

Regional Growth Strategy

Goal: *The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.*

VISION 2050 is a shared strategy for how and where the central Puget Sound region can grow to a forecast of 5.8 million people and 3.4 million jobs by the year 2050. The Regional Growth Strategy considers how the region can distribute the forecasted growth, primarily within the designated urban growth area, and support development near high-capacity transit in the region. The strategy is a description of a preferred pattern of urban growth that has been designed to minimize environmental impacts, support economic prosperity, advance social equity, promote affordable housing choices, improve mobility, and make efficient use of new and existing infrastructure.

VISION 2050 envisions a future where the region:

- Maintains a stable urban growth area.
- Focuses the great majority of new population and employment within the urban growth area.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Within the urban growth area, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of jobs, housing, services, and other activities.
- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

Under the Growth Management Act, counties, in consultation with cities, are responsible for adopting population and employment growth targets to ensure that each county collectively is accommodating projected population and employment. These population and employment growth targets are a key input to local comprehensive plans. Jurisdictions use growth targets to inform planning for land use, transportation, and capital facilities. The Regional Growth Strategy provides a regional framework for the countywide growth target process by defining expectations for different types of places. It will be critical for cities across the region to work together and with the public to plan for new growth, particularly near major transit hubs.

A Framework for Growth

The Growth Management Act identifies three distinct landscapes: urban lands, rural lands, and natural resource lands. The Act makes clear that the long-term sustainability of rural and resource lands is dependent on accommodating development within the designated urban growth area. The designation of the urban growth area also helps channel investments in infrastructure within already built-up areas—especially cities.



How and where growth happens within the urban growth area has differing impacts on regional mobility, environmental outcomes, and community development. In response to the central challenge of climate change and reducing greenhouse gas emissions, VISION 2050 builds on the state Growth Management Act framework and the regional emphasis of focusing growth into centers and near high-capacity transit options to create more sustainable communities and reduce emissions. Compared to past trends, the strategy encourages more population and employment growth in the largest and most transit-served communities in the region. [Environmental review for VISION 2050](#) showed that, compared with a range of alternatives, this growth pattern would have significant benefits for mobility, air quality, environmental stewardship, and healthy communities.

The region's varied rural areas offer a diverse set of natural amenities. Common features include small-scale farms, wooded areas, lakes and streams, and open spaces. Technically, rural lands are those areas that are not designated for urban growth, agriculture, forest, or mineral resources. Rural development can consist of a variety of uses and residential patterns that preserve rural character. The strategy encourages lower rates of growth in rural areas and in outlying communities to preserve rural landscapes and reduce long car trips.

Most of the region's total land area is designated as natural resource lands, state lands, or federal lands. These areas include agricultural lands that have long-term significance for the commercial production of food or other agricultural products, forest lands that have long-term significance for the commercial production of timber, and mineral lands that have long-term significance for the extraction of minerals. The vast majority of this land falls under the forest lands designation, and much of this is protected under federal, state, and local regulations.

Both Major Military Installations and Tribal Lands are recognized in the Regional Growth Strategy because of their unique importance to the region. However, neither type of place is allocated forecasted growth in the strategy because both plan outside of the Growth Management Act. Military installations are governed by the federal government and tribal lands are sovereign Native American nations.

Urban Growth Area

Counties must work with their cities to designate an urban growth area as the primary location for growth and future development. All four counties in the region designated an urban growth area in the mid-1990s. Subsequently, only relatively minor adjustments to the urban growth area have been made. The Regional Growth Strategy was developed with the assumption that, with good planning and efficient land use, existing urban growth area designations can accommodate the population and employment growth expected by 2050. VISION 2050 calls for a stable and sustainable urban growth area into the future, thus any adjustments to the urban growth area in the coming decades should continue to be minor. When adjustments to the urban growth area are considered, it will be important to avoid encroaching on important habitat and natural resource areas. The Growth Management Act, countywide planning policies, and county comprehensive plans include requirements and procedures to amend the urban growth area.



