First Hill/Capitol Hill	29	2	19	310	141	52%	30%	18%
Seattle Northgate	8	5	6	90	40	53%	31%	16%
Seattle South Lake Union	21	3	11	174	81	52%	30%	18%
Seattle University Community	21	4	24	205	94	52%	31%	17%
Seattle Uptown	21	5	5	204	103	50%	30%	20%
Silverdale	2	2	1	4	2	55%	38%	8%
Tacoma Downtown	16	3	4	73	31	54%	34%	11%
Tacoma Mall	9	0	0	26	13	51%	43%	6%
Tukwila	6	1	0	33	15	52%	36%	13%

Data source: PSRC Transportation + Transit Databases. Notes: * Includes Bus rapid transit, light rail transit, and commuter rail transit

Figure 63 documents centers transit service by type, frequency and span of service. These data show that regional growth centers vary considerably in levels of transit service. The highest levels of service for both weekdays and weekends are found in the Seattle regional centers, including downtown, First Hill/Capitol Hill, University Community, and Uptown, which are each served by over 200 weekday transit runs per hour in peak periods and over 95 runs per hour off-peak. Other areas of high peak and off-peak transit service include South Lake Union, Bellevue, Northgate, and Tacoma Downtown. Levels of service range from 4 peak runs per hour (Silverdale) to 711 peak runs per hour (Seattle Downtown).

Weekday service patterns by time of day show less variability among centers. Peak service (6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.) represents approximately 50 to 60 percent of the average weekday service for nearly all regional centers. Bothell Canyon Park, Bremerton, and Kirkland Totem Lake have a slightly higher percentage of peak trips as part of total weekday service, ticking above 60 percent of transit trips. Midday service falls between a quarter and a third of average weekday service for all regional growth centers. Evening trips are more variable, ranging from 6 percent of all trips in Puyallup South Hill to a high of 21 percent of all trips in SeaTac.

FIGURE 64. MANUFACTURING/INDUSTRIAL CENTERS TRANSIT SERVICE: TYPE, FREQUENCY AND SPAN OF SERVICE, 2010

	Transit Routes by Service Typology			Transit Runs per Hour*		Share of Transit Runs by Time of Day		
	Core Service	Community Connector	Specialized Service	Peaks	Off Peak	Peaks	Midday	Late Night
Manufacturing/Industrial Center								
Ballard-Interbay	9	5	3	91	37	55%	27%	18%
Duwamish	19	15	31	250	96	56%	26%	17%
Frederickson	0	0	0	0	0	-	-	-
Kent MIC	1	1	1	7	0	98%	2%	0%
North Tukwila MIC	1	0	3	8	3	54%	23%	23%
Paine Field / Boeing Everett	7	1	7	32	12	57%	33%	10%
Port of Tacoma	1	2	0	7	3	54%	35%	12%
South Kitsap Industrial Area	0	0	0	0	0	-	-	-

Data source: PSRC Transportation + Transit Databases. Notes: * Includes BRT, LRT, CRT.

Existing bus transit service to the region's eight manufacturing/industrial centers varies greatly, from 250 transit runs per hour in Duwamish to no transit service in Frederickson and SKIA in 2010. SKIA, Frederickson, Kent, and North Tukwila have little to no transit service to offer commuters. Duwamish is home to two Link light rail stations, and Sound Transit's Sounder commuter rail line passes through the Duwamish, North Tukwila, and Kent centers, but only Kent has access to an existing commuter rail station, located about ½ mile south of the center.

Weekday service patterns by time of day show a high degree of variability for service in manufacturing/industrial centers. Peak service represents between 54 and 98 percent of the average weekday service for centers with transit service. The manufacturing/industrial centers are not easily accessible by transit in midday or late night.

F.5. Travel: Mode Shares

VISION 2040 includes an implementation action (DP-Action-18) for jurisdictions with regional growth and manufacturing/industrial centers to establish goals for travel and trip-making characteristics (mode split goals). Figure 64 compares the mode shares for single-occupant vehicle, transit, carpool, and nonmotorized in regional growth centers. The data show work trips to and from regional growth centers occur less often by single-occupant vehicle (SOV) and more frequently with transit, walk, and bike than the region as a whole. Seattle centers, in particular, include non-SOV work trips at a significantly higher percentage than the region as a whole. Over half of the regional growth centers (16) have a SOV share for work trips above the regional average. Carpooling is comparable to the regional average for the regional growth centers.

In regional growth centers, walking and biking to work is nearly three times the regional average. Seattle centers have a large number of nonmotorized work trips in and around the downtown core; Everett and Tacoma downtown have nearly double the regional average of bike and walk to work trips.

Seattle centers have the highest share of non-SOV commuting. However, there are other areas with transit mode share that is higher than regional average, particularly Bellevue, Bremerton, and Tacoma Downtown.

FIGURE 65. REGIONAL GROWTH CENTERS – WORK TRIPS BY MODE SHARE, 2010

	Work Trip Mode Shares (To and From Center)			
	SOV	HOV	Walk and Bike	Transit
Regional Growth Center				
Auburn	81%	8%	5%	6%
Bellevue Downtown	71%	10%	4%	15%
Bothell Canyon Park	85%	9%	1%	5%
Bremerton	73%	9%	7%	12%
Burien	79%	9%	2%	10%
Everett	72%	8%	10%	10%
Federal Way	79%	9%	3%	9%
Kent	81%	8%	4%	7%
Kirkland Totem Lake	80%	9%	3%	8%
Lakewood	81%	9%	3%	7%
Lynnwood	78%	8%	4%	9%
Puyallup Downtown	83%	9%	3%	5%
Puyallup South Hill	86%	9%	2%	3%
Redmond Downtown	78%	8%	5%	9%
Redmond Overlake	80%	9%	3%	9%
Renton	79%	9%	4%	9%
SeaTac	80%	9%	2%	9%
Seattle Downtown	40%	6%	20%	34%
Seattle First Hill/Capitol Hill	42%	7%	32%	19%
Seattle Northgate	72%	9%	4%	14%
Seattle South Lake Union	56%	8%	18%	18%
Seattle University Community	55%	8%	14%	22%
Seattle Uptown	44%	7%	25%	24%
Silverdale	85%	8%	1%	6%
Tacoma Downtown	71%	8%	9%	12%
Tacoma Mall	79%	9%	5%	7%
Tukwila	83%	10%	1%	6%
RGC Average	**61%**	**8%**	**13%**	**18%**
Regionwide Average	**76%**	**9%**	**5%**	**10%**

Data source: PSRC Travel Demand Model estimates

Mode splits in manufacturing/industrial centers are largely comparable to the regional average, though several centers have SOV rates higher than the regional average. Both Seattle manufacturing/industrial centers have higher rates of transit work trips than the region as a whole.

FIGURE 66. MANUFACTURING/INDUSTRIAL CENTERS – WORK TRIPS BY MODE SHARE, 2010

	Work Trip Mode Shares (To and From Center)			
	SOV	HOV	Walk and Bike	Transit
Manufacturing/Industrial Center				
Ballard-Interbay	68%	9%	7%	16%
Duwamish	73%	9%	3%	15%
Frederickson	90%	9%	1%	1%
Kent MIC	85%	9%	1%	5%
North Tukwila MIC	78%	9%	3%	9%
Paine Field / Boeing Everett	84%	9%	2%	5%
Port of Tacoma	84%	9%	1%	6%
SKIA	89%	9%	0%	1%
MIC Average	**78%**	**9%**	**3%**	**10%**
Regionwide Average	**76%**	**9%**	**5%**	**10%**

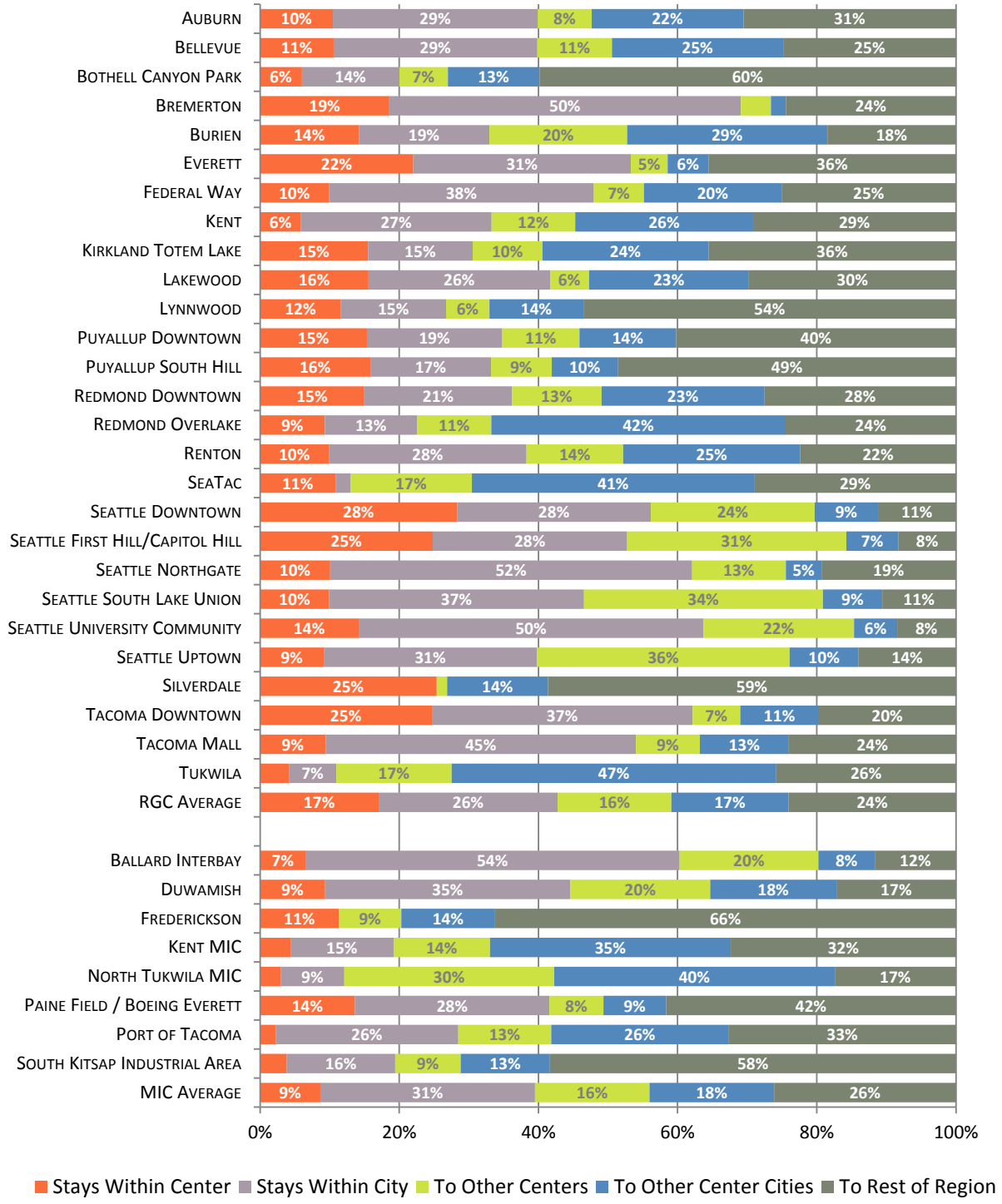
Data source: PSRC Transportation + Transit Databases

F.6. Travel: Trip Destinations

Figure 67 depicts the destinations of all trips that originate within the center according to PSRC's regional travel demand model. For this analysis, Traffic Analysis Zones that make up the centers were used, which generally incorporates some areas outside the center boundaries. The data show highly varied travel patterns, with in-center trips ranging from 4 percent of all trips (Tukwila) to 28 percent of all trips (Seattle Downtown). Trips to other centers range from 1 percent of all trips (Silverdale) to 36 percent of all trips (Seattle Uptown). This demonstrates that, while there is some local variation, centers are highly connected to other centers and destinations in jurisdictions with centers.

The manufacturing/industrial centers show fewer trips within the center and a higher number of trips to other areas in the region.

FIGURE 67. CENTERS TRAVEL BY TRIP DESTINATION (ALL TRIPS, ALL MODES), 2010



DATA SOURCE: PSRC Travel Demand Model estimates. Note: Data labels not included for values less than 5%.

F.7. Travel: Vehicle Miles Traveled, Access, Trip Distances, and Times

Figure 68 shows center vehicle miles traveled and accessibility to jobs by automobile and transit. Centers further from the Seattle core, including Bremerton, Puyallup South Hill and Silverdale have much lower auto accessibility to job centers. Outside of Seattle, the centers have low accessibility of jobs by transit.

FIGURE 68. CENTERS DAILY VEHICLE MILES TRAVELED AND ACCESS TO JOBS, 2010

	Daily Vehicle Miles Traveled: All Trips		% of Region's Jobs Accessible by Auto		% of Region's Jobs Accessible by Transit	
	From	To	30 Minutes	45 Minutes	30 Minutes	45 Minutes
Regional Growth Center						
Auburn	181,300	182,400	15%	32%	1%	2%
Bellevue	588,000	601,000	26%	71%	4%	11%
Bothell Canyon Park	205,400	202,800	11%	28%	0%	1%
Bremerton	54,500	59,700	3%	4%	1%	2%
Burien	298,800	301,100	22%	60%	1%	3%
Everett	557,600	554,800	8%	13%	1%	3%
Federal Way	188,300	189,700	17%	35%	1%	2%
Kent	119,000	118,600	19%	40%	1%	4%
Kirkland Totem Lake	425,200	431,700	19%	46%	1%	2%
Lakewood	288,100	288,700	10%	15%	1%	2%
Lynnwood	433,000	430,300	12%	22%	1%	2%
Puyallup Downtown	238,400	241,300	10%	21%	1%	1%
Puyallup South Hill	286,300	281,200	7%	18%	0%	1%
Redmond Downtown	356,000	361,300	17%	49%	2%	4%
Redmond-Overlake	589,200	606,600	18%	59%	3%	8%
Renton	318,600	329,000	22%	63%	1%	5%
SeaTac	1,092,900	1,064,800	22%	59%	1%	2%
Seattle Downtown	1,657,700	1,711,800	45%	71%	16%	23%
Seattle First Hill/Capitol Hill	822,900	847,900	47%	72%	14%	21%
Seattle Northgate	298,900	300,300	36%	72%	4%	15%
Seattle South Lake Union	398,200	410,900	47%	72%	12%	20%
Seattle University Community	283,700	287,300	46%	73%	7%	20%
Seattle Uptown	381,500	381,400	40%	69%	12%	20%
Silverdale	357,000	354,800	4%	4%	0%	0%
Tacoma Downtown	653,800	676,400	11%	19%	2%	4%
Tacoma Mall	281,400	284,500	11%	18%	1%	4%
Tukwila	572,300	570,800	24%	67%	1%	4%
Manufacturing/Industrial Center						
Ballard-Interbay	317,900	326,500	27%	59%	2%	8%
Duwamish	1,312,800	1,358,100	39%	68%	5%	12%
Frederickson	142,000	142,300	3%	10%	0%	0%
Kent	366,600	386,100	20%	53%	1%	3%
North Tukwila	68,500	69,000	33%	68%	1%	2%
Paine Field / Boeing Everett	458,600	480,000	9%	15%	1%	2%
Port of Tacoma	212,400	221,100	13%	21%	0%	1%
South Kitsap Industrial Area	38,700	40,200	2%	4%	0%	0%

DATA SOURCE: PSRC Travel Demand Model estimates

FIGURE 69. CENTERS AVERAGE WORK TRIP TIMES AND DISTANCES, 2010

	Average Work Trip From a Center		Average Work Trip To a Center	
	Time (minutes)	Distance (miles)	Time (minutes)	Distance (miles)
Regional Growth Center				
Auburn	23.8	9.3	33.5	11.4
Bellevue	18.6	6.6	32.5	11.3
Bothell Canyon Park	25.7	9.3	28.2	10.5
Bremerton	30.0	7.4	27.4	10.3
Burien	22.7	9.1	32.8	11.9
Everett	20.7	7.3	25.8	10.5
Federal Way	22.8	9.6	35.6	11.4
Kent	21.8	8.8	30.5	10.7
Kirkland Totem Lake	22.7	7.9	27.5	10.0
Lakewood	23.1	8.6	40.2	10.4
Lynnwood	25.9	8.8	28.6	9.1
Puyallup Downtown	27.7	10.5	32.1	10.8
Puyallup South Hill	27.4	10.7	28.7	9.9
Redmond Downtown	20.1	6.8	30.4	10.3
Redmond-Overlake	18.8	6.7	31.5	10.9
Renton	22.9	8.0	34.2	12.2
SeaTac	22.6	8.7	39.5	13.0
Seattle Downtown	22.5	7.3	40.6	11.4
Seattle First Hill/Capitol Hill	20.8	5.8	36.1	10.7
Seattle Northgate	22.6	8.2	29.1	7.6
Seattle South Lake Union	20.5	6.5	36.5	10.5
Seattle University Community	20.4	6.7	29.2	7.3
Seattle Uptown	20.8	6.4	39.4	10.8
Silverdale	28.1	14.0	21.6	10.5
Tacoma Downtown	25.3	8.2	45.9	11.3
Tacoma Mall	22.9	7.9	40.0	10.5
Tukwila	22.5	9.1	37.8	12.9
Manufacturing/Industrial Center				
Ballard-Interbay	25.5	7.2	36.2	9.7
Duwamish	23.0	7.4	37.9	12.4
Frederickson	35.2	13.1	30.8	10.6
Kent	21.9	8.8	37.8	12.5
North Tukwila	20.7	8.1	35.4	12.7
Paine Field / Boeing Everett	23.2	7.8	30.6	11.1
Port of Tacoma	29.8	13.0	46.0	13.2
South Kitsap Industrial Area	39.5	23.3	35.4	18.2
Centers Regionwide	33.8	11.3	33.8	11.3

DATA SOURCE: PSRC Travel Demand Model estimates

F.8. Transportation Facilities, Services, and Travel Summary

The centers are highly connected and accessible, serving as major hubs in the region's transportation system. The regional growth centers have excellent access to road, rail and transit infrastructure, along with bike lanes, paths and sidewalks. Manufacturing/industrial centers have strong freight and freeway access, with more limited transit access overall. Regional growth centers include significant nonmotorized facilities, including 44 miles of on-road bike lanes, 467 miles of sidewalks, and 87 percent sidewalk coverage. Overall, the growth centers had good transit accessibility in in 2010.

New investments in light rail and bus rapid transit will be important for the regional centers as a system and represent significant opportunities to shift both non-work and work trips away from SOV travel. Regional growth center travel and trip-making characteristics favor alternatives to driving alone in a greater percentage than the region as a whole. The manufacturing/industrial centers have largely comparable travel patterns when compared to the region as a whole, with highly varied transit access and nonmotorized infrastructure. Trip destinations show a high degree of interrelationship and connectivity between centers and within centers.

G. Planning

Creating local plans for centers is an expectation for all centers and is critical for supporting development and redevelopment in centers. Centers are expected to accommodate significant new growth, and local planning is important to consider the desired form of the center and plan appropriately for local investments. The designation procedures for new centers include an expectation that significant planning will have occurred prior to application for regional designation. New centers are required to adopt a plan within two years of designation.

A key recommendation from the 2002 Regional Centers Monitoring Report was to promote planning for regional centers. Specifically, the 2002 report called for development of subarea plans for all regional growth centers, with a completion date for subarea plans and a certification review for center plans in PSRC's adopted plan review process. PSRC took several actions to implement these recommendations. In 2003, the plan review process was amended to include certification of center subarea plans, along with a guideline that plans be adopted within four years of designation. VISION 2040 included an implementation action (DP-Action-17) for jurisdictions with centers to adopt a subarea plan.

Locally, jurisdictions have made significant progress in developing center subarea plans since the 2002 monitoring report and 2003 updates to the Plan Review Process. Currently, 24 of 27 regional growth centers have center plans, and five of eight manufacturing/industrial centers have specific center plans or elements.

FIGURE 70. CENTER PLANNING STATUS – PRIMARY PLANNING DOCUMENT, 2012

	Comprehensive Plan Element	Subarea Plan	Comprehensive Plan Policies Only
Regional Growth Center			
Auburn		●	
Bellevue Downtown	●		
Bothell Canyon Park	●		
Bremerton		●	
Burien			●
Everett		●	
Federal Way	●		
Kent		●	
Kirkland Totem Lake	●		
Lakewood			●
Lynnwood		●	
Puyallup Downtown	●		
Puyallup South Hill	●		
Redmond Downtown	●		
Redmond Overlake	●		
Renton		●	
SeaTac		●	
Seattle Downtown	●		
Seattle First Hill/ Capitol Hill	●		
Seattle Northgate	●		
Seattle South Lake Union	●		
Seattle University Community	●		
Seattle Uptown	●		
Silverdale	●		
Tacoma Downtown	●		
Tacoma Mall			●
Tukwila	●		
RGC Total	**17**	**7**	**3**
Manufacturing/Industrial Centers			
Ballard/Interbay	●		
Duwamish	●		
Frederickson		●	
Kent MIC			●
North Tukwila MIC	●		
Paine Field/ Boeing Everett			●
Port of Tacoma			●
South Kitsap Industrial Area		●	
MIC Total	**3**	**2**	**3**

Data sources: Research of local jurisdiction comprehensive plans; regional center presentations at the PSRC Growth Management Policy Board (2010-2012), UW Studio research (fall 2011), UW Evans School research (spring 2011).