Focusing Growth Near Transit and in Centers

Regional Centers

The emphasis on the development of centers throughout the region is at the heart of VISION 2050's approach to growth management. Regional growth centers are locations characterized by compact, pedestrian-oriented development, with a mix of office, commercial, civic, entertainment, and residential uses. Regional growth centers are envisioned as major focal points of higher-density population and employment, served with efficient multimodal transportation infrastructure and services. Jurisdictions with regional growth centers have worked to accommodate new growth, and centers have been successful in adding new housing and jobs. The [Regional Centers Framework](#) establishes two types of regional growth centers—metro growth centers and urban growth centers—and sets criteria and growth expectations for them. Metro growth centers are the densest and most connected places in the region and are expected to accommodate higher levels of growth.

Mixed-use centers of different sizes and scales—including large designated regional growth centers, countywide centers, local downtowns, and other local centers—are envisioned for all of the region's cities. Concentrating growth in mixed-use centers of different scales allows 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 impacts of urban growth.

The region also contains manufacturing/industrial centers. These are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/industrial centers are intended to continue to accommodate a significant amount of regional employment. The Regional Centers Framework establishes two types of regional manufacturing/industrial centers—industrial employment centers and industrial growth centers—and establishes different criteria and growth expectations for these centers. Unlike regional growth centers, these areas are not appropriate for residential growth.

Access to High-Capacity Transit

The central Puget Sound region is investing heavily in its high-capacity transit system and greatly expanding light rail, bus rapid transit, and passenger ferry service. Since the initial Regional Growth Strategy in VISION 2040 was adopted, the region’s voters approved two major Sound Transit ballot measures, and other transit agencies have significantly expanded planning for high-capacity transit. VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities. Rail, ferry, and bus rapid transit station areas are ideal for increased density, new residences, and businesses—referred to as transit-oriented development. Allowing for greater employment and population growth within walking distance to high-capacity transit promotes the use of the region’s transit systems and reduces the number of trips that require a personal vehicle. Transit-oriented development near stations located in or near manufacturing/industrial centers needs to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region’s overall economic vitality. VISION 2050 includes a goal for 65% of the region’s population growth and 75% of the region’s employment growth to be located in regional growth centers and within walking distance of high-capacity transit. This regional-scale goal provides a benchmark to inform local planning and continue to focus new growth as transit investments come into service. This goal also helps to measure regional progress, while providing flexibility for individual station areas.

Housing, Displacement, and Jobs-Housing Balance

Planning for a balanced distribution of affordable housing choices and jobs is critical to the success of the Regional Growth Strategy. Skyrocketing housing prices have displaced residents, particularly in major cities and near job centers. The displacement risk mapping discussed in the Development Patterns section identifies areas most at risk of cultural, economic, and physical displacement. VISION 2050 calls for jurisdictions to understand and to mitigate displacement for both people and businesses to the extent feasible. Collectively, cities and counties must plan for a wider variety of housing types and densities, particularly moderate density housing, to ensure the region can accommodate new growth while minimizing displacement of existing residents.

Uneven economic prosperity has also contributed to long commutes and the need for auto trips to retail and services. The Regional Growth Strategy encourages shifting expected employment growth from King County to Kitsap, Pierce, and Snohomish counties. Jobs-housing balance compares the relative amount of housing and employment in an area, with an aim toward reducing long commute trips. Across the region, the strategy plans for improved jobs-housing balance in most counties and subareas compared to today. Access to living wage jobs outside King County and access to affordable housing in and near job centers within King County are important for regional mobility, environmental outcomes, and community development.

Distributing Growth Using Regional Geographies

The Regional Growth Strategy is a cornerstone of VISION 2050, providing specific numeric shares to achieve a development pattern with fewer environmental impacts and a more compact urban form. VISION 2050 provides a framework for the distribution of growth to regional geographies. Geographies are defined by the idea that different types of cities and unincorporated areas will play distinct roles in the region’s future based on regional centers, access to high-capacity transit, and future planning.

High-capacity transit includes existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit.