In 2009, the Plan Review Manual and Center Plan Checklists were updated to reflect expectations in VISION 2040. PSRC's review of center plans is based on the Center Plan Checklists—one for growth centers and one for manufacturing/industrial centers. Center plans must be consistent with this checklist in order to be certified.

The Adopted Policy and Plan Review Process specifies that jurisdictions should adopt a subarea plan within four years of designation as a center and that PSRC boards will take action on certification of the plan. VISION 2040 reinforced the expectation for center plans. DP-Action-17 affirms that each city with a designated center shall develop a subarea plan for the regional growth center and/or the manufacturing/industrial center.

Centers designated under the 2011 update to the designation procedures, however, are required to adopt a subarea plan no later than two[5] years after designation, which will be certified for consistency through the regular plan review process. The new designation procedures provide the Growth Management Policy Board with discretion to reconsider ongoing designation of the center if a jurisdiction fails to provide a certifiable plan for its center.

In 2012, PSRC staff reviewed each primary center planning document—whether a stand-alone subarea plan, comprehensive plan element, or full comprehensive plan—to evaluate the extent to which the plan addressed topics in the Plan Review Manual checklists. This policy-level review of the current plans served two purposes. First, it provided a preliminary assessment of consistency of the plan with center guidelines in the checklist. Second, through practical application, the checklist was evaluated for any potential improvements. Detailed summaries of how existing plans addressed the checklist and gaps found are included in the individual center profiles shown on PSRC's website.

The following questions were asked in the review of center plans:

- What is the status of planning overall for regional centers as a whole?
- How well do individual jurisdictions' center planning efforts address items in the checklist?
- Are there improvements that can be made to the checklist or process?

For jurisdictions without a specific center plan, comprehensive plan policies that directly addressed the center were reviewed for consistency.

The status of current center plans is summarized in Figure 69. The vast majority of centers have some type of subarea plan or comprehensive plan element. Where a specific plan was unavailable, comprehensive plan policies directly addressing the center were reviewed.

What follows is an aggregated summary of how adequately center planning efforts currently address items in the checklists. The checklists are organized around chapters in VISION 2040, with several subtopics. The complete center plan checklists can be viewed in PSRC's Plan Review Manual and in Appendix C.

[5] During the 2010-2011 process to update the Designation Procedures for New Centers, the GMPB explicitly considered the four-year timeframe in the Plan Review Process and concluded the shorter two-year timeframe was preferred. The GMPB also included an expectation that "significant planning will have occurred prior to designation."

Center Plan Concept (or "Vision")

Regional Growth Centers. Throughout the plans, vision statements were well-addressed. Vision statement typically did not include language regarding "human scale urban form," though most vision statements included language about density and pedestrian-friendly development. On balance, vision statements tended to emphasize the economic role of centers rather than residential development or livability.

Most plans are elements in comprehensive plans, therefore, many do not address the relationship to the comprehensive plan. The relationship to the comprehensive plan was generally better addressed by stand-alone subarea plans. Several plans, such as those by Auburn, Bremerton, and Everett, do not include reference to the city's status as a designated center, and many jurisdictions make little explicit distinction between the local and regional roles their centers play.

A market analysis of development potential was only referenced in a few plans. Where referenced, market studies varied significantly in content and vintage.

Manufacturing/Industrial Centers. A vision or overarching goals for manufacturing/industrial centers was generally included in center planning. The vision statements often speak to the broad economic significance that the centers play, though specific discussion of their regional significance was not frequently addressed. Manufacturing/industrial centers don't typically reference market analysis of development potential, though some centers (such as SKIA) have completed this work.

Environment

Regional Growth Centers. Generally speaking, center plans do not include policies that comprehensively address critical/environmentally sensitive areas. Centers that have more significant concentrations of environmentally sensitive areas (e.g., Bothell Canyon Park) address these topics in greater detail.

Nearly every center plan addresses parks and open space in some capacity. Specifically, the checklist asks jurisdictions to "describe" parks and open space, though most center plans focus on policies about future maintenance or development of parks and open space in lieu of describing existing conditions.

A few center plans include detailed policies regarding innovative treatment of stormwater, along with specific programs and strategies. Center plans include a limited number of detailed policies to reduce air quality and greenhouse gas emissions. Many plans and elements include policies that may have an outcome of addressing air quality and emissions (such as promoting alternatives to single-occupant vehicle travel) but don't specifically call out reduction in greenhouse gas emissions. Typically, environmental policies are addressed city-wide in other elements of the comprehensive plan.

Manufacturing/Industrial Centers. Manufacturing/industrial center plans are asked to include provisions for critical/environmentally sensitive areas, policies and programs for treatment of stormwater and drainage, and strategies to reduce air pollution and greenhouse gas emissions. Like the regional growth centers, these plans infrequently include detailed environmental provisions. *Sustainable SKIA* is the marked exception. The plan was funded by the Environmental Protection Agency in 2011 and is focused on sustainable development for the largely undeveloped industrial center.

Land Use

Regional Growth Centers. Land use topics were generally well addressed by existing regional growth center plans. Every center plan includes either a map or description of the center boundaries. That said, in several cases (Bremerton, Everett, Lynnwood, and SeaTac, for example) the current subarea plans address only a subset of the larger designated center.

Currently, less than half of the regional growth centers include growth targets.

Most plans include a description of the mix of uses, but the plans vary in detail. The checklist isn't entirely clear if the description is intended to be focused on current or future uses. Some plans only address existing uses, while others address only future uses.

Most plans indicate design standards have been developed to support pedestrian-friendly, transit-oriented development. Save for a couple subarea plans, most center plans reference design standards rather than directly include these standards in the plan, as requested by the checklist.

Manufacturing/Industrial Centers. The checklist asks that manufacturing/industrial center plans include defined boundaries, establish employment targets, include design standards to mitigate the impact of industrial activities, describe planned land use for industrial land use, and include strategies to avoid incompatible uses. Most manufacturing/industrial center plans include policies to avoid incompatible uses and establish defined boundaries in their plan. About half include employment targets for the center. Most do not include design standards to mitigate impacts of industrial activities.

Housing

Regional Growth Centers. Housing is generally not well addressed in existing center plans. Most plans lack specificity about the existing and projected number of units and the implementation strategies used to support housing development or encourage affordable housing in centers.

Growth center plans do an adequate job describing general aspirations for housing choice, but vary considerably in the detail they provide regarding specific strategies to achieve a variety of housing options. This level of detail is generally found on the city-wide level in the housing element.

Manufacturing/Industrial Centers. Housing is not addressed in the manufacturing/industrial checklist and is largely not addressed by existing center plans.

Economy

Regional Growth Centers. The checklist asks jurisdictions to describe the economic role of the city within the center and the region and describe key sectors and industry clusters. While nearly all centers include policy addressing economic development, most don't address industry clusters or discuss the economic role of the center from a regional perspective.

Manufacturing/Industrial Centers. The manufacturing/industrial center plans provide stronger descriptions of the local and regional economic role of these centers than regional growth center plans.

Public Services

For both center plan types, jurisdictions are asked to describe existing and planned capital facilities and financing.

Regional Growth Centers. This policy area is the weakest aspect of current plans compared to expectations of the checklist. With only a few exceptions (e.g., Bothell Canyon Park and Lynnwood), public services are typically not addressed in detail within the center plan.

Manufacturing/Industrial Centers. Similar to the regional growth centers, this item is typically not addressed in detail in manufacturing/industrial center plans.

Transportation 2040 Physical Design Guidelines

The checklist includes the expectation that regional growth center plans will address the Transportation 2040 Physical Design Guidelines. The guidelines address a broad range of land use and transportation planning issues, focused on urban form, design, and pedestrian-oriented development. On balance, the Transportation 2040 Physical Design Guidelines are very well addressed by existing plans. Some of the more specific guidelines, such as promoting on-street parking and public uses near transit stations, are not as frequently addressed.

Additional Transportation Issues

Additional transportation issues listed in the checklist address a variety of areas, including transit, complete streets, environmentally-friendly street treatments, parking management, concurrency and mode split goals. Mode split goals and concurrency to encourage transit are specifically identified as an implementation item in VISION, but are not well addressed in current plans. Concurrency and levels of service are generally addressed in other plan elements and through ordinance.

Other Features

Beyond the expectations of the checklist, center plans address a variety of additional topics. In older downtowns, many plan elements address historic preservation. Many plans directly address safety, particularly through implementing Crime Prevention Through Environmental Design principles. Some plans also address homelessness and availability of social services in the center. Not included in the checklist but addressed through some center plans is the availability of amenities like community centers, cultural institutions, and schools to promote livability in centers. Tacoma Downtown, for example, particularly emphasizes the cultural role of its downtown both for the city and the larger region. It includes several strategies to promote arts and cultural activities and institutions in the center.

Center Planning Observations

The following observations are based on the review of each center's primary planning document:

Plan Status. Most center plans are included as comprehensive plan elements. Seven jurisdictions have prepared detailed stand-alone subarea plans for their center. Three regional growth centers and three manufacturing/industrial centers do not have center plans beyond a limited set of individual policies in the comprehensive plan.

Plan Content. Center plans vary significantly from one another. Some plans are quite brief (10 pages, focused on policy statements), while others are 250 pages and include extensive background on existing conditions. Some plans provide extensive detail on existing conditions within the center, while others focus only on goals and policies for future development.

New topics in VISION 2040 (e.g., environment provisions, growth targets) are not well addressed in current plans. Many of the plans will need to be updated in order to address the checklist.

Plans vary in the degree of emphasis they place on regional centers. For some centers, the jurisdiction clearly discusses its role both locally and regionally. Several center plans, however, don't acknowledge the status of the area as a designated regional center.

Many existing center plans do not include a market analysis of development potential. This may be a function of the lack of guidance on this topic for existing centers.

Some jurisdictions are planning for major changes to center form. For example, SeaTac, Tukwila, and Lynnwood subarea plans emphasize transformation of the physical infrastructure and activities in the center. They plan to add additional streets to break up super-block development and include strategies to make the area more pedestrian-friendly. Centers that are planned primarily through comprehensive plan elements tend to focus on maintaining existing form and function, emphasizing incremental changes to their center.

Evaluation of the Checklist. Given that plans vary so significantly in length and detail, the checklist has an important role in harmonizing expectations and ensuring that the same fundamental information and policy areas are addressed for each regional center.

While the checklist effectively translates the goals and policies of VISION 2040, there are some duplicative requirements that could be streamlined to avoid unnecessary work for both the jurisdiction and PSRC staff. For example, parking is addressed in four separate items on the checklist. Refining the checklist could help clarify expectations for center plans.

Many plans are comprehensive plan elements, and do not address some provisions that are more fully discussed on a city-wide basis in other plan elements. There may be opportunities to update the checklist to better reflect this reality of local planning.

Administrative Review Process. Several center plans include planning area boundaries that vary from the designated regional center boundaries. This inconsistency of planning boundaries may be problematic on a number of fronts, including development expectations, regional funding, and local target setting. In particular, several jurisdictions have developed plans for areas more compact than the

designated regional center. For new centers, any changes to the center subarea plan—including boundaries, growth targets, zoning, etc.—are expected to be incorporated in the local plan and submitted to PSRC for review and, as necessary, certification. No regional boundary adjustment process is in place for existing centers.

Several center subarea plans have not been regularly updated and do not appear to be on a regular update cycle. For new centers, the Designation Procedures require that the planning horizon and update cycle for the center subarea is concurrent with the jurisdiction's comprehensive plan. No such expectation exists for existing centers.

The consequence of not certifying the plans of existing centers is unclear. The Designation Procedures for new centers specify that PSRC boards will reconsider designation if a jurisdiction does not provide a plan that addresses certification requirements. These divergent expectations hold the potential for inequitable outcomes in certification of new and existing center plans. Further, the deadline to establish or update plans for existing centers is unclear.

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Chapter 3
Findings, Issues & Recommendations

The following chapter summarizes the key findings of this report and makes recommendations for actions that the Puget Sound Regional Council and others could take to help regional growth centers and manufacturing/industrial centers to be successful in developing into the vibrant communities envisioned in regional and local plans.

Key Findings

Designation Processes Continue to Improve

Since the establishment of centers in the 1995 update of VISION 2020, significant progress has been made in increasing the consistency for designating regional centers through the adoption of PSRC's Designation Procedures for New Regional Centers.

The Designation Procedures were updated in September 2011 to reflect provisions in VISION 2040, provide the best information to decision-makers, and ensure they result in appropriate new regional growth and regional manufacturing/industrial centers. The changes included incorporation of VISION 2040's regional geographies and the centers planning checklist, an increase in the minimum threshold for growth centers, and a set of new administrative procedures for centers after designation to ensure greater consistency with the jurisdiction's comprehensive planning process.

A number of policy changes were made in response to VISION 2040's expectations for center planning and the Designation Procedures. In updated countywide planning policies, all counties recognize the role PSRC plays in designating regional centers. In most counties, there are additional center types beyond the regional centers. Some counties establish criteria and others rely on the regional criteria.

Varied Sizes and Shapes

Regional growth centers and manufacturing/industrial centers represent a small portion of the urban growth area overall, but range in individual size, shape and share of city land. Regional growth centers represent 2.5 percent of the urban growth area, and manufacturing/industrial centers are 3.7 percent of the urban growth area. Regional growth centers range in size, from 181 acres in Bremerton to Tacoma Downtown's 1,424 acres. Manufacturing/industrial centers have even greater variation, ranging from

961 acres (North Tukwila) to 5,160 acres (Port of Tacoma). Several jurisdictions have more than one regional center. In the cases of Bremerton, Tacoma, and Tukwila, more than 20 percent of city land was included in either designated regional growth or manufacturing/industrial centers in 2010.

Growing Population and Housing

The regional growth centers experienced significant gains in population between 2000 and 2010. Collectively, the growth centers had a 2010 population of 183,266, up from 150,729 in 2000. This represented a 22 percent population increase since 2000. Over that same period, the region as a whole grew by 13 percent.

In jurisdictions with regional growth centers, an average of 7.3 percent of the population lives within a center. The share of overall city population ranges from 0 percent in Federal Way and Tukwila to 37.3 percent in SeaTac. At 36,502, Seattle First Hill/Capitol Hill had the most residents of any growth center in 2010.

The manufacturing/industrial centers, on the other hand, maintained stable overall population between 2000 and 2010, increasing by only 53 residents overall. The average population of manufacturing/industrial centers was 1,027 residents in 2010.

Corresponding to population growth, the regional growth centers had strong and growing housing markets between 2000 and 2010. Nearly all regional growth centers added housing between 2000 and 2010. Twenty-four centers gained housing units from 2000 to 2010. The total number of units in centers ranged widely, from a high of 25,972 units in Seattle First Hill/Capitol Hill to zero housing units in Federal Way. Seattle Downtown, Seattle First Hill/Capitol Hill and Bellevue accounted for over half (15,380) of new units. The average housing unit growth was 1,073 new units. Three regional growth centers show a loss of housing units between 2000 and 2010.

In the manufacturing/industrial centers, Census data show an overall decrease of 178 housing units during this time period, along with decreases in housing units in half the centers. This reduction of housing units while gaining population was due to shifts in group quarters population.

Housing in centers is predominantly multifamily rental housing. In terms of housing characteristics, 82 percent of all housing units in regional growth centers are renter-occupied. The centers have a much smaller than average household size – 1.6 persons per household, compared to 2.5 persons per household regionally. Large multifamily buildings make up a significant portion of the housing stock. Regarding affordability, 46 percent of households in centers pay more than 30 percent of their income in either rent or mortgage costs.

Strong Job Centers

The regional centers continue to be major economic hubs in the region. In 2010, regional growth centers were home to 490,024 jobs, representing 30.5 percent of jobs in the urban growth area. The manufacturing/industrial centers held 157,422 jobs, or 10 percent of jobs in the urban growth area. Seattle's eight centers alone account for 20% of all jobs in the urban growth area.

Centers experienced both significant employment gains and losses through two economic downturns between 2000 and 2010. Collectively, regional growth centers lost 28,200 jobs from 2000 to 2010, although half of the regional growth centers actually gained jobs during this period. Employment trends

in centers were largely indicative of their jurisdiction as a whole – job gains and losses mostly correspond to overall city trends. Bellevue had the largest employment gain (8,858) among regional growth centers while Seattle Downtown had the largest nominal employment loss (30,641), largely due to the 2001 recession, which disproportionately affected the information technology industry. The average number of jobs in regional growth centers was 18,150 in 2010, and the median was significantly lower at 11,135. Seattle Downtown had the largest job total, with 135,284 jobs in 2010. Downtown Seattle was followed by Seattle First Hill/Capitol Hill and Downtown Bellevue at 41,645 and 38,856 jobs, respectively. Bremerton has the lowest employment at just under 2,000 jobs. SeaTac has the largest percentage of the jurisdiction's jobs in a center (52.3 percent), while Northgate has the smallest city share of jobs (2.5 percent).

In 2010, the average number of jobs in manufacturing/industrial centers was 19,677. Like the regional growth centers, half of these center types gained jobs and half lost jobs during the 2000 to 2010 period. Paine Field / Boeing Everett added 7,831 jobs, while Duwamish lost 9,050 jobs during this decade.

Both regional growth and manufacturing/industrial centers are home to small businesses. In regional growth centers, 84 percent of worksites have fewer than 25 employees and 74 percent of worksites in manufacturing/industrial centers have less than 25 employees. Most regional growth center jobs are in the Services sector, while most manufacturing/industrial center jobs are in Manufacturing. Cluster industries[1], concentrations of key industries in the central Puget Sound focused on export goods and services, are well represented in the centers, with 188,143 cluster jobs in regional growth centers and 73,573 jobs in manufacturing/industrial centers. The existing centers capture most large concentrations of cluster employment. Sixty-nine percent of jobs in the manufacturing/industrial centers are in goods-dependent industries, typically appropriate for this type of center.

Residential Density Increasing in Regional Growth Centers

As documented in previous centers monitoring reports, employment continues to represent the largest share of activity in centers, but recent housing growth suggests shifting trends. In 2000, there were 2.9 residents for every 10 jobs; in 2010, this increased to 3.7 residents for every 10 jobs. This represents an important shift towards a more even mix of jobs and housing in centers. Bremerton, Burien, SeaTac, Seattle First Hill/Capitol Hill, and Seattle University Community have the highest number of residents compared to employees.

Regional growth centers experienced modest increases in combined jobs and population (activity unit) density since 2000, with more than half increasing activity unit density. Regional growth centers averaged a 4.3 percent increase in activity unit density between 2000 and 2010. Increases in activity unit density during this period are largely attributable to an increased number of residents in centers, given that regional growth centers lost 28,217 jobs but gained 32,537 residents.

The densest places in the region are largely contained within existing centers, although there are some additional areas of density comparable to existing centers throughout the region. Among regional growth centers, the average activity units (AU) per acre is 42.1, and the median is significantly lower at 22.5 AU per acre. One-third of existing centers have activity unit densities in 2010 below the 18 AU per acre minimum density threshold for new centers. Densities range from 172.6 AU per acre (Seattle

[1] Identified in the Regional Economic Strategy, these include: Aerospace; Business Services; Clean Technology; Information Technology; Life Sciences and Global Health; Maritime; Military; Philanthropies; Tourism and Visitors; and Transportation and Logistics

Downtown) to 11.3 AU per acre (Puyallup South Hill). Activity unit density in manufacturing/industrial centers ranges from 16.6 (Ballard-Interbay) to 0.3 AU per acre (SKIA).

Growth targets help a city define the role it would like its center(s) to play and facilitate more coordinated provision of public facilities and service to serve the targeted growth. While VISION 2040 calls for jurisdictions to adopt housing and employment targets for centers, there are few centers with adopted growth targets at this time.

Diversity and Access to Opportunity in Centers

The regional growth centers are more diverse than the region as a whole, with an average of 40 percent total minority population, compared to 31.2 percent for the region as a whole. Several centers have "majority minority" populations, including Lakewood, Lynnwood, Redmond Overlake, SeaTac, and Tacoma Mall. Growth centers have, on average, fewer children but an equal share of seniors as the region as a whole, and the percentage of 18- to 24-year-olds is double the regional average. Opportunity mapping[2] provides a composite index of relative access to education, living wage jobs, transportation, affordable housing, and a healthy neighborhood environment. The centers have significant variation in terms of access to opportunity; the regional growth centers as a group include both very high and very low opportunity areas in the region.

Diverse Land Uses and Character

Current land use in the centers emphasizes employment-oriented commercial uses. A few centers have significant amounts of vacant developable land. Residential land primarily includes multifamily housing, particularly in Kirkland Totem Lake and Seattle First Hill/Capitol Hill. Industrial and vacant developable land are the two most common land use types in manufacturing/industrial centers, and 25 percent of land in manufacturing/industrial centers is considered to be vacant developable by county assessor data. Commercial land is prominent among the regional growth centers, with 21 of 27 centers counting it as the most common land use type.

Zoning data tells a slightly different story, with balanced emphasis on mixed use (including residential) and commercial zoning in the regional growth centers. Age of buildings shows a clear distinction between older established centers and those that have developed more recently.

Varied Urban Form and Walkability

Block size, parcel size, and availability of sidewalks all impact overall urban form. The average block size in the regional growth centers is 10.8 acres, and ranges from 2.1 acres (Seattle Downtown) to 49.9 acres (Puyallup South Hill). The manufacturing/industrial centers have varied landscape in terms of parcel size, with some clusters of small, dense parcels and significant large tracts of land, including airport properties.

Sidewalks promote pedestrian mobility by providing safe, comfortable walking routes that minimize interaction with cars and other vehicles. The regional growth centers have high rates of sidewalk coverage; half have a sidewalk network that is 98 to 100 percent complete. The manufacturing/industrial centers have much lower rates of sidewalk completion. The regional growth centers have excellent residential walk access to a transit stop at the ½ mile range, with more variation

[2] Equity, Opportunity, And Sustainability In The Central Puget Sound Region: Geography Of Opportunity In The Central Puget Sound Region

when measured from a ¼ mile range. The data reflect a high degree of job accessibility by transit in regional growth centers, and significantly lower accessibility for the manufacturing/industrial centers.

Good Circulation and Access

The centers are highly connected and accessible, serving as major hubs in the region's transportation system. The regional growth centers have excellent access to road, rail and transit infrastructure, along with bike lanes, paths and sidewalks. Manufacturing/industrial centers have strong freight and freeway access, with more limited transit access overall. Regional growth centers include significant nonmotorized transportation facilities, with 44 miles of on-road bike lanes, 467 miles of sidewalks, and 87 percent sidewalk coverage. Overall, the growth centers had good transit accessibility in 2010. New investments in light rail and bus rapid transit will be important for the regional centers and represent significant opportunities to shift both non-work and work trips away from single-occupant vehicle travel. Commute trips to and from regional growth centers are more frequently made by transit, bike and walking than the region as a whole. The manufacturing/industrial centers have similar travel patterns when compared to the region as a whole, with highly varied transit access and nonmotorized infrastructure. Trip destinations show a high degree of interrelationships and connectivity between centers and within centers.

A Range of Center Plans

Since the establishment of centers as a policy focus in the 1995 update of VISION 2020, local jurisdictions have completed significant planning work for their centers. Regional policies have called for jurisdictions to complete subarea plans for centers since 2003. This expectation was strengthened with the adoption of VISION 2040, the Designation Procedures for new centers, and the 2009 update to the Center Planning Checklist in PSRC's Plan Review Manual. Since the 2002 monitoring report and 2003 updates to the Plan Review Process, jurisdictions have made progress developing subarea plans and comprehensive plan elements that address centers. Currently, 24 of 27 regional growth centers have center plans, and five of eight manufacturing/industrial centers have specific center plans or elements.

Review of center plans reveals the following:

- **Plan Status:** Most center plans are included as comprehensive plan elements. Seven jurisdictions have prepared detailed stand-alone subarea plans for their center. Three regional growth centers and three manufacturing/industrial centers do not have center plans beyond a limited set of individual policies in the comprehensive plan.
- **Plan Content:** Center plans vary significantly from one another, varying in length from 10 to 250 pages. Some provide extensive detail on existing conditions, while others only focus on goals and policies for future development. New topics in VISION 2040 (e.g., environment provisions, growth targets) are not well addressed in current plans. Many of the plans will need to be updated in order to address the centers planning checklist.
- **Recognition of Regional Centers:** For some centers, the jurisdiction clearly discusses its role both locally and regionally. Several center plans, however, don't acknowledge the status of the area as a designated regional center.
- **Market Studies:** Not many existing center plans include a market analysis of development potential. This may be a function of the lack of guidance on this topic for existing centers.
- **Boundary Mismatch:** Several center plans include planning area boundaries that vary from the designated regional center boundaries. This inconsistency of planning boundaries may be

problematic on a number of fronts, including development expectations, regional funding, and local target setting. Several jurisdictions have developed plans for areas more compact than the designated regional center.

- **Update Processes are Sporadic:** Several center subarea plans have not been regularly updated and do not appear to be on a regular update cycle.

A number of these issues are addressed with clear expectations for new centers through the updated Designation Procedures, although these don't apply to existing centers. This creates an unequal application of expectations and requirements among existing versus new centers.

Lessons Learned from Peer Regions

Research on peer regions identified areas where PSRC's approach was quite strong and also identified approaches or methods that may add value in this region:

- **Centers Framework:** PSRC's system focuses on the most regionally significant locations while still encouraging local centers. VISION 2040 directs PSRC to establish a framework for subregional centers. Other regions provide models for additional elements to include in this framework in terms of roles, expectations and limitations. Including more center types encourages additional jurisdictions to be part of the regional planning process, although there are potential concerns about losing focus and spreading resources too thinly if not carefully addressed.
- **Designation Processes:** PSRC's Designation Procedures for new centers are among the clearest of the peer regions. PSRC's expectations for new centers are quite high in terms of the amount of planning they must undertake before designation and the processes they follow once designated. Some other regions have also adopted approaches for processing boundary changes for existing centers. PSRC's existing centers have no expectations for review once designated; this creates an inequity in the PSRC system.
- **Regional designation versus regional identification:** Whereas some peer regions identify centers through the regional plan development process, PSRC has established clear expectations that allow local jurisdictions to opt-in to designation based on local priorities when their areas have the appropriate level of market maturity.
- **Transit Service:** VISION 2040's center framework is built around linking centers with high-capacity transit service and creating transit-oriented communities; however, transit service levels and types are not explicitly considered in PSRC's provisions. Some peer regions explicitly consider transit in their designations.
- **Designation Criteria:** PSRC's Designation Procedures have clear minimum density thresholds when new centers are proposed. Some peer regions have a goal for the centers as a group. This creates a benchmark against which new centers are considered within a larger context. VISION 2040's action to evaluate the existing centers focuses on assessing the system as whole; without clear benchmarks, this has been a challenge.
- **Support for Implementation:** PSRC ties regional funding to plan implementation through the competitive award of regionally managed transportation funds. Some peer regions provide funding support for plan development.

Issues and Recommendations

The first part of this chapter discusses the significant achievements and progress that has been made by the region's growth and manufacturing/industrial centers. Along with these successes come challenges. The following section identifies and discusses some of the key issues regional growth and manufacturing/industrial centers face, including continuing to promote planning for regional centers, working to establish better incentives to support implementation of regional center plans, improving and streamlining PSRC's planning guidance and monitoring system, the potential for establishing a center typology, and recognizing the importance of integrating this work with the Growing Transit Communities project. The overall goal is to help the region to support the development of centers, and thereby facilitate the implementation of the VISION 2040 regional growth strategy.

Issue: Promote Planning for Regional Centers

Most jurisdictions have made significant progress in planning for their designated regional centers. Some have additional work to do to meet new expectations in VISION 2040 on topics such as growth targets, environmental planning and more. Many of these issues have been identified in the *Center Profiles* in this monitoring report, which were developed collaboratively with local jurisdictions. Additional guidance could be useful in developing better understanding of the development market and creating a template for the expectation that market studies be conducted as part of center planning. Longer-term, clarifying the growth goals for the centers as whole would inform discussions about center types and designation. As jurisdictions update their plans, attention will need to be paid to the issue of center boundaries to ensure that regional and local expectations are closely aligned.

Recommendations

1. PSRC should develop guidance related to the regional expectation for **market studies** for existing and new centers. This will include a clearer methodology to assess the development potential for existing centers. Without constraining jurisdictions' ability to apply for regional designation, this will help address VISION 2040's expectations that new center designations do not hinder the ability of existing centers to be successful. A regional market study would also help better understand the inter-relationships among the centers, an issue that is not well understood now.

2. PSRC should continue to support the development of **center subarea plans** by working with jurisdictions on addressing the centers plan checklist and any issues identified in the *Center Profiles* in the 2013 Regional Centers Monitoring Report.

3. Local jurisdictions are expected to develop center growth targets, per MPP-DP-3, in this round of comprehensive plan updates. Targets serve to guide development regulations and capital facilities planning and are important planning tools to measure progress in achieving new growth. When local center targets are adopted, PSRC should use these targets as the basis to examine the concept of establishing **goals for centers as a group**. This practice is used by some of the peer regions and allows the region to create a benchmark against which new centers applications are considered within a regional context.

4. Defer all actions on potential **redesignation** until after the next round of comprehensive plan updates within each county. At that time, assess whether each jurisdiction with a center has developed a center plan that meets regional expectations. If any have not, or if there are other major issues existing related to designation, the Growth Management Policy Board should oversee a process for evaluating a center's designation status (note: re-designation may connect to a subsequent recommendation on establishing a *countywide center* framework).

5. Jurisdictions are expected to develop **mode split goals** for their regional growth centers and manufacturing/industrial centers (DP-Action-18). There is very little guidance on recommended methodology to develop goals for travel and trip-making characteristics for centers. PSRC should clarify planning expectations and provide options for coordinated and consistent mode split goals.

Issue: Support Implementation in Regional Centers

PSRC has a well-defined designation process that links regional and local planning together. PSRC can support implementation of centers in a number of ways. First, the VISION 2040 monitoring program will provide data addressing a range of topics, including regional centers. This will enhance PSRC's periodic monitoring of regional centers with data that is timelier. Through the adoption of multicounty planning policies, PSRC has strengthened the prioritization of regionally managed transportation funding. PSRC should consider expanding this level of support through approaches used in peer regions to support the next phase of center plans – center implementation plans.

Recommendations

6. Work within the VISION 2040 Monitoring Program to create a set of measures focused on regional centers. Supplement the periodic comprehensive monitoring report with a concise set of **indicators** that can be reported on more frequently.

7. Support the continued implementation of a Regional Transportation Improvement Program Policy Framework that emphasizes the **prioritization of regional transportation funding** for regional growth and manufacturing/industrial centers, and the prioritization of countywide funding for regional centers and local growth and activity centers that are adopted in local plans.

8. Pursue development of a competitive grant program for center "**implementation planning**" that supports jurisdictions that have met basic planning expectations to develop the next phase of center planning tools. These could include projects such as a streetscape amenity planning, a SEPA Planned Action, a district stormwater plan, or a coordinated transit master plan. This would create an **incentive** for meeting, and going beyond, basic planning expectations.

Issue: Incorporate Station Areas and Countywide Centers

PSRC's system focuses on the most regionally significant locations while still encouraging local centers. Some peer regions include a more complex system, with frameworks that contain multiple center types differentiated by the roles they play in the region. PSRC can build on the work of the Growing Transit Communities project to begin implementing multicounty planning policies related to countywide centers. This could ultimately impact the manner in which PSRC allocates regionally managed funds for countywide and local centers.

Transit service levels and social equity are other areas where PSRC's centers framework can be enhanced by incorporating the work of the Growing Transit Communities project.

Recommendations

9. Ensure that PSRC's ongoing work to implement PSRC's components of the **Growing Transit Communities** work is well integrated with the regional centers work. This includes work related to designating or recognizing transit station areas, setting growth accommodation goals for these areas, pursuit of regional or countywide funding, and coordinating planning expectations.

10. VISION 2040's existing policies (MPP-DP-12) direct PSRC to establish a framework for **countywide centers**. Other regions provide models for additional elements to include in this framework in terms of roles, expectations and limitations. Broadening the framework to include more center types encourages additional jurisdictions to be active participants in the regional planning process. The establishment of the regional framework must address a key issue identified in the peer regions research which is maintaining the regional focus on a limited set of places. Establishing a framework for countywide centers could affect the PSRC Policy Framework for regionally managed funds, in particular the manner in which the countywide funding competitive grant process is managed.

11. VISION 2040's center framework is built around linking centers with high-capacity transit service and creating transit-oriented communities. Whereas peer regions address **transit service** levels and types in their center provisions, they are not explicitly considered in PSRC's provisions. Explore options to better connect PSRC's centers planning work with local and regional transit planning.

12. PSRC, through Growing Transit Communities, has made significant progress incorporating **social equity** issues into regional planning. As part of the integration process, continue to look for opportunities to integrate these issues into the centers planning framework, including through PSRC's regional housing work program. This could include better analysis or data tools related to affordable housing, job access, or opportunity mapping, as well as implementation tools.

Issue: Address Unequal Regional Expectations Among Centers

As noted previously, PSRC has clear expectations for new centers. The expectations and processes for existing centers do not match, thereby creating an inequity in the overall regional planning framework for centers. Working with local planning staff, PSRC can build on its research on peer regions to create comparable processes for existing centers.

One key element will be for PSRC to update and streamline its center planning checklist, while still recognizing the need for clear guidance on how center plans can implement the provisions in VISION 2040.

Recommendations

13. While the **checklist** effectively translates the goals and policies of VISION 2040, there are some duplicative requirements that could be streamlined to avoid unnecessary work for both the jurisdiction and PSRC. A number of checklist items also discuss topics that are likely better

addressed on a city-wide basis in other plan elements. PSRC should review and update the center planning checklist.

14. In order to standardize expectations for new and existing centers, PSRC should develop **administrative procedures** for existing centers that are consistent with the designation procedures. These could address topics such boundary changes, growth targets, subarea plan update timeframes, the role of certification and market study requirements. These procedures would come to the Executive Board for action. Once established, these administrative procedures could be managed through PSRC's plan review process.

15. Address mix of existing activity in the new center designation procedures in order to establish a **balance of housing and jobs** in new centers. VISION 2040 is clear that centers are expected to accommodate both jobs and housing growth. The current designation procedures use activity units (combination of the number of jobs and residents) to measure current and future activity. The centers designation procedures should be reviewed to establish a range or ratio of jobs and residents prior to designation.

Conclusion

Jurisdictions with regional centers have made significant progress in planning for their centers and, in many locations, growth is occurring in these locations. PSRC has also made progress in establishing regional agreement and clarity in its processes and procedures. PSRC remains committed to supporting regional centers through the application of regionally managed funding to regional centers.

As noted in the recommendations, opportunities exist to improve the planning and support for regional centers. Through focus, investment, monitoring and collaboration between jurisdictions and PSRC, VISION 2040's regional centers can meet the goal of accommodating a significant share of the region's growth and help the central Puget Sound region grow in a sustainable manner.

Appendix A:
Data Sources & Notes

Information in the Regional Centers Monitoring Report updates and supplements material provided in previous PSRC centers reports, including the 2002 publication *Central Puget Sound Regional Growth Centers* and the 1997 publication *Urban Centers in the Central Puget Sound Region*. This version of the *Regional Centers Monitoring Report* includes data from multiple sources.

Data Sources

Information in this report is drawn from a variety of sources, including the U.S. Census Bureau Decennial Census and American Community Survey (ACS), WA Employment Security Department, local comprehensive plans, center subarea plans and studies, county assessor databases, and PSRC land use and transportation datasets. **Where available, 2000 and 2010 data is used to maintain a consistent base year comparisons.**

Census data: Formally designated regional growth and manufacturing/industrial center boundaries were developed by local planning processes, and the center boundaries generally do not exactly follow Census geographies. PSRC identified Census blocks and block groups that most closely follow the center boundaries to estimate population and housing characteristics. **In particular, ACS data reported at the Census Block Group (used in this report to describe housing characteristics and demographic information about centers) often include areas outside of the center boundary.** ACS estimates are not included for centers with population totals less than 100 persons.

Suppressed data: For the employment figures, data suppression requirements prevent full disclosure of some information. In cases where this occurs, the suppressed data is listed in an Other/Suppressed category. See section on 2000 and 2010 estimates of Covered Employment for more information.

Charts and Figures: A number of data measures are illustrated using pie charts and bar charts. Given the size of the graphics, shares that are less than 5% are not given a data label.

Measures and Sources: The following table lists the measures found in the report and describes data sources and notes. Additional notes follow regarding some data sources.

Measures	Data Sources and Notes
Land Use	
Center maps	PSRC Regional Centers Boundary Shapefile
City land area	PSRC City Shapefile

Measures	Data Sources and Notes
Gross Acres	PSRC Regional Centers Boundary Shapefile. Based on the total acreages in the complete center boundary. This includes all local rights-of-way, water bodies, and infrastructure corridors such as freeways in the center.
Average Block Size	US Census Bureau Decennial Census 2010. Calculation includes alley right-of-ways.
Sidewalk completion	WSDOT sidewalk database and PSRC 2011 Sidewalk Inventory
Average Parcel Size	PSRC 2010 Parcel Database
Current Land Uses	PSRC 2010 Parcel Database. Total net acres includes only the acreage in assessed parcels, based on county Assessor Parcel databases. Excludes all rights-of-way and water bodies in the center. See note that follows about land use
Land Use Maps *(profiles only)*	2010 County Assessor databases, 2010 PSRC Parcel Database, with select edits noted by jurisdictions during review.
Age of Buildings By Period	PSRC 2010 Parcel Database, County Assessor
Population and Demographics	
Centers population	U.S. Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates. Estimates of 2000-2010 city population change are based on 2010 boundaries.
Racial and Ethnic Composition	U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates. "Other" includes all US Census racial categories not otherwise shown in table. There is no official definition of minority in the Census. For the purposes of this report, "minority population" has been calculated by subtracting the non-Hispanic white population from total population. Thus "minority population" includes non-white races and the Hispanic white population.
Households in Poverty	U.S. Census Bureau – American Community Survey, 2006-2010 Block Group Estimates.
Age Composition	U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates
Access to Opportunity	See: Equity, Opportunity, and Sustainability in the Central Puget Sound Region: Geography of Opportunity in the Central Puget Sound Region (2012)
Housing	
Total Housing Units	U.S. Census Bureau – Decennial Census 2000 & 2010 SF-1 Block Estimates. See note that follows about housing estimates.
Housing by Tenure	U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates
Household Size	U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates
Housing Units by Structure Type	U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates
Housing Cost Burden	U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates
Gross Rent	U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates. Gross rent includes the amount of the contract rent plus the estimated average monthly cost of utilities (electricity, gas, and water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid for by the renter (or paid for the renter by someone else).

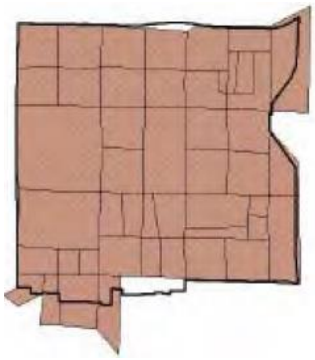
Measures	Data Sources and Notes
Value of Owner-Occupied	U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates.
Household Vehicle Ownership	U.S. Census Bureau – American Community Survey 2006-2010 Block Group Estimates.
Housing Within 1/4 and 1/2 Mile Walk To Transit Stop	PSRC Geodatabase (Road and Transit Networks), PSRC 2010 Parcel Database. "Housing access" reflects the percentage of residential parcels within 1/4 mile of transit stops. Distance from transit stops calculated at 1/4 and 1/2 mile along the existing street network, with adjustments to account for topography. All transit stops are included, regardless of transit frequency or time of day.
Employment	
Employment	PSRC 2000 & 2010 Covered Employment Database. Database is derived from Quarterly Census of Employment and Wages (QCEW), Washington State Employment Security Department (ESD), and PSRC Supplemental Survey of Job Locations – see note that follows regarding employment estimates.
Workplaces by Number of Employees	PSRC 2010 Covered Employment Database
Employment by Industry Sector	PSRC 2010 Covered Employment Database. Data are subject to suppression at the individual center level. Sector definitions can be found in data documentation at: http://www.psrc.org/data/employment/covered-emp
Employment by Industry Cluster	PSRC 2010 Covered Employment Database. Based on clusters as defined by the Regional Economic Strategy, including: Aerospace; Business Services; Clean Technology; Information Technology; Life Sciences and Global Health; Maritime; Military; Philanthropies; Tourism and Visitors; and Transportation and Logistics. Data that is suppressed for confidentiality purposes is included in the 'Remaining Clusters' category
Employment in MI and MI-Compatible Sectors	PSRC 2010 Covered Employment Database. Goods-dependent employment includes three industry sectors: (a) Construction/Resource, (b) Manufacturing, and (c) Wholesale/Transportation/Utilities
Employment Within 1/4 and 1/2 Mile Walk To Transit Stop	PSRC Geodatabase (Road and Transit Networks), PSRC 2010 Covered Employment Database. Distance from transit stops calculated at 1/4 and 1/2 mile along the existing street network, with adjustments to account for topography. All transit stops are included, regardless of transit frequency or time of day.
Density and Mix of Activities	
Regional Activity Unit Densities Per Acre	U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, PSRC 2010 Covered Employment Database. "Activity units" are defined as combined population and employment.
Activity Type Mix and Density	U.S. Census Bureau – Decennial Census 2010 SF-1 Block Estimates, PSRC Covered Employment Database. Density per acre is based on gross acres in the center.