Cities, towns, and neighborhoods of various sizes and character will continue to offer a wide choice of living options. The region’s centers framework fits within the regional geographies framework, with centers of different sizes and scales envisioned for all cities.

In the Regional Growth Strategy, the region’s landscape has been divided into nine types of geographies based on their size, function, and access to high-capacity transit:

- **Metropolitan Cities** (5 cities) and **Core Cities** (16 cities, including unincorporated Silverdale) include cities that have designated regional growth centers. Most are also connected to the region’s high-capacity transit system. These two groups of cities are and will be the most intensely urban places in the region.
- **High Capacity Transit Communities** (34 cities and unincorporated communities) are cities and unincorporated areas that are connected to regional high-capacity transit system. These urban unincorporated areas are also planned for annexation or incorporation.
- **Cities and Towns** (42 cities) are cities and towns with smaller downtown and local centers, which may be served by local transit.
- **Urban Unincorporated Areas** capture a wide variety of urban lands, both lightly and heavily developed. These areas may be served by local transit and may include areas identified as potential annexation or incorporation areas.
- **Rural Areas** and **Natural Resources Lands** describe the different types of unincorporated areas outside the urban growth area and include very low-density housing, working landscapes, and open space.
- **Major Military Installations** serve as hubs for both military and civilian employment and population.
- **Indian Reservation Lands** are permanent homelands of sovereign tribal nations designated through treaty, Executive, or Congressional Acts and are the home of the region’s native cultures and traditions. Tribes also retain interests and ownership of off-reservation land.

These regional geographies provide a flexible framework to distribute the region’s forecast growth to groups of places and allow for greater specificity than simply relying on county boundaries. (However, in some instances, an individual jurisdiction may stand alone within a regional geography category.) This framework provides clearer regional expectations about the roles of different types of cities and unincorporated areas in accommodating regional growth.

The Regional Growth Strategy by the Numbers

The Regional Growth Strategy is comprised of two parts. First is a growth concept that builds on the foundation provided in the Growth Management Act, emphasizing the role of the urban growth area, regional growth centers, and areas with access to high-capacity transit in accommodating future population and employment. The second part—the numeric growth allocations by regional geographies—contains specific shares to distribute forecast growth. The regional geographies framework calls for focusing growth into different categories of cities and urban unincorporated areas and recognizes the roles of the region’s counties in accommodating population and employment growth.



The Regional Growth Strategy is intended to coordinate growth among the region’s cities and towns as they periodically update local housing and employment growth targets and amend their local comprehensive plans. Countywide growth targets are based on population forecasts developed by the state Office of Financial Management and regional employment forecasts from PSRC.

The Regional Growth Strategy calls for different regional geographies to accommodate different shares of population and employment growth—within the region as a whole, as well as within each county. While relative amounts may differ somewhat between counties, the roles of regional geographies within each county are consistent for the region as a whole. Within each county, the relative distribution of growth to individual cities and unincorporated places will be determined through countywide target-setting, taking into account local circumstances.

The primary emphasis of the Regional Growth Strategy is on the shares of growth among regional geographies. The Regional Growth Strategy was developed using the PSRC macroeconomic forecasts for the year 2050 and Office of Financial Management assumptions about the relative shares of growth to each county.

The regional model and forecasts focus on long-term projections, using trend data to predict how many people and jobs the region can expect to add over the next 30 years. The regional macroeconomic forecast is a “big picture” long-range forecast of jobs, population, and households at the regional scale. Since business cycle upturns and downturns are included in that trend data, the forecasts are consistent with historical periods of stronger growth alternating with slowdowns over time.

However, the COVID-19 pandemic may have far-reaching effects that are unknown today and are different from the effects of a typical economic cycle. PSRC’s next regional forecast will include the best data available, including impacts from COVID-19 as captured in measures such as job totals and unemployment. As more data on the impacts from COVID-19 becomes available, PSRC will share findings showing the changes in key transportation, employment, workplace, and population trends.