Measures	Data Sources and Notes
Center and Respective City Targets	King County, Kitsap County, Pierce County, Snohomish County. Note: Adopted growth targets horizon year by county: Kitsap 2025; King County 2031; Pierce County 2030; Snohomish 2035. With the exception of Redmond, local comprehensive plans have not yet have been updated to accommodate these recently adopted citywide growth targets.
Transportation Facilities, Services and Travel	
Existing and Transportation 2040 Planned Facilities in Regional Growth Centers	PSRC Transportation and Transit Databases. Park and Rides tabulated have a minimum of 250 stalls
Transportation System Access	PSRC Transportation and Transit Databases, PSRC 2010 Covered Employment Database
Bicycle and Pedestrian Facilities	PSRC Roadway Edges layer. Note: Some incomplete data for bike and pedestrian facilities. This data set may omit some roadways, particularly if they are new. Bike Lanes and Shared Use Paths - Based on regional adopted bicycle typology definitions. Bike lanes must have a stripe and a pavement marking to be considered a bike lane. Shared Use Path calculation does not include trails within parks unless a linear park is often used for bikes to pass through. Some separated sidewalks often considered Shared Use Paths may not be included in this analysis unless they have the width and feel of a defined separated pathway. Bike Lanes and Sidewalks Lane Miles are based on centerline miles - bike lanes and sidewalks on one or more sides of the street measured at length of the center roadway as one centerline length. Sidewalk analysis did not account for ADA or pavement conditions of the sidewalks.
Transit Service: Type, Frequency and Span of Service	PSRC Transportation and Transit Databases. Transit Runs per Hour includes bus rapid transit, light rail transit, and commuter rail transit. For definition of service types, see Transportation 2040 Appendix K.
Work Trips by Mode Share	PSRC Travel Demand Model estimates. A division of all daily work trips by four standard modal categories, including: Single Occupant Vehicles (SOV), High Occupant Vehicles such as a vanpool or carpool (HOV), Walk & Bike, and Transit.
Travel By Trip Destination (All Trips, All Modes)	PSRC Travel Demand Model estimates. The percentage of all trips starting (originating) in a regional center. Includes average work day trip across the 24 hour period. This is a measure of the inter-relationships between regional centers and other geographies.
Daily Vehicle Miles Traveled And Access To Jobs	PSRC Travel Demand Model estimates
Average Work Trip Times and Distances	PSRC Travel Demand Model estimates
Other	
MPPs	Multicounty Planning Policies, per VISION 2040 (April 2008)

Measures	Data Sources and Notes
CPPs	Countywide Planning Policies. King County (March 2013), Kitsap County (February 2012), Pierce County (June 2012), and Snohomish County (June 2011)
Plan Evaluation	Review based on the primary adopted planning document for the center in 2012
Planning Challenges & Implementation Strategies *(profiles only)*	Based on presentations by jurisdictions to the Growth Management Policy Board (2008 – 2013) and a 2011 survey of jurisdictions with regional growth centers.
Urban Amenities	
Urban Amenities *(profiles only)*	NAICS business codes organized by urban amenity categories. Public and civic services were derived from PSRC's Supplemental Survey of Job Locations. Urban amenities categories are a qualitative measure of the "completeness" of a center in terms of allowing a resident or employee to "live, work, or play" within the center.

Estimates of Housing Units and Population by Census Block

To conduct the analyses presented in this report, PSRC utilized estimates of current population and housing by census block. Census blocks are the best available consistent dataset for describing the characteristics of small-geography areas such as centers. Formally designated regional growth and manufacturing/industrial center boundaries were developed by local planning processes; however, the center boundaries generally do not precisely follow Census geographies. An example of this is shown at right. The heavier line shows the center boundary, and the shaded portion shows the census blocks used to approximate it. PSRC staff assigned existing census geographies to center boundaries at both the census block and census block group levels. Aerial photographs and parcel level data were referenced to make assignment of census blocks and block groups as representative as possible. Where available, this report uses decennial census data released at the block data. Some demographic and housing characteristics data are only available through the American Community Survey. This data is released at the census block group level.



- **Center Boundaries:** For the majority of measures, PSRC uses the census block level data – the smallest unit of census geography – to remain as close as possible to the formally designated boundaries. This method allows PSRC to look at a consistent geography over time. For measures that rely on American Community Survey (a U.S. Census dataset), data is reported only at the Block Group level. These larger geographies do not precisely match center boundaries, and these measures therefore are describing information for the center and its proximate areas.
- **PSRC Transportation Analysis Zones:** For measures presenting data from PSRC's travel model, a set of Transportation Analysis Zones (TAZs) were identified that most closely match the center boundaries.

A sample from the Center-To-Census Correlation Table is shown below. The full table is available upon request.

Center		US Census		PSRC
	Blocks	Block Group	Tracts	Transportation Analysis Zone
Center A	530330305011061, …	530330306003, …	53033030501, …	1176,…

2000 and 2010 Estimates of Covered Employment

PSRC's Covered Employment database is derived from the Washington State Employment Security Department's (ESD) Quarterly Census of Employment and Wages (QCEW) series. This series consists of employment for those firms, organizations, and individuals whose employees are covered by the Washington Unemployment Insurance Act. Covered employment excludes self-employed workers, proprietors, CEOs, and other non-insured workers. Typically, covered employment has represented 85-90% of total employment.

To minimize the effect of seasonal fluctuations, the March dataset is used as a representative month for each year. The unit of measurement is jobs, rather than working persons or proportional full-time employment equivalents; part-time and temporary positions are included.

To provide more accurate workplace reporting, PSRC gathers supplemental data from the Boeing Company, the Office of Washington Superintendent of Public Instruction (OSPI), and governmental units throughout the central Puget Sound region.

Suppression for Employment Data. The Puget Sound Regional Council protects confidential employer information through data suppression, as stipulated by ESD. Data from individual employers is not shared; where aggregate employment values represent fewer than three reporting firms, or when a single employer accounts for more than 80 percent of jobs, the value is withheld (in these tables, replaced with an asterisk). Additionally, since grand totals are included in the table, an additional suppression is made in any industrial category or geography with a single suppressed value, to prevent disclosure through subtraction.

Land Use Datasets

County Assessor files are a widely used source of information about existing land use at the parcel level. Each county has generated some form of an "existing land use" description field as an attribute that is included in county parcel databases. PSRC overlaid center boundary shapefiles for the center on a regional parcel dataset, which is a draft representation of 2010 King, Kitsap, Pierce, and Snohomish Counties' assessor real estate inventory. Resulting summary information of the parcels' acres and the percent share of acres (both land use and zoning) were represented at regional growth center and manufacturing/industrial center geographies.

The existing land use data were generalized from their initial detailed categorizations into broader land use classifications for the data tables and, for the purposes of map readability, additionally generalized for maps included in the profiles and summary data tables in this report. The land use categories vary slightly between the regional growth centers and the regional manufacturing/industrial centers. The regional growth centers retain two "residential" categories (single family and multifamily), whereas the regional manufacturing/industrial centers retain two "commercial" categories (commercial and industrial). A color-coded display of the categorization in shown in Figure A-1.

FIGURE A-1. LAND USE CLASSIFICATION SYSTEM

Land Use Data Sources

The primary data sources included the following:

King

- Parcel shapefile: http://www5.kingcounty.gov/gisdataportal/Default.aspx
- Parcel assessor: http://info.kingcounty.gov/assessor/DataDownload/default.aspx
- Date: 3/2/2011

Kitsap

- Parcel shapefile: http://www.kitsapgov.com/gis/metadata/
- Parcels assessor: http://www.kitsapgov.com/assr/data_download/download.htm
- Date: 3/1/2011

Pierce

- Parcel shapefile: Data Disc from Pierce County Assessor (data request from PSRC to Pierce County)

- Parcels assessor: http://www.co.pierce.wa.us/index.aspx?nid=736
- Date: 3/2/2011

Snohomish

- Parcel shapefile: ftp://ftp.snoco.org/assessor/shapefiles/
- Parcel assessor: ftp://ftp.snoco.org/assessor/
- Date: 3/1/2011

Additional Land Use Data Information

Additional tables are available upon request showing how each county's specific land use code was translated to a generic land use. A companion table shows the jurisdiction to PSRC zoning translation data as well. Examples of the data in these aforementioned tables are shown below.

FIGURE A-2. EXAMPLE OF LAND USE TRANSLATION DATA TABLE

		PSRC	
County#	**County Land Use Description**	**Generic Land Use Code**	**Centers Report**
55	Rehabilitation Center	Hospital, Convalescent Center	Institutional
104	Retail(Big Box)	Commercial	Commercial
136	136 Multiple Family 51 - 100 Units	Multi-Family Residential	Multi-Family
139	139 Multiple Family 301 Units or More	Multi-Family Residential	Multi-Family
140	Bowling Alley	Commercial	Commercial
157	Art Gallery/Museum/Social Services	Civic and Quasi-Public	Institutional
160	Auditorium//Assembly Buildings	Civic and Quasi-Public	Institutional
165	Church/Welfare/Religious Services	Civic and Quasi-Public	Institutional
179	Mortuary/Cemetery/Crematory	Civic and Quasi-Public	Institutional
186	Service Station	Commercial	Commercial
210	Industrial Park	Industrial	Industrial
245	Industrial(Heavy)	Industrial	Industrial
327	Open Space(Agriculture-RCW 84.34)	Agriculture	Park/OS
510	Wholesale trade	Commercial	Commercial
520	Retail, Building materials	Commercial	Commercial
590	Other retail trade	Commercial	Commercial
612	Credit Services (Other Than Banks)	Office	Commercial
615	Real Estate & Related Services	Office	Commercial
631	Advertising Services	Office	Commercial
633	Duplicating, Mailing & Stenographic Services	Office	Commercial
634	Dwelling & Other Building Services	Office	Commercial
635	News Syndicate Services	Office	Commercial
710	Cultural activities	Civic and Quasi-Public	Institutional

Example of Zoning Translation Data Table

County Code	Jurisdiction Zone Description	PSRC Report Generic Category
C-2ES	Heavy Commercial-Light Industrial	Mixed Use

C3	Heavy Commercial District	Commercial
CA	Commercial Arterial (Commercial/Mixed Use)	Mixed Use
DCC-CONS	Downtown Commercial Core	Mixed Use
DCC-HIST	Downtown Commercial Core	Mixed Use
DCE	Downtown Commercial Enterprise	Commercial
DH1/45	Downtown Harborfront 1	Mixed Use
MIC/H	Industrial	Manufacturing/Industrial Center/Heavy
URX	Mixed Use	Urban Residential Mixed-Use
VV	Mixed Use	Valley View Downtown Mixed Use
WR	Mixed Use	Warehouse/Residential
C-2	Mixed Use	Commercial
CM-1	Industrial	Commercial Manufacturing I
EC	Industrial	Community Employment
EC	Industrial	Employment Center
EC	Commercial	Employment Services
GWC	Commercial	Gateway Commercial
UC-N2	Urban Center North 2 (Mixed Use Centers)	Mixed Use
UCX-STGPD	Urban Center Mixed-Use	Mixed Use
UCX-TD	Urban Center Mixed-Use	Mixed Use
UH	Urban High Residential	MF Residential

Definitions of "Urban Amenities" (Center Profiles Only)

Urban amenities are an important component of ensuring that regional centers are "complete" and meet needs of employees and residents to "live, work, and play" in the center. Data for the urban amenities come from PSRC's Quarterly Census of Employment and Wages, and is initially sourced from 2010 Employment Security Department data. Shown below are the employment categories (known as the North American Industrial Classification, or NAICS, codes) associated with each of the amenity categories.

FIGURE A-3. DEFINITIONS OF CENTER PROFILE URBAN AMENITIES TABLES

NAICS	NAICS Description	Amenity
Arts & Recreation		
512131	Motion Picture Theaters (except Drive-Ins)	Arts & Culture
512132	Drive-In Motion Picture Theaters	Arts & Culture
711110	Theater Companies and Dinner Theaters	Arts & Culture
711120	Dance Companies	Arts & Culture
711130	Musical Groups and Artists	Arts & Culture
711190	Other Performing Arts Companies	Arts & Culture
712110	Museums	Arts & Culture
712120	Historical Sites	Arts & Culture
712130	Zoos and Botanical Gardens	Arts & Culture
712190	Nature Parks and Other Similar Institutions	Arts & Culture

NAICS	NAICS Description	Amenity
451211	Book Stores	Bookstores & Libraries
451212	News Dealers and Newsstands	Bookstores & Libraries
519120	Libraries and Archives	Bookstores & Libraries
443120	Computer and Software Stores	Electronics & toys
443130	Camera and Photographic Supplies Stores	Electronics & toys
451120	Hobby, Toy, and Game Stores	Electronics & toys
451110	Sporting Goods Stores	Fitness & Outdoors
713930	Marinas	Fitness & Outdoors
713940	Fitness and Recreational Sports Centers	Fitness & Outdoors
713950	Bowling Centers	Fitness & Outdoors
611110	Elementary and Secondary Schools	Schools & Childcare
611210	Junior Colleges	Schools & Childcare
611310	Colleges, Universities, and Professional Schools	Schools & Childcare
624410	Child Day Care Services	Schools & Childcare
n/a	Education	Schools & Childcare
711211	Sports Teams and Clubs	Spectator Sports
711212	Racetracks	Spectator Sports
711219	Other Spectator Sports	Spectator Sports
Food & Drink		
722410	Drinking Places (Alcoholic Beverages)	Bars
722213	Snack and Nonalcoholic Beverage Bars	Cafes
445110	Supermarkets and Other Grocery (except Convenience) Stores	Grocery
445120	Convenience Stores	Grocery
445210	Meat Markets	Grocery
445220	Fish and Seafood Markets	Grocery
445230	Fruit and Vegetable Markets	Grocery
445291	Baked Goods Stores	Grocery
452910	Warehouse Clubs and Supercenters	Grocery
722110	Full-Service Restaurants	Restaurants
722211	Limited-Service Restaurants	Restaurants
722212	Cafeterias, Grill Buffets, and Buffets	Restaurants
Home Supplies & Services		
522110	Commercial Banking	Banks
522120	Savings Institutions	Banks
522130	Credit Unions	Banks
448110	Men's Clothing Stores	Clothing & Shoes
448120	Women's Clothing Stores	Clothing & Shoes
448130	Children's and Infants' Clothing Stores	Clothing & Shoes
448140	Family Clothing Stores	Clothing & Shoes
448150	Clothing Accessories Stores	Clothing & Shoes
448190	Other Clothing Stores	Clothing & Shoes

NAICS	NAICS Description	Amenity
448210	Shoe Stores	Clothing & Shoes
452111	Department Stores (except Discount Department Stores)	Clothing & Shoes
452112	Discount Department Stores	Clothing & Shoes
443111	Household Appliance Stores	Home supplies
443112	Radio, Television, and Other Electronics Stores	Home supplies
444110	Home Centers	Home supplies
444130	Hardware Stores	Home supplies
812111	Barber Shops	Laundry & Haircuts
812112	Beauty Salons	Laundry & Haircuts
812310	Coin-Operated Laundries and Drycleaners	Laundry & Haircuts
812320	Dry-cleaning and Laundry Services (except Coin-Operated)	Laundry & Haircuts
453910	Pet and Pet Supplies Stores	Pet Supplies
Public & Civic Services		
623110	Nursing Care Facilities	Residential Care Centers
623210	Residential Mental Retardation Facilities	Residential Care Centers
623220	Residential Mental Health and Substance Abuse Facilities	Residential Care Centers
623311	Continuing Care Retirement Communities	Residential Care Centers
623312	Homes for the Elderly	Residential Care Centers
623990	Other Residential Care Facilities	Residential Care Centers
621111	Offices of Physicians (except Mental Health Specialists)	Healthcare
621112	Offices of Physicians, Mental Health Specialists	Healthcare
621210	Offices of Dentists	Healthcare
621310	Offices of Chiropractors	Healthcare
621320	Offices of Optometrists	Healthcare
621330	Offices of Mental Health Practitioners (except Physicians)	Healthcare
621340	Offices of Physical, Occupational and Speech Therapists, and Audiologists	Healthcare
621391	Offices of Podiatrists	Healthcare
621399	Offices of All Other Miscellaneous Health Practitioners	Healthcare
621420	Outpatient Mental Health and Substance Abuse Centers	Healthcare
621491	HMO Medical Centers	Healthcare
621492	Kidney Dialysis Centers	Healthcare
621493	Freestanding Ambulatory Surgical and Emergency Centers	Healthcare
621498	All Other Outpatient Care Centers	Healthcare
622110	General Medical and Surgical Hospitals	Healthcare
622210	Psychiatric and Substance Abuse Hospitals	Healthcare
622310	Specialty (except Psychiatric and Substance Abuse) Hospitals	Healthcare
446110	Pharmacies and Drug Stores	Pharmacy
n/a	Police, Fire, Postal, City Hall	Police, Fire, Postal, City Hall
n/a	Schools	Schools & Childcare
621410	Family Planning Centers	Social Services

NAICS	NAICS Description	Amenity
624110	Child and Youth Services	Social Services
624120	Services for the Elderly and Persons with Disabilities	Social Services
624190	Other Individual and Family Services	Social Services
624210	Community Food Services	Social Services
624221	Temporary Shelters	Social Services
624229	Other Community Housing Services	Social Services
624230	Emergency and Other Relief Services	Social Services
624310	Vocational Rehabilitation Services	Social Services

Assessor Estimates of Residential Units

Census estimates of population and housing are released at the block level. Formally designated regional growth and manufacturing/industrial center boundaries were developed by local planning process, and the center boundaries generally do not exactly follow Census geographies. Assessor data estimates are included in this appendix to provide an additional source of data on housing characteristics of centers. While parcel-level assessor data circumvent Census boundary alignment issues, county assessor data presents its own unique set of limitations. Classification practices used by county assessors vary, and not all housing units are captured in this data source. **Given the regional consistency in data collection and direct relationship between population and housing totals, Census block estimates (found in the main body of the report) are the primary source for housing data in this report.**

Additional notes about the assessor estimate data:

- The table includes residential unit estimates from the county assessor's data; PSRC is conducting data refinements to the parcel database to account for outlying estimates, missing or null data.
- The estimates include only those units from building records where a building use code was present (i.e. not null or not equal zero). In some instances the assessor's data has building records that are missing use codes and therefore this table may not account for all units.
- In addition to units not being accounted for due to missing building use codes, the single family and multifamily summaries do not sum to the total unit value listed in the table. Some of the buildings containing units are not coded as a residential use (e.g. warehousing or agriculture building use types contain residential unit values; it is yet to be determined whether the use code or the placement of the units is incorrect).
- Multifamily and mixed use units are combined together. This primarily affects King and Kitsap Counties; Pierce and Snohomish Counties do not have mixed use residential building use codes.

FIGURE A-4. ASSESSOR ESTIMATES OF RESIDENTIAL UNITS

	Units	Single Family Units	Multi-Family Units
Regional Growth Center			
Auburn	645	263	382
Bellevue Downtown	6,482	41	5,078
Bothell Canyon Park	642	93	200
Bremerton	805	519	281
Burien	1,343	182	1,161
Everett	1,501	5	1,334
Federal Way	0	0	0
Kent	23,715	729	20,374
Kirkland Totem Lake	515	67	385
Lakewood	1,987	15	1,831
Lynnwood	1,165	299	866
Puyallup Downtown	963	0	917
Puyallup South Hill	569	281	288
Redmond Downtown	1,167	113	1,005
Redmond Overlake	1,696	23	1,673
Renton	505	0	348
SeaTac	2,666	282	2,380
Seattle Downtown	3,332	311	3,021
Seattle First Hill/ Capitol Hill	17,521	4	15,896
Seattle Northgate	4,115	119	3,568
Seattle South Lake Union	2,701	0	2,382
Seattle University Community	6,261	353	5,879
Seattle Uptown	4,445	96	805
Silverdale	2,170	746	1,422
Tacoma Downtown	11,520	487	11,031
Tacoma Mall	1,960	195	1,765
Tukwila	10	0	0
Total	**100,401**	**5,223**	**84,272**
Manufacturing/Industrial Center			
Ballard-Interbay	134	39	91
Duwamish	208	93	115
Frederickson	180	168	12
Kent	8	3	3
North Tukwila	3	3	0
Port of Tacoma	15	15	0
Paine Field / Boeing Everett	17	1	14
South Kitsap Industrial Area	15	6	3
Totals	**565**	**322**	**235**

Data source: PSRC 2010 Parcel Database, County Assessor. **See data notes on previous page.**

Appendix B:
PSRC Centers-Related Provisions

Centers remain at the core of the regional growth strategy and multicounty planning policies in **VISION 2040**. This chapter builds on the information in Chapter 1 of the report and provides additional detail on a few key elements of PSRC's Centers-Related Provisions. These include the following:

1. VISION 2040 Centers Multicounty Planning Policies
2. VISION 2040 "Centers Table"
3. Designation Procedures for New Regional Centers (including companion information on the countywide planning policies for centers)
4. Funding support for Centers

These three items provide the most significant guidance and support for centers in PSRC's regional planning framework, and are described below.

VISION 2040 Centers Multicounty Planning Policies

Shown below are all of the VISION 2040 goals and multicounty planning policies directly related to centers.

Development Patterns (DP) Overarching Goal: The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.

MPP-DP-3 Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment targets for each designated regional growth center.

Development Patterns Goal: The region will direct growth and development to a limited number of designated regional growth centers.

MPP-DP-5 Focus a significant share of population and employment growth in designated regional growth centers.

MPP-DP-6 Provide a regional framework for designating and evaluating regional growth centers.

MPP-DP-7 Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.