Recognizing the potential of change to these regional forecasts, it is more useful to consider the share or percentages of regional and county growth in the tables that follow than the individual growth amounts.

Figure 5 – Regional Geographies

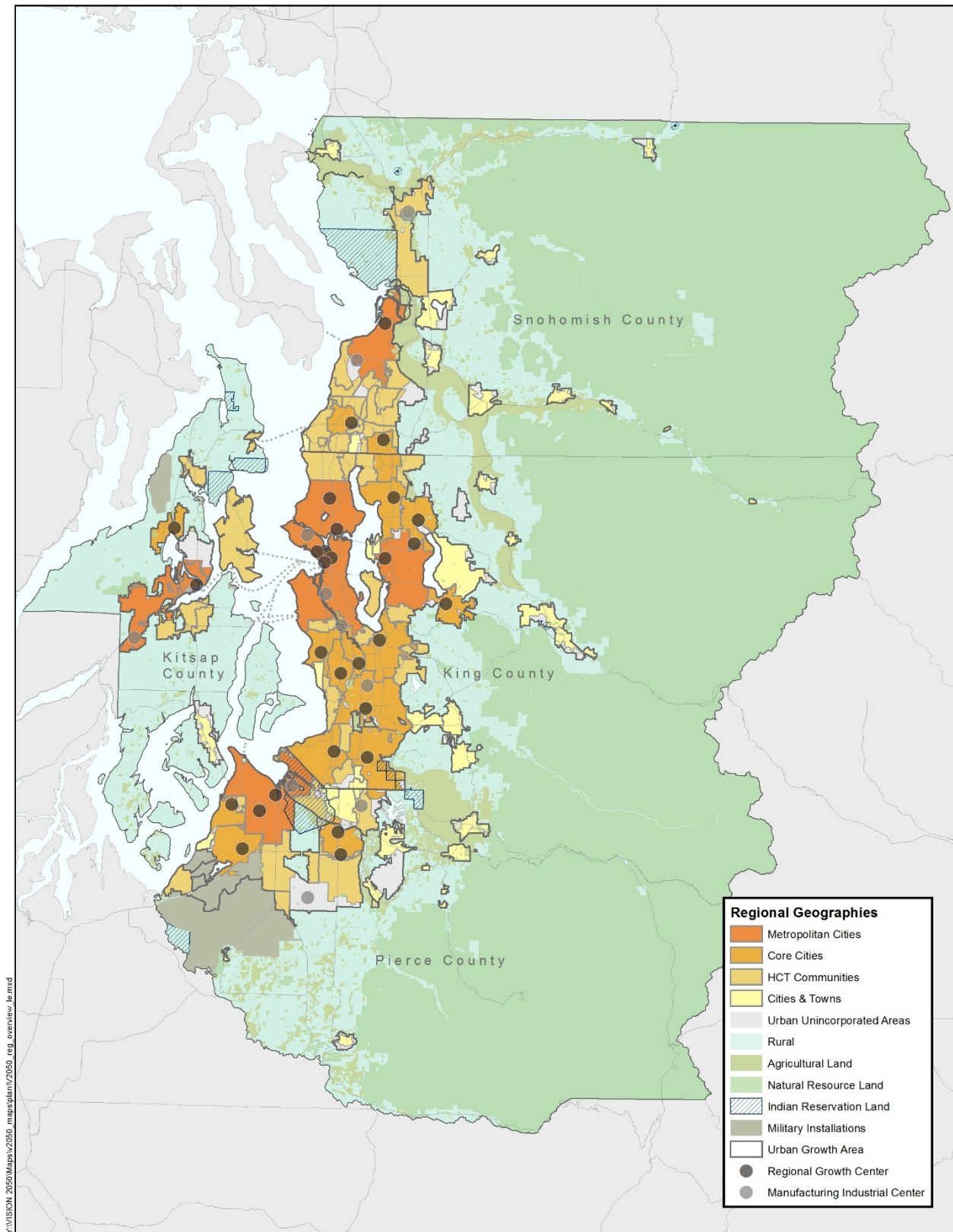


Figure 6 – Population Growth 2017-50, Preferred Alternative

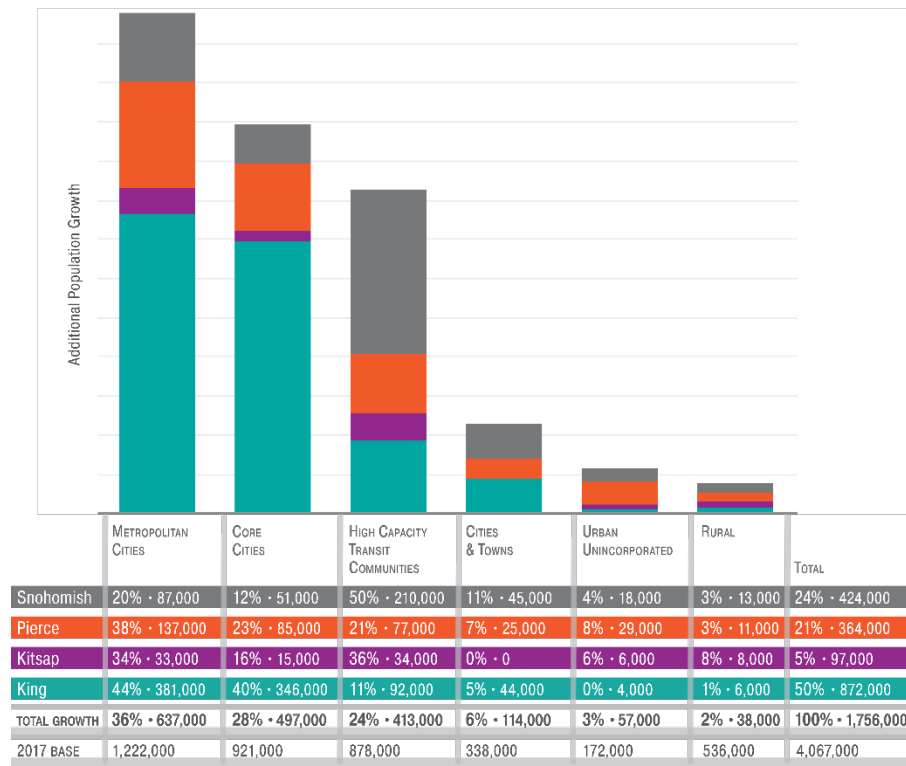
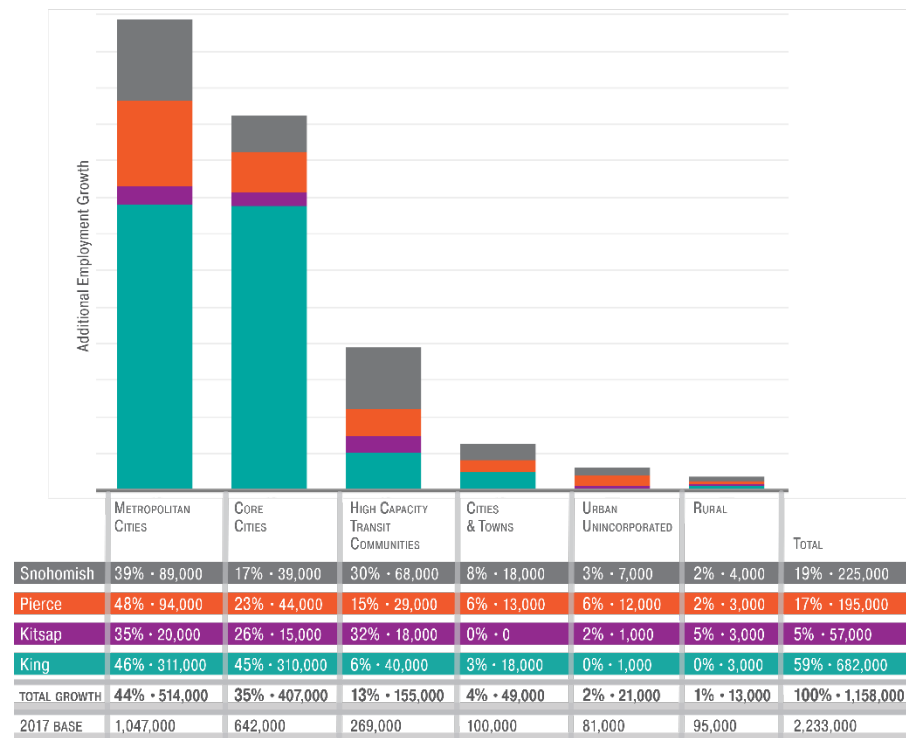