Development Patterns 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.

Development Patterns Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.

MPP-DP-11 Support the development of centers within all jurisdictions, including town centers and activity nodes.

MPP-DP-12 Establish a common framework among the countywide processes for designating subregional centers to ensure compatibility within the region.

MPP-DP-13 Direct subregional funding, especially county-level and local funds, to centers designated through countywide processes, as well as to town centers, and other activity nodes.

MPP-DP-15 Support the transformation of key underutilized lands, such as brownfields and greyfields, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.

MPP-DP-39 Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.

MPP-DP-50 Streamline development standards and regulations for residential and commercial development, especially in centers, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

MPP-DP-56 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.

MPP-H-5 Expand the supply and range of housing, including affordable units, in centers throughout the region.

MPP-H-6 Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.

MPP-Ec-6 Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.

MPP-Ec-18 Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

MPP-Ec-19 Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.

MPP-Ec-20 Provide an adequate supply of housing with good access to employment centers to support job creation and economic growth.

Transportation Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.

MPP-T-12 Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.

MPP-T-21 Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.

MPP-T-23 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-PS-16 Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.

VISION 2040 "Centers Table" Summary

Shown below are the provisions related to regionally-designated centers in the "Centers table" from VISION 2040 (page 51). VISION 2040 addresses other Center Types, including Centers in Larger Cities, Small City or Town Centers, Other Central Places (Neighborhood Centers, Activity Nodes, and Station Areas). VISION 2040 also describes their definitions, use characteristics, location preferences, designation processes, and transportation goals.

Definition	• **Regional Growth Center:** Areas of high-intensity residential and employment development. Typically historic downtowns or other major activity areas. • **Manufacturing/Industrial Center:** Locations of intensive employment. Facilities with large spaces for goods assembly, areas suitable for outdoor storage.
Use Characteristics	• **Regional Growth Center:** Current or planned concentrations of the region's most significant business, governmental, and cultural activities with large regional markets. High-density urban neighborhoods with housing, jobs, shopping, and recreation. Can function as "small towns" in largest cities. • **Manufacturing/Industrial Center:** Concentration of manufacturing and industrial land uses. Uses not easily mixed with other activities. Housing is not appropriate in these locations.
Locations	• **Regional Growth Center:** Metropolitan and Core Cities. • **Manufacturing/Industrial Center:** In UGA; city preference.

Designation	Both are designated regionally by PSRC.
Transportation	• **Regional Growth Center:** Served by regional high-capacity transit, rail, major highways. Target for major regional transportation investments. Should have complete network of walkways, bicycle links, easy transit access. • **Manufacturing/Industrial Center:** Served by major regional transportation infrastructure, including rail, major highways, and port facilities.

PSRC and County Designation Procedures and Criteria

Shown below is a summary of the PSRC Designation Procedures for New Regional Centers that were adopted by PSRC Executive Board in September 2011. Following this is a summary of Countywide Planning Policies related to center procedures, designation and criteria. The complete designation procedures are available online at http://www.psrc.org/growth/centers/centers-procedures/.

NEW REGIONAL GROWTH CENTER PROCEDURES AND CRITERIA

Eligibility and Process

- **Location**. Centers must be located within the urban growth area and should be located within a city
- **Identified in Plans**. Center identified as a candidate regional growth center in the comprehensive plan
- **Identified in CPPs**. Identify the center as a candidate center in the countywide planning policies
- **Subarea Plan Expectation**. Adopt a center subarea plan as part of the comprehensive plan no later than two years after designation

Designation Criteria

- **Compatibility with VISION 2040**. Vision for the center must reinforce the centers concept within the VISION 2040
- **Existing Activity Level.** Minimum existing activity level (population + employment) of at least 18 activity units per gross acre
- **Target Activity Level**. Minimum target activity level of 45 activity units per gross acre based on adopted growth target and the allocated portion to the center
- **Zoned Development Capacity**. Sufficient zoned development capacity to adequately accommodate targeted levels of growth. Because it is not time-bound, zoned capacity can allow levels of development that are higher than the 45 activity unit target.

NEW REGIONAL MANUFACTURING/INDUSTRIAL CENTER PROCEDURES AND CRITERIA

Eligibility and Process

- **Location**. Demonstrate that the proposed center is located within an urban growth area.
- Although preferred, it is not required that proposed manufacturing/industrial centers be located in a city
- **Identified in Plans**. Center identified as a candidate manufacturing/industrial center in the comprehensive plan
- **Identified in CPPs**. Identify the center as a candidate for a regional manufacturing/industrial center in the countywide planning policies
- **Subarea Plan Expectation**. Jurisdictions are required to adopt a center subarea plan as part of their comprehensive plan no later than two years after designation

Designation Criteria

- **Compatibility with VISION 2040**. Vision for the center must reinforce the centers concept within the VISION 2040
- **Existing Activity Level.** Minimum existing employment level of at least 10,000 jobs
- **Target Activity Level**. Minimum target employment level of at least 20,000 jobs
- **Zoned Development Capacity**. Sufficient zoned development capacity to adequately accommodate targeted levels of growth
- **Planned Land Use and Zoning.** At least 80% of property within the proposed new regional manufacturing/industrial center boundaries must have planned future land use and current zoning designations for industrial and manufacturing uses

FIGURE A-5. REGIONAL GROWTH CENTER RELATED COUNTYWIDE PLANNING POLICY PROVISIONS

	King County	Kitsap County	Pierce County	Snohomish County
Eligibility and Process				
Location	Locations must be city-nominated, implying location within UGA and city boundary	Metropolitan centers must be located in cities. Local town and mixed-use centers must be located within a city or the UGA	Must be located within the UGA. Regional centers are located either in Metropolitan Cities or in Core Cities	Not addressed in the criteria (n/a)
Identified in Plans	Identify different center types in city comprehensive plans	n/a	Adopted designation and provisions in comprehensive plan	Local plans should identify centers as designated in VISION 2040
Identified in CPPs	Designate Urban Centers in the Countywide Planning Policies where city-nominated locations meet the criteria	Jurisdictions request a change of center status from KRCC to be considered during the CPP amendment cycle	Designate Urban Centers in the Countywide Planning Policies where city-nominated locations meet the criteria	n/a
Subarea Plan Expectation	n/a	n/a	n/a	n/a
Designation Criteria				
Compatibility with VISION 2040	n/a	n/a	Center should meet the regional criteria and requirements including those in VISION 2040	n/a
Existing Activity Level	n/a	n/a	*Metropolitan Center* • Minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees; • Minimum of ten households per gross acre *Regional Growth Center* • Minimum of 2,000 employees; • Minimum of seven households per gross acre	n/a
Target Activity Level	n/a	n/a	*Metropolitan Center* • Minimum of 50 employees per gross acre of non-residential lands • Minimum of 15 households per gross acre • Minimum of 30,000 employees *Regional Growth Center* • Minimum of 25 employees per gross acre of non-residential lands • Minimum of 10 households per gross acre; and/or a minimum of 15,000 employees	n/a

	King County	Kitsap County	Pierce County	Snohomish County
Zoned Development Capacity	Has adopted zoning regulations and infrastructure plans that accommodate: i) A minimum of 15,000 jobs within one-half mile of an existing or planned high-capacity transit station; ii) At a minimum, an average of 50 employees per gross acre iii) At a minimum, an average of 15 housing units per gross acre within the Urban Center	n/a	n/a	n/a

FIGURE A-6. MANUFACTURING/INDUSTRIAL CENTER RELATED COUNTYWIDE PLANNING POLICY PROVISIONS

	King County	Kitsap County	Pierce County	Snohomish County
Eligibility and Process				
Location	Locations must be city-nominated, implying location within UGA and city boundary	Not addressed in the criteria (n/a)	Must be located within the UGA	Must be located within the UGA and outside of other designated center
Identified in Plans	Identify different center in city comprehensive plans	n/a	Adopted designation and provisions in comprehensive plan and regulations to accommodate employment growth	Local plans should identify centers as designated in VISION 2040
Identified in CPPs	Designate additional MICs in the Countywide Planning Policies based on established criteria	Jurisdictions request a change of center status from KRCC to be considered during the CPP amendment cycle	Designate additional MICs in the Countywide Planning Policies based on established criteria	n/a
Subarea Plan Expectation	n/a	n/a	n/a	n/a
Designation Criteria				
Compatibility with VISION 2040	Centers must meet criteria established by PSRC for Regional Manufacturing/Industrial Centers	n/a	MICs should meet the regional criteria and requirements including in VISION 2040	MICs should develop in accordance with the general guidelines established in the VISION 2040
Existing Activity Level	Not addressed in the criteria	n/a	Minimum of7,500 jobs and/or 2,000 truck trips per day	n/a
Target Activity Level	Adopt employment growth targets to accommodate a minimum of 10,000 jobs	n/a	n/a	Provides capacity and planning for a minimum of 20,000 jobs;
Zoned Development Capacity	Not addressed in the criteria	n/a	n/a	n/a
Planned Land Use and Zoning	No numeric threshold. Includes policy to preserve appropriate uses, strictly limit residential uses and discourage incompatible land use	No numeric threshold. Includes policy to preserve land for manufacturing and industry and discourage incompatible retail and office uses	No numeric threshold. Includes policy to preserve land for manufacturing/industrial uses, prohibit incompatible uses and limit office and retail use	No numeric threshold. Includes policy to discourage retail and office uses unless they are supportive of the preferred manufacturing or industrial uses

Appendix C:
PSRC Reporting Tool – Center Plans

This reporting tool is for *growth centers* and *manufacturing/industrial centers*. It is designed to assist jurisdictions in developing, updating, or amending their center plans. It provides the key expectations for center plans for regional centers (beyond the general requirements for comprehensive plans), which are based on the criteria established by PSRC's Executive Board for designating centers. Additional detail is provided in Plan Review Manual Appendix E-4: Center Plans.

GROWTH CENTERS: In the first space below, please provide a **brief description** of what materials are being submitted. Then proceed with completing the **two parts** of the reporting tool itself:

Part I - Checklist: This lists out key provisions that should be addressed in a center plan.

Part II- Submittal Form Questions: Brief responses that explain how the center plan being submitted addresses VISION 2040.

DESCRIPTION OF SUBMITTED MATERIALS

Explain the nature of the center plan materials being submitted for review, including the date adopted. For example, is this a full update, partial revision, or a set of annual amendments?

EXPLAIN HERE:

Using the checklist below, please indicate the VISION 2040 provisions that the center plan addresses. If there are certain VISION 2040 issues that are not addressed in the center plan, please provide an explanation of these in PART II of the reporting tool (questions).

PART I: GROWTH CENTER CHECKLIST

Center Plan Concept (or "Vision")

PART I: GROWTH CENTER CHECKLIST

- ✓ Include a vision for the center. This should include a commitment to human scale urban form
- ✓ Include an overview of the relationship of the center plan to the city's comprehensive plan, as well as VISION 2040 and countywide planning policies
- ✓ Include a market analysis of the center's development potential

☐

Environment

- ✓ Identify and develop provision to protect critical/environmentally sensitive areas
- ✓ Describe parks and open space, including public spaces and civic places
- ✓ Include policies and programs for innovative treatment of stormwater and drainage
- ✓ Include strategies and programs to reduce air pollution and greenhouse gas emissions

☐

Land Use

- ✓ Demonstrate defined boundaries and shape for the center (boundaries should be compact and easily walkable. This suggests a roughly uniform shape of about 1 mile. Boundaries should not be elongated or gerrymandered)
- ✓ Establish residential and employment growth targets that accommodate a significant share of the jurisdiction's growth, as well as residential densities and building intensities with capacity to accommodate these levels of growth
- ✓ Describe the mix, distribution and location of uses
- ✓ Include design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning

☐

Housing

- ✓ State total existing and projected housing units
- ✓ Include provisions for a variety of housing types that addresses density standards, affordable housing, and special housing needs
- ✓ Include implementation strategies and monitoring programs for addressing housing targets and goals

☐

Economy

- ✓ Describe the economic and residential role of the center within the city and the region

☐

PART I: GROWTH CENTER CHECKLIST

Public Services

- ✓ Describe existing and planned capital facilities, as well as their financing ☐

Transportation

<u>Transportation 2040 physical design guidelines</u> ☐

- ✓ Encourage a mix of complementary land uses
- ✓ Encourage compact growth by addressing density and by linking neighborhoods, connect streets, sidewalks and trails
- ✓ Integrate activity areas with surrounding neighborhoods
- ✓ Locate public/semipublic uses near stations
- ✓ Design for pedestrians and bicyclists
- ✓ Provide usable open spaces
- ✓ Manage the supply of parking
- ✓ Promote on-street parking
- ✓ Reduce/mitigate parking effects

<u>Additional Transportation Issues</u> ☐

- ✓ Develop an integrated multimodal transportation network, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts
- ✓ Include detailed design criteria that advances transit-supportive land uses
- ✓ Address relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, and express bus)
- ✓ Include provisions for full standards for streets and urban roadways that serve all users, including pedestrians, bicyclists, transit, vehicles, and – where appropriate – freight (see "complete streets" description in VISION 2040)
- ✓ Include provisions context-sensitive design of transportation facilities
- ✓ Include provisions for environmentally friendly street ("green street") treatments
- ✓ Tailor level-of-service standards and concurrency provisions for the center to encourage transit
- ✓ Include a parking management strategy
- ✓ Develop mode-split goals

In the spaces provided below, please describe provisions in the ***growth center*** plan with brief summaries. (You may supplement your summary descriptions with citations or references to specific policies.) If there are certain VISION 2040 issues that are not addressed by the center plan, please explain why. For an example of a completed reporting tool, please see PSRC's Plan Review Manual.

Note: For a new center plan or full center plan update, please fill out each section. For amendments, only complete those fields which relate to topics addressed in the amendments.

PART II: GROWTH CENTER QUESTIONS

Sustainability

(MPP-En-1 through 25; MPP-DP-43 through 47; MPP-PS-1, 3, 7, 8, 12, 13, 19, 20, 24)

Explain the vision for the center and how the plan promotes sustainability. Explain the following:

- Using system approaches to planning for the environment
- Describe parks and open space, including public spaces and civic places
- Wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater)
- Human health and well-being

EXPLAIN HERE:

Growth and Development

(MPP-DP-1 through 13, 33-42; MPP-H-1 through 9; MPP-Ec-16-20)

Explain how the center plan takes steps to guide residential and job growth. Explain the following:

- Identify residential and employment planning targets, as well as residential densities and building intensities
- Planning for and achieving housing production (including affordable housing)
- Design standards for pedestrian-friendly, transit-oriented development
- Economic and residential role of the center in the city and region

EXPLAIN HERE:

Transportation Provisions

(MPP-DP-40, 43, 54 through 56; MPP-H-6; MPP-Ec-6; MPP-T-1 through 33; DP-Action-18)

Explain how the plan addresses the following physical design guidelines established in Transportation 2040 – the region's long-range transportation plan:

- Encourage a mix of complementary land uses

PART II: GROWTH CENTER QUESTIONS

- Encourage compact growth by addressing density and by linking neighborhoods, connect streets, sidewalks and trails
- Integrate activity areas with surrounding neighborhoods
- Locate public/semipublic uses near stations
- Provide usable open spaces
- Design for pedestrians and bicyclists
- Manage the supply of parking
- Promote the benefits of on-street parking
- Reduce/mitigate parking effects

EXPLAIN HERE:

Explain how the plan address these additional transportation issues:

- Mode-split goals for the center
- Multimodal transportation network, including pedestrian and bicycle facilities, and linkages to adjacent neighborhoods and districts
- Address regional high-capacity transit
- Provisions for context-sensitive design of transportation facilities, as well as full standards for urban facilities to serve all user groups ("complete streets") and environmentally friendly street design ("green streets")
- Tailor level-of-service standards and concurrency provisions for the center to encourage transit
- Parking management strategy

EXPLAIN HERE:

Other Topics

Explain any other provisions in the center plan of regional interest or significance, as well as any unique topics or issues.

EXPLAIN HERE:

MANUFACTURING INDUSTRIAL CENTERS: In the first space below, please provide a **brief description** of what materials are being submitted. Then proceed with completing the **two parts** of the reporting tool itself:

Part I - Checklist: This lists out key provisions that should be addressed in a center plan.

Part II- Submittal Form Questions: Brief responses that explain how the center plan being submitted addresses VISION 2040.

DESCRIPTION OF SUBMITTED MATERIALS

Explain the nature of the center plan materials being submitted for review, including the date adopted. For example, is this a full update, partial revision, or a set of annual amendments?

EXPLAIN HERE:

Using the checklist below, please indicate the VISION 2040 provisions that the center plan addresses. If there are certain VISION 2040 issues that are not addressed in the center plan, please provide an explanation of these in PART II of the reporting tool (questions).

PART I: MANUFACTURING INDUSTRIAL CENTER CHECKLIST

Center Plan Concept (or "Vision")

- ✓ Include a vision for the center. This should include a commitment to preservation of an urban industrial land base ☐
- ✓ Include an overview of the relationship of the center plan to the city's comprehensive plan, as well as VISION 2040 and countywide planning policies
- ✓ Include a market analysis of the center's development potential

Environment

- ✓ Identify and develop provision to protect critical/environmentally sensitive areas ☐
- ✓ Include policies and programs for innovative treatment of stormwater and drainage *(related to Public Services)*
- ✓ Include strategies and programs to reduce air pollution and greenhouse gas emissions

PART I: MANUFACTURING INDUSTRIAL CENTER CHECKLIST

Land Use

- ✓ Demonstrate and explain the defined boundaries and shape for the center ☐
- ✓ Establish employment growth targets that accommodate a significant share of the jurisdiction's manufacturing/industrial employment growth, and demonstrate capacity to accommodate these levels of growth
- ✓ Describe the percentage of planned land use and zoning in the center for industrial and manufacturing uses
- ✓ Describe strategies to avoid land uses that are incompatible with manufacturing, industrial uses, such as large retail uses, high concentrations of housing, or non-related office uses (other than as an accessory use)
- ✓ Include design standards that help mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas

Economy

- ✓ Describe the economic role of the center within the city and the region ☐
- ✓ Describe strategies to support or maintain manufacturing industrial industries (i.e., workforce, apprenticeships, land value policies, parcel aggregation, etc.)

Public Services

- ✓ Describe local capital plans for infrastructure, as well as their financing ☐

Transportation

- ✓ Describe the transportation networks to and within the manufacturing industrial center, and plans to identify and address deficiencies ☐
- ✓ Describe strategies that address freight movement, including local and regional distribution
- ✓ Describe strategies that address freight movement and employee commuting (such as by encouraging modes such as fixed-route and high-capacity transit, rail, trucking facilities, or waterway, as appropriate)
- ✓ Develop mode split goals

In the spaces provided below, please describe provisions in the ***manufacturing industrial center*** plan with brief summaries. (You may supplement your summary descriptions with citations or references to specific policies.) If there are certain VISION 2040 issues that are not addressed by the center plan, please explain why.

Note: For a new center plan or full center plan update, please fill out each section. For amendments, only complete those fields which relate to topics addressed in the amendments.

PART II: MANUFACTURING INDUSTRIAL CENTER QUESTIONS

Development and Preservation of Industrial Lands

(MPP-DP-8-10, 53; MPP-Ec-3, 4, 19)

Explain how the center plan helps preserve the manufacturing industrial land base. Explain the following:

- Adopted growth targets for the center
- Plans and strategies to protect these lands from encroachment by incompatible uses and development, both in the center and on adjacent lands
- The percentage of planned land use and zoning in the center for industrial and manufacturing uses
- Design standards that help mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas
- Economic role: Programs to support export-oriented basic goods and services, industry clusters, and ports

EXPLAIN HERE:

Sustainability

(MPP-Ec-7, 15; MPP-En-1 through 25; MPP-PS-1, 3, 7, 8, 12, 13)

Explain the vision for the center and how the plan promotes sustainability. Explain the following:

- Environmentally- and socially-responsible economic development practices
- Use of system approaches to planning for the environment
- Wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater)
- Addresses human health and well-being

EXPLAIN HERE:

PART II: MANUFACTURING INDUSTRIAL CENTER QUESTIONS

Transportation

(MPP Ec-6, 18; MPP-T-1-8, 12, 13, 14, 17-19; 20-22, 27, 30)

Explain how the plan addresses the distinctive needs of manufacturing industrial employment, including:

- Design, construct, and operate facilities to serve all users, including employees, while accommodating the efficient movement of freight, goods, and services within and between centers
- Maintain and improve the existing multimodal freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility
- Mode-split goals for the center
- Address regional high-capacity transit service

EXPLAIN HERE:

Other Topics

Explain any other provisions in the center plan of regional interest or significance, as well as any unique topics or issues.

EXPLAIN HERE:

Appendix D:
Research on Peer Regions' Centers-Related Planning

Overview and Purpose

The central Puget Sound region is not alone in promoting a centers-based growth strategy in its regional plans. To better understand the current state of regional planning for designated centers and how other regions have addressed common issues, PSRC researched practices in other regions. A number of peer regions' plans include a framework for officially designating centers. While these plans contain many elements similar to PSRC, they also include unique and distinct approaches.