Figure 7 – Employment Growth 2017-50, Preferred Alternative

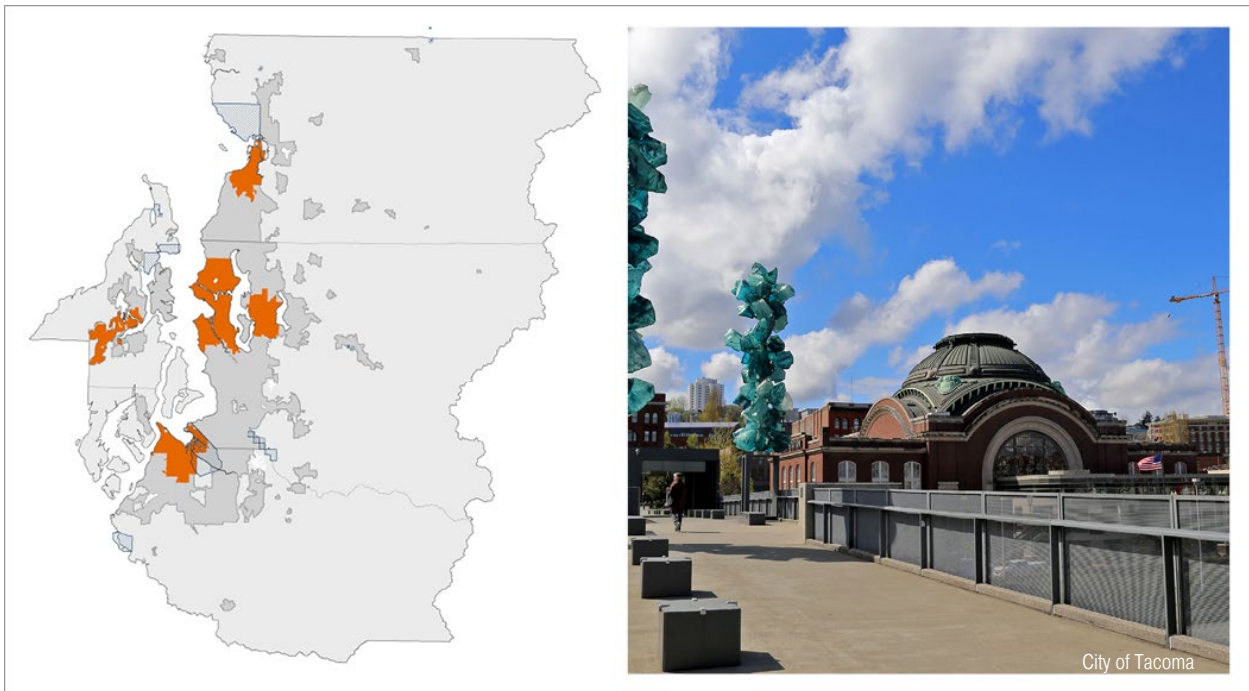


Metropolitan Cities

Each of the four counties in the region contains at least one central city that has convenient access to high-capacity transit and serves as a civic, cultural, and economic hub. At least one regional growth center has been designated within each of these Metropolitan Cities to serve as a focal point for accommodating both population and employment growth.