Primary research: PSRC conducted a review of the planning and academic literature and did not identify any reports with a comparative analysis of center planning at the regional level. PSRC staff researched plans and programs of regional agencies, conducted interviews with a subset of regions, and went through an iterative assessment with staff from the selected regions to develop the findings.

Regions selected: When selecting regions to evaluate, staff researched regions with long-range growth management plans complementary to PSRC's. The selection was not intended to be comprehensive but rather was focused on regions that were roughly comparable in terms of overall size and population,[1] that included a multi-faceted planning structure (i.e., where the centers connected to land use and transportation goals), and that contained unique planning elements related to their centers.

The regions in this evaluation included the following:

- San Diego Association of Governments
- Portland Metro
- Metropolitan Washington (D.C.) Council of Governments
- Metro Vancouver (B.C.)
- Denver Regional Council of Governments
- Delaware Valley Regional Planning Commission
- Association of Bay Area Governments

The centers planning in these regions share similarities with each other and with PSRC. This appendix focuses on each region's centers planning characteristics that are distinct from PSRC's.

Research questions: PSRC's centers planning includes multicounty planning policies and Designation Procedures for new regional centers. PSRC's Policy Framework helps determine how federally managed

[1] The purpose of the research was to identify regions that were roughly comparable to central Puget Sound; one measure is size of the region's population and land area. The land area and population for each region's Census Urbanized Area was compared to central Puget Sound. Populations range from approximately 1.8 to 5.4 million, with central Puget Sound at 3.4 million. This region's land area of 1,229 square miles is close to the middle of the group, with Portland Metro the smallest at 524 square miles and Delaware Valley Regional Planning Commission (greater Philadelphia) the largest, covering nearly 2,000 square miles.

transportation funds are distributed to projects in and connecting centers. Given these elements, key questions address *framework* (overall system of centers, hierarchy, roles of different center types), *designation process and criteria* (for new and existing centers), and *implementation* (regional and local planning and investments). The research approach included reviewing planning documents and interviewing staff at the regional planning agencies.
Generally speaking, the questions researched and asked during interviews included the following:

Questions related to Framework/Hierarchy

- What is the centers structure in the region?
- If the region includes regional centers in its plan, does it have one or more center type? If so, do the centers play different roles and is there a hierarchy of center types?

Questions related to Designation Process and Criteria

- Does the region have designation processes for recognizing new centers in the regional plan? Are there specific criteria that must be met?
- Are there processes in place related to centers that are already designated (i.e., for amending, adding or removing centers)?

Questions related to Implementation

- What regional expectations and incentives are in place? Is funding available for planning and infrastructure? Is there a monitoring system in place?
- What are the expectations and incentives at the local level? Do the centers have local growth targets they must meet over a certain period of time?

The following table, and subsequent case studies, provides a high-level summary of the level of definition and detail from each of the regions that were researched.

Structure of Case Studies: Each profile is arranged according to the guiding questions noted previously. Information gathered includes:

- Some quick facts about the region.
- A brief history of centers planning in the region.
- The framework of the centers used in the region.
- The role of the centers, as a whole or of each center type, within the region.
- Required or recommended criteria for designation as a center.
- Processes for making changes to centers, including adding or removing centers.
- Highlights of the region's centers planning.

Summary Observations: As shown in the table and in the following case studies, PSRC's system has areas of strength and potential areas for improvement:

FIGURE A-7. SUMMARY OF CENTERS PLANNING PEER REGIONS

Program Elements	Puget Sound Regional Council	San Diego Association of Govts.	Portland Metro	Metropolitan Washington COG	Metro Vancouver	Denver Regional COG	Delaware Valley Regional Commission	Association of Bay Area Governments
● Well-defined								
◐ Moderately defined								
– Not found								
Framework/Hierarchy								
– Multiple center types?	-	●	●	◐	●	◐	●	●
– Center hierarchy?	-	●	●	-	●	-	●	●
Process/Criteria								
– Defined designation process?	●	◐	◐	●	●	●	◐	●
– Defined criteria and eligibility?	●	●	◐	●	●	◐	◐	◐
Implementation/Planning								
– Regional incentives (funding/services)?	◐	●	◐	◐	-	◐	●	◐
– Local expectations (planning/targets)?	●	●	◐	◐	◐	-	-	◐

- **Purpose of Centers:** All of the regions have a similar vision for centers—to maintain a compact urban form by focusing growth in centers and create mixed-use multimodal areas that are closely tied with transportation planning. Like PSRC's Regional Growth Centers, some centers are subareas of cities, while other centers are identified more generally as cities or towns.
- **Framework:** PSRC has regional centers; some peer regions include multiple center types and some have hierarchies that are more complex (i.e., systems that include regional, metropolitan, urban, town, rural centers).
- **Designation:** PSRC has a very well-defined process for new center designations. Some peer regions also include procedures for monitoring or processing amendments to existing centers, or to allow centers to opt-out or change categories.
- **Individual vs. Group Goals:** PSRC has well-defined minimum density, employment, and land use criteria for each individual new center. Some peer regions establish growth accommodation goals for their centers as a whole. This can create a benchmark for evaluating the progress of the centers.
- **Planning Expectations:** PSRC establishes clear planning expectations for designated centers through its regional designation process and VISION 2040. Local jurisdictions have the choice to opt-in. This system means that centers are a key planning element (for jurisdictions that have adopted center subarea plans) at both the regional and local level; this is a distinguishing element of PSRC's center planning approach.
- **Implementation:** PSRC has fairly strong links between planning and funding through its regionally-managed transportation funding. Peer regions use similar approaches, although a number also support centers through set-asides for center plan development or center implementation plans.

Case Studies

The Case Studies are shown on the subsequent pages.

San Diego Association of Governments

Quick Facts

Number of centers: Just over 200
Land area (2010 Census Urbanized Area): 732 square miles
Population (2010 Census Urbanized Area): 2,956,746
Regional plan title: 2004 *Regional Comprehensive Plan*
Major city in the region: San Diego, CA

History

The San Diego Association of Governments (SANDAG) adopted their Regional Comprehensive Plan (RCP) in 2004. The RCP covers San Diego County and all 18 cities within the county, including the City of San Diego, which is the region's largest city as measured by population. The RCP is built on smart growth principles, including a focus on better connecting transportation and land use plans. The Urban Form chapter of the RCP defines seven "smart growth place types" tailored to the San Diego region and calls for the development of a Smart Growth Concept Map. These smart growth place types serve as the region's centers.

Framework

SANDAG maintains and updates the Smart Growth Concept Map on a periodic basis. The map was originally adopted in 2006 as an early implementation action of the RCP. Technical updates were conducted in 2008 and 2012. The map includes approximately 200 centers in the western third of the region and is used as a planning tool by SANDAG and the local jurisdictions. Every jurisdiction in the region has at least one smart growth area, including the county of San Diego, which has several Rural Villages. The Smart Growth Concept Map's centers are generally represented as subareas of cities.

From a regional perspective, the map illustrates the location and distribution of the smart growth areas in relation to the region's existing and planned transportation network, major employment areas, urban area transit strategy boundary, and habitat conservation areas. From a local perspective, the map provides a framework for jurisdictions to view their centers in relation to other smart growth centers across jurisdictional boundaries, and provides a link between regional planning efforts and local general or specific plans.

The map contains six center types (listed below) and one corridor type: a Mixed-Use Transit Corridor.

Center Types (subareas)

•Metropolitan Center	•Urban Center	•Town Center
•Community Center	•Rural Village	•Special Use Center

The Mixed-Use Transit Corridor place type is more linear than the geographies of other centers, with length extending approximately one mile long and width extending one to two blocks outward from the corridor.

Roles

The RCP discusses the differentiated roles for center types in terms of market-shed. For example, it includes the following language as related to employment:

- Employment draws *from throughout the region*, while other uses draw mainly from within the subregional area.
- Employment draws *from the immediate area.*

Designation Criteria

As shown in the table below, centers must meet minimum residential targets (dwelling units per acre [du/ac]), minimum employment targets (employees per acre [emp/ac]), and minimum transit service characteristics to qualify as an Existing/Planned smart growth opportunity area (further defined below).

FIGURE A-8. SANDAG CENTERS DESIGNATION CRITERIA*

Smart Growth Place Type	Minimum Residential Target	Minimum Employment Target	Minimum Transit Service Characteristics
Metropolitan Center	75 du/ac	80 emp/ac	Commuter Rail, Express Light Rail Transit (LRT), Bus Rapid Transit (BRT)
Urban Center	40 du/ac	50 emp/ac	LRT or Rapid Bus
Town Center	20 du/ac	30 emp/ac	LRT, Rapid Bus, or Streetcar/Shuttle**
Community Center	20 du/ac	n/a	High-frequency Peak Local Bus, Streetcar/Shuttle within Urban Area Transit Strategy Boundary
Rural Village	10.9 du/ac	n/a	n/a
Special Use Center	optional	45 emp/ac	LRT, Rapid Bus, or Peak BRT
Mixed Use Transit Corridor	25 du/ac	n/a	High-frequency Peak Local Bus, or Streetcar/Shuttle

*Table from *Smart Growth Concept Map Site Descriptions*, 2012

**In Town Centers, areas can be connected to LRT and/or Rapid Bus by a local transit connection or Streetcar/Shuttle service

Each center is placed into the category of either Existing/Planned or Potential. Centers which meet the minimum land use and transit service targets for their place type based on existing conditions, adopted general plans, and the adopted Regional Transportation Plan are designated as Existing/Planned. Centers not meeting the minimum targets are designated as Potential.

Areas on the Smart Growth Concept Map are eligible to compete for planning and/or capital infrastructure grants from SANDAG's Smart Growth Incentive Program, which is funded by the San Diego region's *TransNet* half cent sales tax that extends to 2048. Existing/Planned smart growth opportunity areas are eligible to compete for capital funds, and both Existing/Planned and Potential areas are eligible to compete for planning funds.

Designation Process

The Smart Growth Concept Map is a bottom-up approach. SANDAG does not identify centers that should be placed on the map; instead, local jurisdictions identify centers that they believe should be included on the map because those centers already exist, are already identified in their local plans, or there is future potential for them conceptually or though plan amendments. Jurisdictions may request the addition, deletion, or modification of smart growth opportunity areas within their boundaries on the Smart Growth Concept Map. The designation of Existing/Planned or Potential is determined through a collaborative process between SANDAG and local agencies to verify whether the identified areas meet the minimum land use, transportation and transit service targets. The SANDAG Regional Growth Forecast, which is based in large part on inputs from local general plans, and the SANDAG Regional Transportation Plan are used to verify whether the centers meet the land use and transportation minimum thresholds according to their place type.

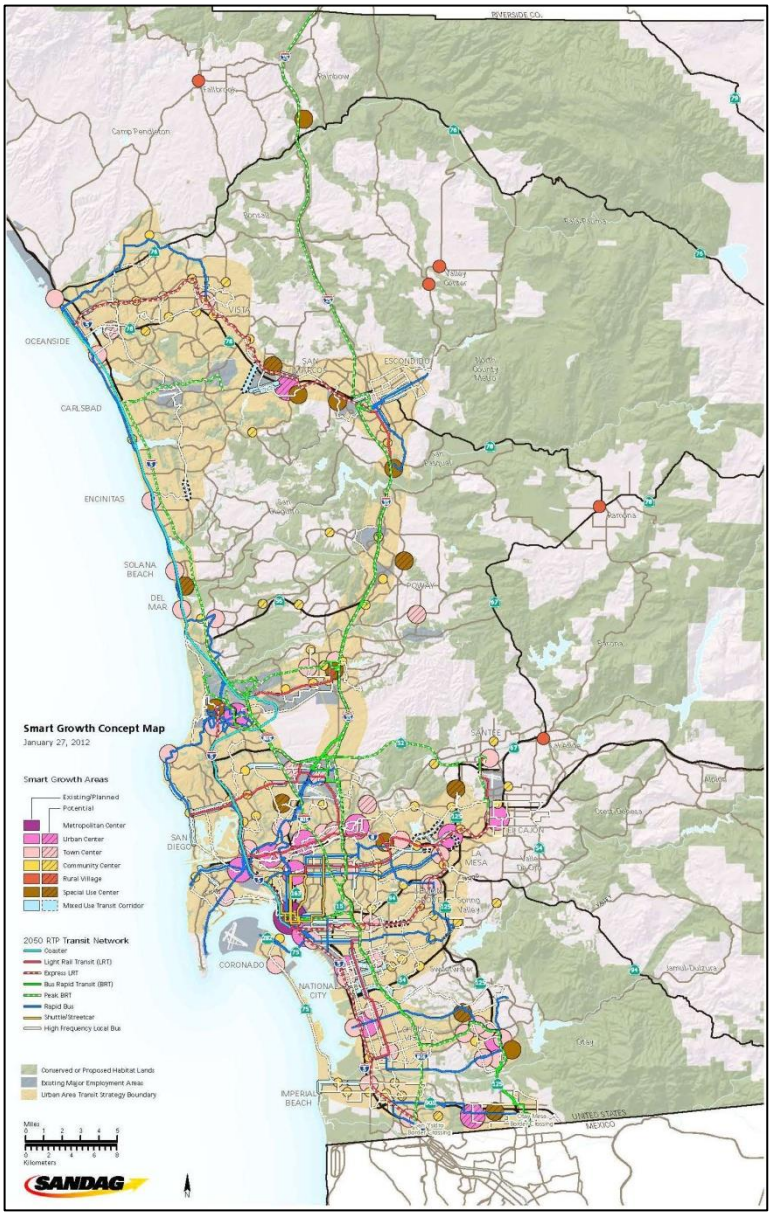
SANDAG solicits changes or edits to centers on the Smart Growth Concept Map on a periodic basis. Because the Smart Growth Concept Map serves as an eligibility requirement for the Smart Growth Incentive Program (SGIP), SANDAG always updates the Concept Map before it releases a call for projects for the SGIP. The SGIP call for projects occurs every two to three years.

Incentives

Several incentives have been identified to promote smart growth in these centers. These include federal transportation funds as well as local programs such as the *TransNet* Smart Growth Incentive Program, discussed above, which is funded through a local half-cent sales tax for transportation projects. Of this funding, *TransNet* SGIP directs 2% of its total funding to projects that support smart growth and coordinate transportation and land use in the region; this includes funds for both capital infrastructure improvements and for local planning efforts in the centers. Matching funds from the local jurisdictions supplement the SGIP resources.

Highlights

- SANDAG has instituted a bottom-up approach for identifying centers in the San Diego region. Through this approach, local jurisdictions are responsible for identifying centers that should be included on the regional Smart Growth Concept Map. These locally identified centers are eligible to compete for capital and/or planning grants funded by *TransNet*, the local transportation-related half cent sales tax in the San Diego region.
- Self-identification of centers provides local jurisdictions with flexibility in a number of ways: it allows them to choose a smart growth place type (and a set of expectations) that makes the most sense for them. It allows them to test their local community's interest in potential smart growth locations through the plan development process. It allows them to determine where they would like to apply for funding to promote smart growth in their jurisdictions, and it allows locations to be added to the map that might have long-term prospects for center-style development.
- The Smart Growth Concept Map has been used as an eligibility requirement for local jurisdictions to participate in the Smart Growth Incentive Program, to help to prioritize transit resources toward the centers in the development of the Regional Transportation Plan, and as a tool to better link local and regional land use plans and the Regional Growth Forecast.
- The regional plan differentiates the roles the center types play based on their market-shed. The concept of market-sheds provides a distinguisher among the center types.
- The center typology defines the minimum transit service characteristics for each designation.
- The term “planned” refers to what jurisdictions are planning *for*, be it near or far into the future through specific plans or general plans. This allows SANDAG to reward jurisdictions that are doing smart growth planning. The term “potential” allows jurisdictions to think ahead and identify areas with potential for infill, mixed use, and greater intensities without having those areas set in stone. This provides local jurisdictions with opportunities to compete for grant funds to help develop specific plans for those areas.



SOURCE: San Diego Association of Governments

- The initial set of centers was identified locally following adoption of the Regional Comprehensive Plan. Currently, local jurisdictions have the potential to add, delete, or modify centers before each *TransNet* Smart Growth Incentive Program call for projects.

- The region is currently evaluating whether to modify its approach to the Smart Growth Concept Map to better tie the centers to a transit-oriented development policy approach. It may reduce the number of centers in order to focus smart growth incentives to a more limited number of centers. This approach may be considered over the next several years and could serve as a policy update of the map versus the technical updates that have been conducted traditionally.

Portland Metro

Quick Facts

Number of centers: About 40
Land area (2010 Census Urbanized Area): 524
Population (2010 Census Urbanized Area): 1,849,898
Regional plan name: *Region 2040*
Major city in the region: Portland, OR

History

Portland Metro began developing their Regional Urban Growth Goals and Objectives (RUGGOs) in 1989. RUGGOs outlined goals such as maintaining a compact urban form rather than expanding the urban growth boundary. Development of specific, applicable goals—which included a centers framework—was the beginning of the *Region 2040* project.

Framework

Region 2040 encourages growth in centers and corridors, with increased emphasis on redevelopment and infill. The following center types were developed:

Centers (subareas):

- Central City
- Regional Centers
- Station Communities
- Town Centers
- Main Streets

Roles

The regional plan identifies different roles for each type of center, with a description of uses, markets served, and transportation facilities and services. There are overarching goals for all centers related to higher-density mixed-use areas. The growth concept differentiates among its centers based on market accessibility to the larger region:

- The central city is the largest market area, the region's employment and cultural hub and accessible to *millions* of people.
- Regional centers serve large market areas outside the central city, are connected to it by high-capacity transit and highways and are accessible to *hundreds of thousands* of people.
- Connected to each regional center, by road and transit, are smaller town centers with local shopping and employment opportunities within a local market area. They are accessible to *tens of thousands* of people.

Designation Criteria

The regional plan notes the importance of local discretion in this centers process, stating that "centers serve a local population" and adding that the vision for each center "should be defined locally." However, recognizing the important role centers play, Metro's regional plan does make the following recommendations:

1. Average number of residents and workers per acre:
    a. Central City - 250 persons
    b. Regional Centers - 60 persons
    c. Station Communities - 45 persons

d. Corridors - 45 persons
e. Town Centers - 40 persons
f. Main Streets - 39 persons

2. Mix of uses:
   a. Land uses listed in Metro's *State of the Centers: Investing in Our Communities* report (Jan 2009) such as grocery stores and restaurants
   b. Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities
   c. Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces
3. Mix of housing types:
   a. The types of housing listed in Oregon's "needed housing" statute
   b. The types of housing identified in the city's or county's housing need analysis done pursuant to Oregon planning Goal 10
   c. Accessory dwellings

In addition, Portland Metro uses the following policy guidance for Regional and Town Centers when considering proposed centers:

	Regional Centers	Town Centers
Accessibility	Accessible to hundreds of thousands of people	Accessible to tens of thousands of people
Zoning	Zoned for a mix of housing types to provide choices and to support high-capacity transit (HCT) densities	Zoned for a mix of uses that makes centers walkable
Transit	Served by, or planned for, HCT. Meets transit system design standards	Served by public transit
Adopted Plans for...	Multimodal and connectivity, Non-SOV strategy to meet modal targets, Parking Management	

Designation Process

Cities or counties may propose new centers or changes to an existing center's designation type. To do this, a city or county must: establish a boundary for the center, perform an assessment of the center including market conditions in the area, and assess existing and potential incentives to encourage mixed-use, pedestrian-friendly and transit-supportive development. It must also adopt a plan of actions and investments to enhance the center. The Metro Council maintains authority to approve proposed centers and changes.

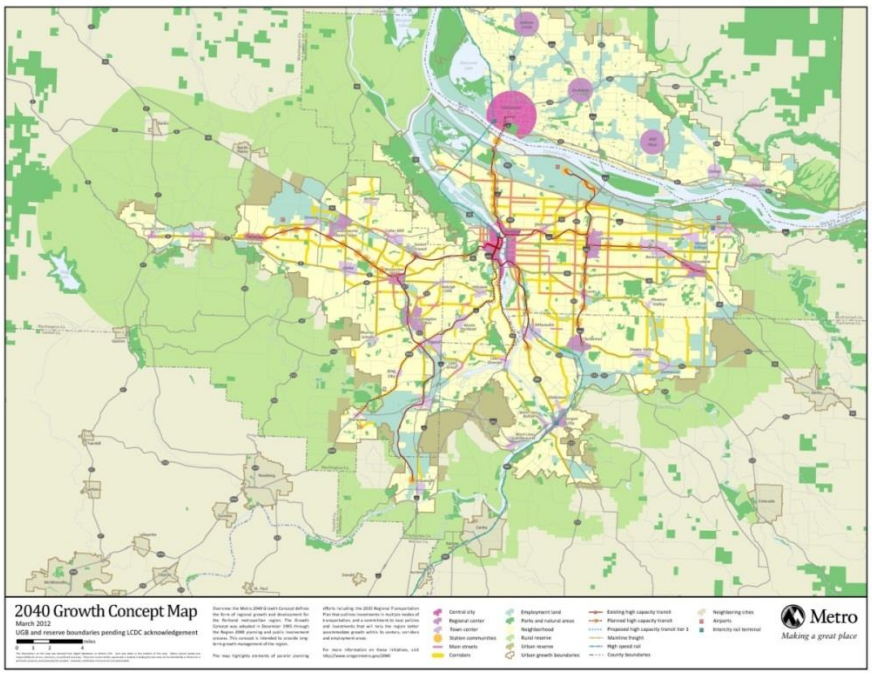
Incentives

Policies to implement the general centers strategy are contained in the *Urban Growth Management Functional Plan* (*Title 6*) and the *2010 Regional Framework Plan*. Implementation includes prioritization of Metro's investment funds to Centers, Corridors, Station Communities, and Main Streets.

The region has also engaged the state in providing incentives for centers. This includes the Oregon Department of Transportation waiving some of their development fees and the Oregon Department of Land and Conservation providing some funding incentives.

Highlights

- Portland Metro has designation procedures similar to PSRC's, although their centers framework is more complex. They include a market assessment and expectations that significant planning for the center has occurred prior to designation.
- The regional plan differentiates among the center types based on market accessibility to the larger region and density thresholds.
- Since initial establishment of the centers concept, there have been only minor changes, and the changes have been at the request of local jurisdictions. One amendment was based on desired densities and light rail, and the other was based on shift in priorities regarding location.
- There is a mix of opinions regarding the number of centers in the regional plan. Some in the development community have suggested that there are too many centers. Others believe, in terms of a 50-year timeframe, there is value in each community having a center.
- While detailed guidance for local center planning is limited, jurisdictions are implementing the regional approach locally. Metro recently evaluated permit values and found that centers are developing more densely than non-designated central areas, with clear fiscal benefits.
- The region has engaged the state in providing incentives for centers.
- Portland Metro has an interest in understanding corridors based on their potential significant untapped capacity. At the same time, there is ongoing concern regarding competition for growth between corridors and centers.



SOURCE: Portland Metro

Metropolitan Washington Council of Governments

Quick Facts

Number of centers: 136
Land area (2010 Census Urbanized Area): 1,463
Population (2010 Census Urbanized Area): 4,838,265
Regional plan title: 2012 *Region Forward*
Major city in the region: Washington, D.C.

History

Metropolitan Washington Council of Governments (MWCOG) first included Activity Centers in a map approved in 2002. This map identified 59 Activity Centers based on job concentrations and was used for technical planning purposes. These centers were updated in 2012 to include more centers (136 total) and also identified types of centers. Some existing centers were split into multiple centers, subsequently occupying less land area than the old centers. These new centers are used for technical as well as policy-oriented purposes, providing a tool for local governments to support regional goals.

Framework

MWCOG identifies four center types, although limited information is provided that differentiates them.

Center Types (subareas)			
•Urban Centers	•Priority Growth Areas	•Traditional Towns	•Transit Hubs

Roles

Region Forward sets a goal for Activity Centers as a whole. These centers are expected to accommodate the following:

- 70% of centers will be served by transit by 2040.
- Beginning in 2012, centers will capture 75% of the square footage of new commercial construction and 50% of new households will be in Regional Activity Centers.
- By 2020, the housing and transportation costs of Regional Activity Centers will not exceed 45% of area median income.
- By 2012, at least 80% of new or preserved affordable housing units will be located in Regional Activity Centers.

Designation Criteria

MWCOG has established a menu of attributes that must be met in order to be designated as a center, providing flexibility and diversity. All centers must meet the two core attributes and any two additional attributes.

Core Attribute: **Policy**

- In 2012, the center or priority growth area should be designated in a jurisdiction's adopted comprehensive/general plan or other locally adopted land use plan.

Core Attribute: **Density**

- By 2040, the area should have a "persons density" (employment + population) within the top one-half of densities in the jurisdiction.

Additional Attributes (any two required)
- **Intersection Density**: In 2012, have at least 55 intersections per square mile.
- **Transit Capacity**: In 2012, have
    - Existing high-capacity/performance transit (e.g., Metrorail, BRT, commuter rail, or light rail) OR
    - A planned transit station identified in the Financially Constrained Long-Range Transportation Plan (CLRP) OR
    - A planned transit station with dedication local funding (*Region Forward Target*)
- **Land Use Mix**: In 2012, have a locally adopted land use plan/ordinance that encourages mixed-use development (e.g., through a mixed-use designation, form-based codes, or overlay zoning).
- **Housing & Transportation Affordability**: Combined housing and transportation costs do not exceed 45% of regional median income, as measured by the H + T Index (*Region Forward Target*)

Designation Process

The most recent designation of Activity Centers was in 2012 and was intended to align centers with local and regional planning. This last round of designations was the third update to centers in 11 years. The process of designating these centers included developing the attribute menu, gathering input from MWCOG's Planning Directors Technical Advisory Committee, analyzing local plans, and meeting with jurisdictions for feedback. The second step of the designation process involved developing technical boundaries for centers (TAZ and Census boundaries).

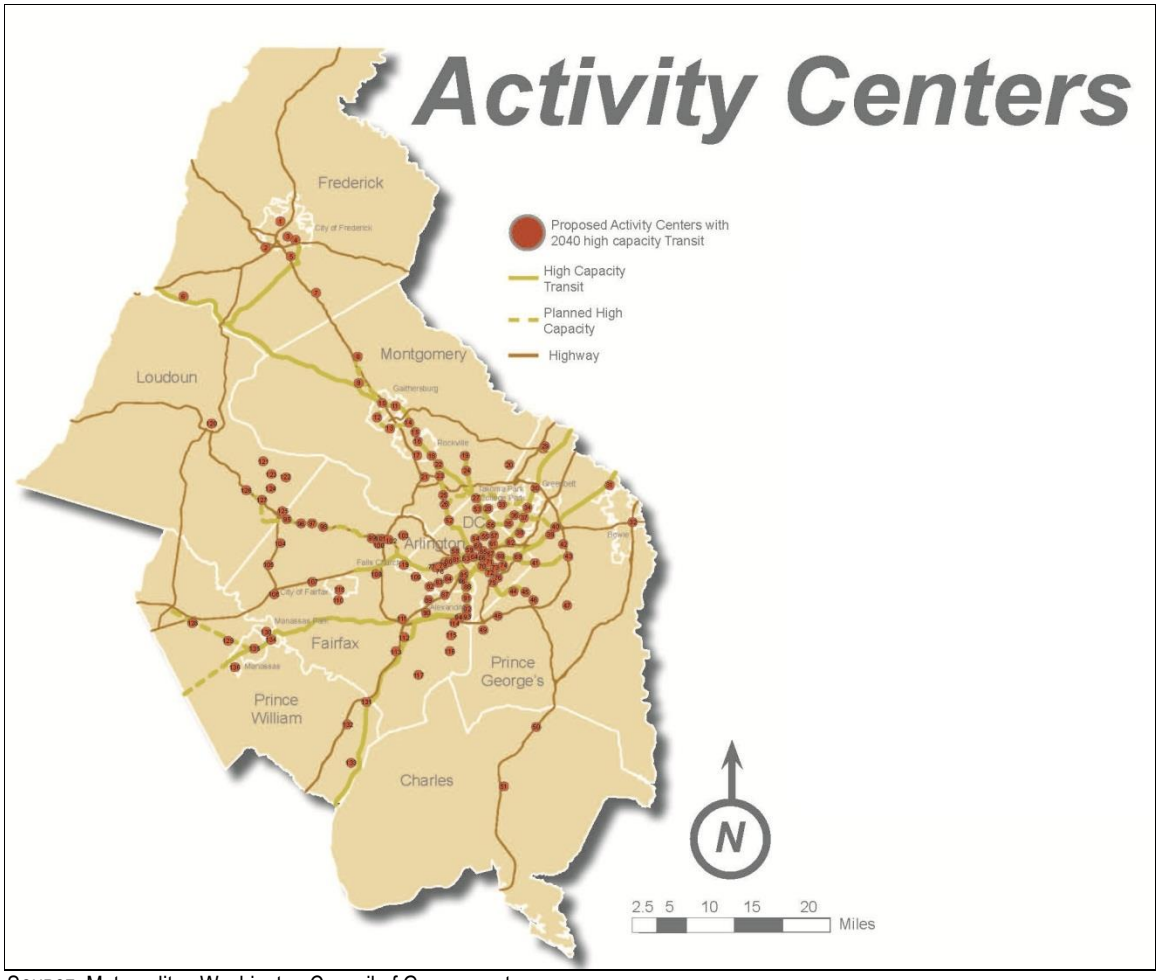
Incentives

The *Activity Center Strategic Investment Plan* project will survey Activity Centers and categorize them into typologies according to shared physical and market characteristics. Based on these typologies, recommendations will be developed to guide the type, scale, and timing of investments needed to strengthen or enhance the centers.

Highlights

- Regional goals for centers:
    - 70% of centers will be served by transit by 2040.
    - Beginning in 2012, centers will capture 75% of the square footage of new commercial construction and 50% of new households will be in Regional Activity Centers.
    - By 2020, the housing and transportation costs of Regional Activity Centers will not exceed 45% of area median income.
    - By 2012, at least 80% of new or preserved affordable housing units will be located in Regional Activity Centers.
- Recently adopted more, smaller centers:
    - Went from 59 to 136 centers

- Based on new selection approach
- Criteria are a hybrid of policy-oriented measures and technical guidelines.
- "Core Attributes + Any two Additional Attributes = Activity Center" (there are two required core attributes and four additional attributes to choose from)



SOURCE: Metropolitan Washington Council of Governments

Metro Vancouver

Quick Facts

Number of centers: 26
Land area (2011 Canadian Census Metropolitan Area): 1,113
Population (2011 Canadian Census): 2,313,328
Regional plan name: 2011 *Metro Vancouver 2040 – Shaping Our Future*
Major city in the region: Vancouver, B.C.

History

Metro Vancouver has included a center strategy in their regional plans since 1976. In the Vancouver system, centers are jurisdictions rather than subareas of cities or towns (similar to VISION 2040's regional geographies).

From 2006-2011, Metro Vancouver updated its growth management strategy and developed a more explicit role for Metro in designating centers and providing targets and expectations for growth, density and transit. The center types in Metro Vancouver's 2011 regional growth strategy are as follows:

- Metropolitan Core – Downtown Vancouver and Central Broadway
- Surrey Metro Centre – Center of activity south of the Fraser River
- Regional City Centres – Major regional centers, serving Metro Vancouver's subregions (7 total)
- Municipal Town Centres – Hubs of activity within municipalities (17 total)

In addition, Metro Vancouver identifies a new type of centre called Frequent Transit Development Areas "where transit, cycling and walking are the preferred modes of transportation" and which "complement the network of Urban Centres."

Roles

Centers encourage a compact urban area and are intended to be the region's primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher-density housing, commercial, cultural, entertainment, institutional, and mixed uses.

Beyond these goals for the centers as a whole, the regional plan differentiates the roles the center types play based on the area served by the center (i.e., their market-shed). Specifically, the language states:

- Regional-scale employment, services, business, and commercial activities are offered by *regional-serving* centers (Metropolitan Core, Surrey Metro Centre, and Regional City Centres).
- Local-scale employment, services, business and commercial activities are characteristic of *local municipal-* or *local area-serving* centers.

Criteria

Urban Centres and FTDAs have targets for housing and employment, as well as guidelines for land use and transportation characteristics. These are shown in the following table.

FIGURE A-9. VANCOUVER URBAN CENTRES TARGETS FOR GROWTH – DWELLING UNITS AND EMPLOYMENT (EXCERPT)*

	Dwelling Units		Growth		Employment		Growth	
	2006		2006-2041		2006		2006-2041	
	#	%	#	%	#	%	#	%
Metropolitan Core	88,000	10%	31,000	5%	256,000	22%	57,000	10%
Surrey Metro Centre	8,300	1%	34,700	6%	18,000	2%	31,000	5%
Regional City Centres	71,000	8%	91,000	16%	124,000	11%	113,000	19%
Municipal Town Centres	49,000	6%	74,000	13%	69,000	6%	94,000	16%
Urban Centres Total	**216,300**	**26%**	**230,700**	**40%**	**467,000**	**40%**	**295,000**	**50%**
Frequent Transit Development Areas	217,000	26%	161,000	28%	254,000	22%	158,000	27%
General Urban Area	382,000	45%	179,000	31%				
Rural, Agricultural, Conservation and Recreation	33,000	4%	3,000	1%				
Metro Vancouver Total	848,000	100%	574,000	100%				
All Other Areas					437,000	38%	142,000	24%

*Table from *Metro Vancouver 2040 – Shaping Our Future*, 2011

Designation Process

The current 26 Urban Centres were identified through the process to create the Regional Growth Strategy. Metro Vancouver has not received requests for new centers, but is processing requests to add FTDAs. There is a process in place for such requests:

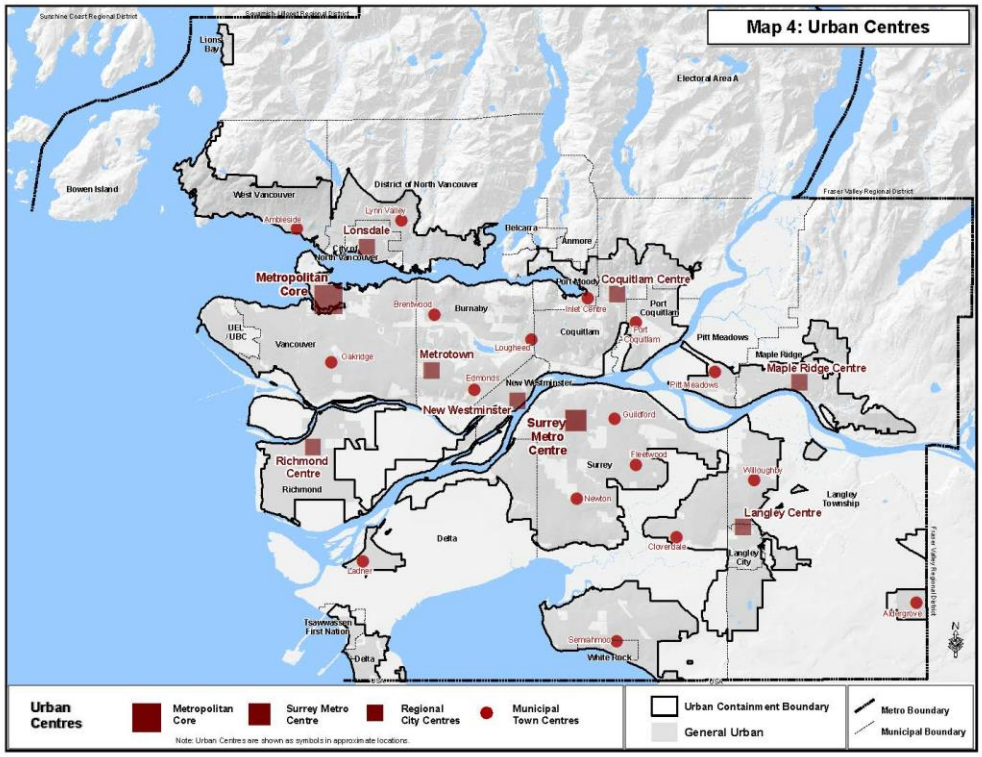
- Requests for new centers are made by municipalities by a resolution of council.
- Metro Vancouver staff review the request and write a staff report recommending the request.
- A multi-agency committee of municipal staff, TransLink (the region's transportation authority) and Metro Vancouver staff review and comment on the staff report.
- The report is forwarded to the Metro Vancouver Board for consideration.
- If the Board decides to proceed, a public hearing is held.
- After the public hearing, the Board decides whether to proceed with adding the center.

Changes to the boundaries of Urban Centres and Frequent Transit Development Areas are proposed by municipalities and may be subject to acceptance by the Metro Vancouver Board. Additions or deletions of Urban Centres require that the municipality request a "Type 2" amendment to the Regional Growth Strategy. A Type 2 amendment requires a regional public hearing and a two-thirds weighted vote of the Board in order to pass. Additions or deletions of Frequent Transit Development Areas require a "Type 3" amendment, a minor amendment process requiring a 50%+1 weighted vote of the Board and no regional public hearing.

The RGS was adopted in July 2011. Municipalities have a two-year timeframe in which they must submit a "Regional Context Statement," a document that shows the relationship between the RGS and the municipality's "Official Community Plan." The Regional Context Statement must include parcel-based boundaries, indicate the percentages of targeted new housing and employment growth, and policies that support development of the Urban Centres and FTDAs. These context statements are sent to the Board for approval. The deadline for all of the municipalities to submit the context statement was July 29, 2013.

Highlights

- Metro Vancouver's centers are expected to accommodate a larger share of the region's dwelling units and employment than existing conditions. Centers are to accommodate 40% of dwelling unit growth and 50% of employment growth. This exceeds the current shares in centers, which contain 26% of existing dwelling units and 40% of existing employment.
- The regional criteria are policy-based, rather than simply quantitative measures. This is based on the recognition that a one-size fits all approach is not workable.
- The region uses a multi-agency negotiation process, with an oversight committee, to review and recommend new centers.
- Municipalities request the type of Urban Centre that they wish to include in the Regional Growth Strategy (e.g., Regional City Centre or Municipal Town Centre). Metro Vancouver staff review the request, and consider factors such as growth capacity, land use and transportation characteristics of the proposed Urban Centre. The Regional Growth Strategy contains "Guidelines for Urban Centres and Frequent Transit Development Areas" (Table 3, p. 19) which establish broad criteria for proposed Urban Centres and FTDAs.
- New centers can be proposed at any time.
- Since the adoption of the plan in 2011, three FTDAs have been added and another nine are anticipated to be added by the end for 2013.



SOURCE: Metro Vancouver

Denver Regional Council of Governments

Quick Facts

Number of centers: 103
Land area (2010 Census Urbanized Area): 766
Population (2010 Census): 2,659,098
Regional plan title: *Metro Vision 2035*
Major city in the region: Denver, CO

History

Urban centers appeared in Denver Regional Council of Government's (DRCOG) regional plan in 1978. The number and location of the centers has been revised several times, with updates such as adding center types and adding detail to the designation process. More recently, the centers framework and typology was simplified and center types consolidated.

Framework

After the recent updates, DRCOG has one type of growth center: Urban Centers. They will be categorized as existing, emerging, and planned. They are not hierarchical. The new framework focuses on where centers are at in their individual development cycles, considering whether they are largely urban and built-out (Existing), built-out or partially built-out but anticipating significant growth, i.e., suburban area that is replacing single-story commercial with vertical mixed use (Emerging), or a place where the local government has significant plans for future growth consistent with Metro Vision but there is little development currently (Planned).

Roles

The most recent plan, *Metro Vision 2035*, sets a goal for urban centers, as a whole, to accommodate "50 percent of new housing and 75 percent of new employment between 2005 and 2035." This was established through a review of sustainability scenarios for the centers—one scenario matching existing conditions, one very aggressive, and one scenario in the middle. Through an analysis of horizon year totals (existing + new population and employment), and public process, the Board established the 50/75 percentages.

Designation Process

DRCOG has two plan amendment cycles each year. Small administrative changes (e.g., minor boundary modifications) are processed during the first cycle. New centers are considered only during the second cycle. DRCOG also requests that local governments schedule consultation meetings with DRCOG staff to discuss their proposals.

The region is considering a more detailed designation and amendment process for existing centers, in addition to its process for center amendments.

Currently, Urban Centers are designated through a collaborative process including a jurisdiction with a potential Urban Center, DRCOG staff, and an evaluation panel. The panel includes "representatives of member governments and regional planning partners that have actively contributed to the development and implementation of *Metro Vision*," with the DRCOG board holding final authority to approve proposed Urban Centers.

The evaluation panel uses weighted criteria to qualitatively evaluate urban center proposals. There is no threshold score for approving or denying the application; rather, the panel makes a recommendation based on the overall characteristics of the application. The criteria are as follows:

- Existing and proposed housing and employment densities (10% of weighted score)
- Existing and proposed efforts to create an urban center that is active, bicycle-, pedestrian- and transit-friendly (25%)
- Existing and proposed efforts to create a range of housing, employment and supporting service opportunities for people of all ages, incomes and abilities (25%)
- Existing and proposed strategies and activities within the proposed urban center that will contribute to the region's collective achievement of Metro Vision's other sustainability goals (20%)
    - Reduce the percent of trips to work by single-occupant vehicle to 65% by 2035
    - Reduce regional per capita vehicle miles traveled by 10% between 2005 and 2035
    - Reduce per capita Greenhouse Gas emissions from the transportation sector by 60% between 2005 and 2035
    - Increase the rate of construction of alternative transportation facilities
    - Reduce regional per capita municipal and industrial water use
- Existing and proposed efforts to work with surrounding neighborhoods and communities on the vision, plan, implementation and any necessary and/or recommended mitigation strategies for the proposed urban center (10%)
- Local commitment and innovation (10%)

Designation Criteria

With the recent changes to the urban centers framework in this region, there are no longer specific criteria that centers have to meet. Rather, new center proposals are evaluated using the aforementioned criteria, and within the context of the overall growth accommodation goals for centers.

Monitoring

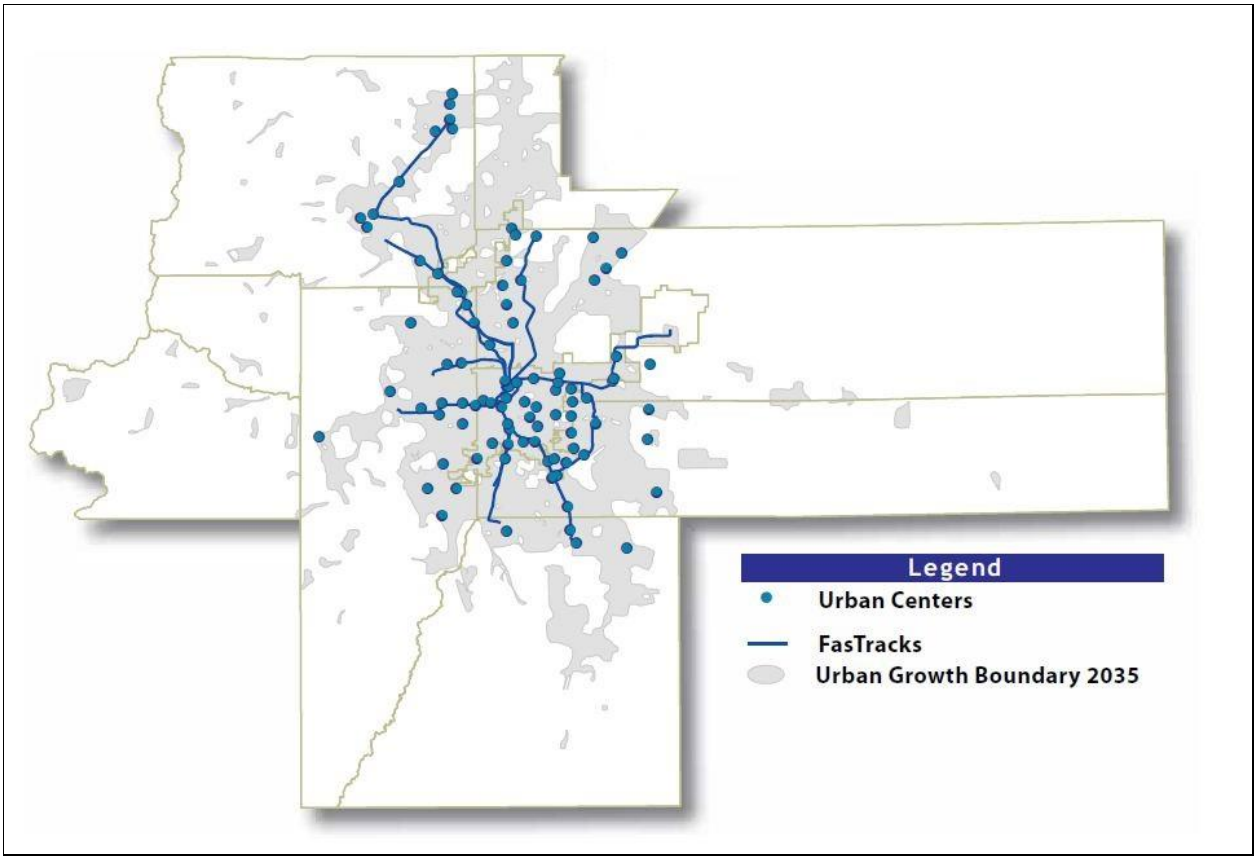
On-going evaluation and assessment of Urban Centers is conducted. The region has processes that allow them to revise or remove (at the request of the local jurisdiction) Urban Centers.

Highlights

- This region has significantly streamlined its centers framework and now includes only one type of center, Urban Centers, which are categorized as existing, emerging, and planned. These categories are not hierarchical.
- The region uses an evaluation panel when considering new applications. They also have a specific "window" for application submittal and review.
- DRCOG has two plan amendment cycles each year, one for small administrative changes (e.g., minor boundary modifications) and another for considering new centers.
- The goal for centers to accommodate 50% of new housing and 75% of new employment is considered as part of the overall review of new centers. There is continuing review of these

goals—some economic development stakeholders consider these to be potentially too aggressive, although recent growth monitoring indicates that the region is not too far off from these goals, particularly related to employment.

- The overarching goals for centers as a whole (50% of new housing and 75% of new employment) creates a benchmark goal against which the centers' overall performance in growth accommodation can be measured. The goal has the potential to be used to structure center distribution and overall numbers. DRCOG is currently in the process of designing a survey to help measure progress toward these goals.
- The regional plan includes a large number of centers under the expectation that centers designation supports good planning. The survey will also help assess whether existing centers are still a local priority and, if so, whether their expectations of the characteristics and qualities of future growth are consistent with the attributes of urban centers outlined in Metro Vision (e.g., mixed-use, multi-modal, with a variety of housing options).
- This region continues to designate additional centers beyond the 103 they currently have listed in their regional plan. The region is considering a more detailed designation and amendment process for existing centers, in addition to its process for center amendments.



SOURCE: Denver Regional Council of Governments

Delaware Valley Regional Planning Commission

Quick Facts

Number of centers: About 120
Land area (2010 Census Urbanized Area): 1,967
Population (2010 Census Urbanized Area): 5,379,639
Regional plan name: *Connections 2035 – The Regional Plan for a Sustainable Future*
Major city in the region: Philadelphia, PA

History

The Delaware Valley Regional Planning Commission (DVRPC), serving the Greater Philadelphia region, identified "Planning Areas" in their 2020 long-range plan. These are larger geographic areas and are similar to PSRC's VISION 2040 Regional Geographies.

Centers, which are subareas of the Planning Areas, were first included in the 2030 long-range plan (adopted in June 2005). Planning Areas guide policy direction at the regional scale while Centers organize and focus growth more locally.

Framework

DVRPC currently identifies four Planning Area types and seven Center types as part of their Livable Communities strategy within their long-range plan, *Connections 2035 – The Regional Plan for a Sustainable Future*.

Planning Areas

• Core Cities	• Developed Communities/ Mature Suburbs	• Growing Suburbs	• Rural Areas

Centers (subareas):

•Metropolitan Center	•Metropolitan Subcenter	•Suburban Center	•Town Center
•Rural Center	•Planned Town Center	•Neighborhood Center	

Roles

Center *types* are designated based on the centers' roles in the region and their characteristics. For example, Town Centers are pedestrian- and transit-friendly areas that offer a mixture of high-density residential and commercial land uses and a distinct downtown/main street surrounded by suburban land uses, while Suburban Centers are areas of regionwide significance which reflect existing job concentrations and a mix of office, retail and services, but lack the pedestrian scale characteristic of town centers.

As defined in the regional plan, "Centers provide a focal point in the regional landscape that can reinforce or establish a sense of community for local residents and serve as a basis for organizing and focusing the development landscape. By concentrating new growth around and within centers, the region can both preserve open space and reduce infrastructure costs. The densities and mixed-uses found within centers can enhance the feasibility of walking, bicycling, and public transit."

Designation Process and Criteria

Town and Rural Centers are by definition of relatively higher density than their surrounding land uses and have an integrated mix of residential and employment-generating land uses. The first step towards identifying these centers was to calculate and review the mix and number of residents and employees per developed acre by TAZ. Almost 300 TAZs in 115 municipalities with a minimum threshold of *both* six people and three employees per developed acre were identified for consideration as potential centers by the region. Communities that were eligible for DVRPC's Classic Towns program and designated centers from the New Jersey State Development and Redevelopment Plan were also considered for possible inclusion as centers.

In addition to a mix of land uses and relatively higher densities, both Town and Rural Centers have a unique history, character, and sense of place. They have a distinct downtown or main street, are walkable and, where feasible, served by transit. Town Centers are generally of a larger scale than Rural Centers and are surrounded by suburban land uses, while Rural Centers are surrounded by rural and agricultural land uses. Centers that fit these characteristics were selected from the broader list of potential centers and classified as either Town or Rural Centers based on their land use and development pattern, county consultation, and professional judgment.

Implementation

DVRPC is developing incentive programs, including the Transportation & Community Development Initiative (TCDI) and Efficient Growth for Growing Suburbs (EGGS), to promote and support their Livable Communities strategy.

Planning Area and Center designations have been used to determine eligibility for the TCDI grant program. Core Cities, Developed Communities/Mature Suburbs, and identified Centers were automatically eligible. Socially or economically disadvantaged areas, identified as census tracts with three or more "degrees of disadvantage" as compared to the region were also eligible if they were identified as appropriate for future growth or redevelopment in the plan. Eligible community criteria will be re-examined by a committee of state, regional and county planners for the next TCDI round, which is planned to launch in the summer of 2014.

The Transportation and Community Development Initiative (TCDI) is a grant program that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley. TCDI was begun in 2002 to reverse the trends of disinvestment and decline in many of the region's core cities and developed communities. TCDI provides a mechanism for municipalities to undertake locally directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the long-range land use and transportation plan, Connections 2035. It seeks to support and leverage state and county programs by providing funding in selected areas to undertake planning, analysis, or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency of the regional transportation system.

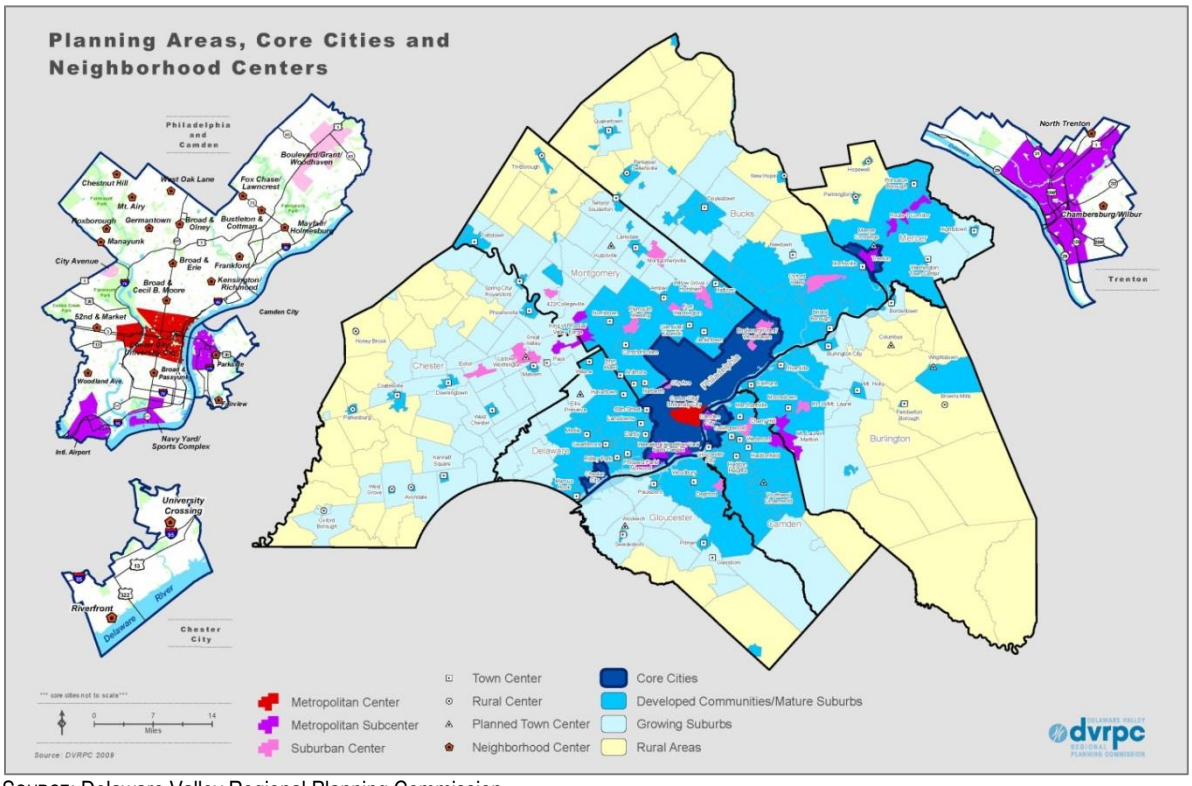
Funding for TCDI comes from a combination of state transportation dollars and federal Surface Transportation Program funds. Through fiscal years 2002-2012, DVRPC has distributed $12.4 million to over 140 communities throughout the region for TCDI planning grants. These projects are located in the downtowns, commercial centers, neighborhoods, transit corridors within the region's older suburbs and Core Cities of Camden, Chester, Trenton, and Philadelphia.

Efficient Growth for Growing Suburbs (EGGS) is a grant program administered by DVRPC and funded by the Pennsylvania Department of Transportation. The program helps growing communities in the DVRPC region of southeastern Pennsylvania improve growth management and community design and optimize the efficiency of their existing and planned transportation network through better linkages between land use and transportation planning.

EGGS funds planning, design, preliminary engineering, ordinance writing, and feasibility studies that promote smart growth principles, enhance community livability, and optimize transportation investments. These activities ultimately support the region's Connections long-range plan. Municipalities designated as Growing Suburbs were eligible for EGGS grants.

Highlights

- The regional plan contains over 100 designated centers; however, designation as a center does not contain explicit expectations for planning at the local level.
- At the regional plan level, identification of centers has helped focus regional investments in more-developed existing communities rather than less-developed outlying areas.
- Center designation also has implications in the transportation project selection process of the long-range plan. Potential projects are evaluated and rated by the total population and employment in Plan Centers that would be served by the project.
- DVRPC is developing incentive programs, including the TCDI and EGGS, to promote and support their Livable Communities strategy.
- The region has engaged the state in investing state transportation dollars into regional centers.



SOURCE: Delaware Valley Regional Planning Commission

Association of Bay Area Governments

Quick Facts

Number of centers: About 115
Land area (2010 Census Urbanized Area): 1,419
Population (2010 Census Urbanized Area): 6,867,467
Regional plan title: *FOCUS*
Major city in the region: San Francisco, CA

History

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) lead the Bay Area's long-range plan, *FOCUS*, with support from the Bay Area Quality Management District and the Bay Conservation and Development Commission.

ABAG first adopted centers, called Priority Development Areas (PDAs) in the *FOCUS* plan in 2007. More PDAs were adopted in 2008 for a total of 115.

Framework

FOCUS includes nine PDA Place Types which may be identified as Planned or Potential (described below).

Center Types (subareas)				
•Regional Center	•City Center	•Transit Town Center	•Suburban Center	•Urban Neighborhood
•Transit Neighborhood	•Mixed-Use Corridor	•Employment Center	•Rural Town Center/Mixed-Use Corridor	

Roles

The plan identifies different roles for each type of center, describing existing and potential housing, employment, retail, entertainment, transit service, population densities, and the character of the center. The plan also differentiates roles the center types play based on the area served by the center (i.e., its market-shed). Specifically the language states:

- Regional Centers are primary centers of economic and cultural activity for the region. These are the regional downtowns…
- City Centers … are magnets for surrounding areas, while also serving as commuter hubs to the larger region.
- Suburban Centers can act as both origin and destination settings for commuters, with a mix of transit service connected to the regional network.
- Transit Town Centers are more local-serving centers of economic and community activity than City Centers and Suburban Centers and attract fewer users from the greater region.
- Urban Neighborhoods … usually feature local-serving retail mixed in with housing.
- Transit Neighborhoods usually do not have enough residential density to support a large amount of local-serving retail, but can be served by nodes of retail activity.
- Mixed-Use Corridors … create a focus of economic and community activity without a distinct center and their effect is usually limited to the corridor strip.

Designation Criteria

FIGURE A-10. ABAG CENTERS DESIGNATION CRITERIA*

	Regional Center	City Center	Suburban Center	Transit Town Center	Urban Neighbor-hood	Transit Neighbor-hood	Mixed-Use Corridor
Station Area Total Units Target [2]	8,000-30,000	5,000-15,000	2,500-10,000	3,000-7,500	2,500-10,000	1,500-4,000	2,000-5,000
Net Project Density (New Housing) [3]	75-300 du/acre	50-150 du/acre	35-100 du/acre	20-75 du/acre	40-100 du/acre	20-50 du/acre	25-60 du/acre
Station Area Total Jobs Target	40,000-150,000	5,000-30,000	7,500-50,000	2,000-7,500	N.A.	N.A.	750-1,500
Minimum FAR (New Employment Development)	5.0 FAR	2.5 FAR	4.0 FAR	2.0 FAR	1.0 FAR	1.0 FAR	2.0 FAR

*Table from MTC *Station Area Planning Manual*, 2007

[1] Station Area typically refers to half mile radius around station or roughly 500 acres

[2] The MTC TOD Policy corridor housing thresholds—which represent an average for the entire corridor—still apply to Resolution 3434 Transit Expansion projects.

[3] Allowable densities within the 1/2-mile station area should fall within this range and should be planned in response to local conditions, with higher intensities in close proximity to transit and neighborhood-serving retail areas.

Designation Process

The original designation of PDAs occurred in 2007 and 2008. Jurisdictions and congestion management agencies submitted applications for over 100 PDAs. The FOCUS Working Group, made up of local government, congestion management agencies, transit agency, and stakeholder representatives, worked with ABAG staff to divide proposed PDAs into Planned or Potential categories. ABAG's Executive Board then adopted the new PDAs.

Applications for new PDAs or revisions to existing PDAs are accepted on a rolling basis with a process similar to the designation of the original PDAs. For new PDAs, the application review process involves the following steps:

1. Upon receipt, applications will be checked for completeness and eligibility.
2. FOCUS staff will recommend designation of eligible areas as a Planned or Potential Priority Development Area based on the planning status for the area's development vision and submission of the supporting local government resolution. To qualify for Planned PDA Status, the plan for the area should:
    a. Include a map designating the land uses for the plan area.
    b. Identify densities/development intensities for plan land uses.
    c. Include implementing actions/an implementation plan.
3. If staff recommends designation as a Planned PDA, the applicant will be asked to complete a PDA Assessment Survey to provide more detailed information about the priority area.
4. Staff recommendations will be presented to ABAG's Regional Planning Committee (RPC) for approval and then to ABAG's Executive Board for regional adoption.

Planned PDAs must have an adopted land use plan and a resolution of support from the city council or county board. They are eligible for capital infrastructure funds, planning grants, and technical assistance. Potential PDAs would be eligible for planning grants and technical assistance only until the

PDA's jurisdiction adopts a land use plan and resolution, at which time the Potential PDA may apply to be changed to a Planned PDA.

Incentives

The regional agencies are working to develop a program of technical assistance, planning grants, and capital funding for local governments undertaking PDA development. The Regional Transportation Plan adopted in 2009 is one opportunity to identify supportive funds. Other opportunities will be pursued in partnership with the state of California and a variety of funding sources.

Highlights

- Priority Development Areas – 115
  - Planned: eligible for capital infrastructure funds, planning grants, and technical assistance
  - Potential: eligible for planning grants and technical assistance
  - No hierarchy
- Applications for new PDAs or revisions to existing PDAs are accepted on a rolling basis.

SOURCE: Association of Bay Area Governments

Summary Observations

This review has identified approaches or methods not contained in VISION 2040's multicounty planning policy framework, PSRC's Designation Procedures for New Regional Centers or in the Transportation Improvement Program's Policy Framework. How these relate to potential opportunities or identified issues is discussed below.

Center Framework and Center Roles

- PSRC's system focuses on the most regionally significant locations while still encouraging local centers. Some peer regions include a more complex system. These frameworks sometimes contain hierarchies and center types differentiated by the roles they play in the region. Some of the metrics used are market access (i.e., the number of people that can access the center), markets served (similarly, the number of people served by the center), or travel-shed access.
- VISION 2040's policies direct PSRC to establish a framework for subregional centers. Other regions provide models for additional elements to include in this framework in terms of roles, expectations and limitations. Including more center types encourages additional jurisdictions to be part of the regional planning process, although there are potential concerns about losing focus and spreading resources too thinly if not carefully addressed.

Designation Process and Criteria

- PSRC's Designation Procedures have clear minimum density thresholds when new centers are proposed. Some peer regions have a goal for the centers as a group. This creates a benchmark against which new centers are considered within a larger context. VISION 2040's action to evaluate the existing centers speaks to assessing the system as whole; without clear benchmarks, this has been a challenge.
- PSRC's Designation Procedures for new centers are among the clearest of the peer regions. PSRC's expectations for new centers are quite high in terms of the amount of planning they must undertake before designation and the processes they follow once designated. Some other regions have also adopted approaches for processing changes for existing centers, whereas PSRC existing centers have no process expectations once designated; this creates an inequity in the PSRC system.
- VISION 2040's center framework is built around linking centers with high-capacity transit service and creating transit-oriented communities; however, transit service levels and types are not explicitly considered in PSRC's provisions. Some peer regions explicitly consider transit in their designations.

Implementation

- PSRC has a well-defined designation process that links regional and local planning together. The system is voluntary and incentive-based and it ties regional funding to plan implementation through the competitive award of regionally managed transportation funds. Some peer regions provide funding support for plan development, or "implementation plans." PSRC provides capital funding for transportation and economic development; however, it does not provide funding for centers plan development.
- Most, although not all, of PSRC's designated regional centers have fairly well established plans—either subarea plans or separate elements in local jurisdiction comprehensive plans. Some jurisdictions are taking the planning to the next level and adopting "implementation plans" such as Planned Action environmental impact statements, Transit Master Plans, Streetscape Amenity and Design Plans, etc. Providing funding for this next level of planning could create an incentive to finish the basic expected level of planning called for in VISION 2040 and in the Designation Procedures.

Puget Sound Regional Council
PSRC