The Regional Growth Strategy calls for the five Metropolitan Cities to accommodate 36% of regional population growth and 44% of regional employment growth by the year 2050. It would be consistent with the spirit of the Regional Growth Strategy for the region’s Metropolitan Cities to accommodate an even larger share of forecast regional growth in the countywide growth targets, while aiming for a better balance of jobs and housing. Within Metropolitan Cities, jurisdictions should encourage growth near high-capacity transit and within regional growth centers to achieve regional growth goals.

Figure 8 – Metropolitan Cities



Metropolitan Cities (5 cities, 230 square miles): Bellevue, Bremerton & Bremerton Urban Growth Area (UGA), Everett, Seattle, and Tacoma

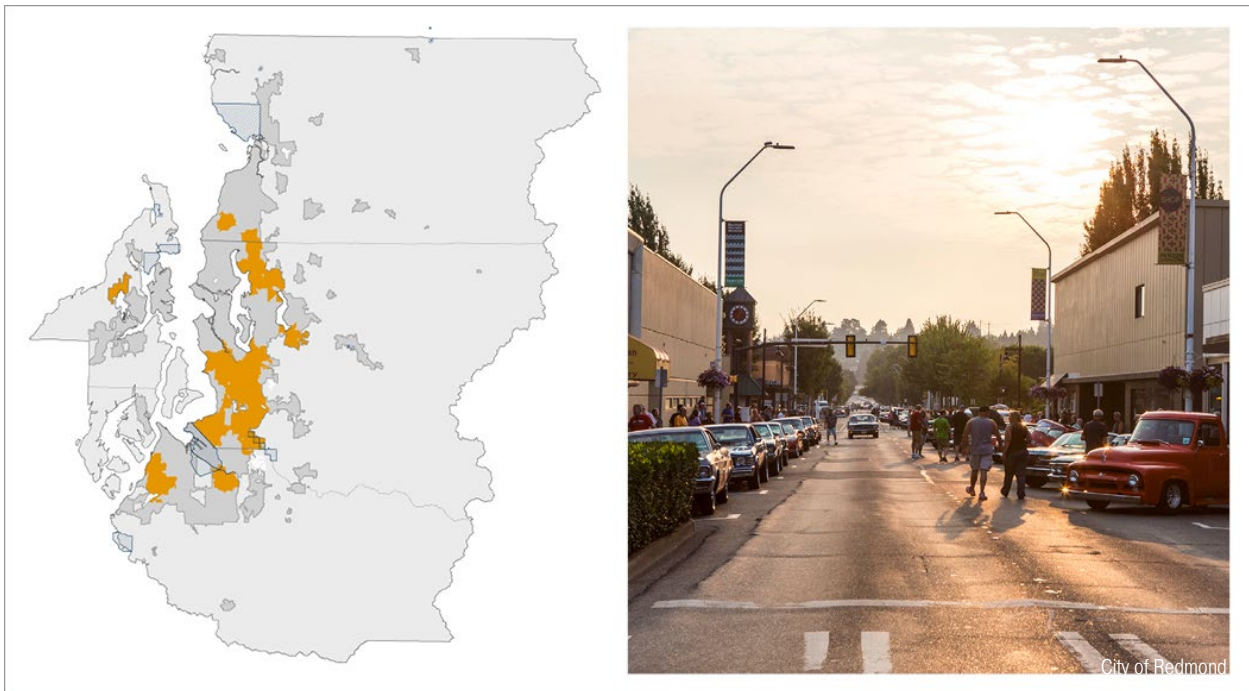
Metropolitan Cities in King and Pierce counties are expected to accommodate larger shares of their respective counties’ growth than those in Kitsap and Snohomish counties.

Core Cities

The region contains other major cities called Core Cities with designated regional growth centers intended to accommodate a significant share of future growth. These 16 cities (including the unincorporated community of Silverdale) contain key hubs for the region’s long-range multimodal transportation system and are major civic, cultural, and employment centers within their counties. The Regional Growth Strategy envisions a major role for these cities in accommodating growth while providing a significant share of the region’s housing.

The Regional Growth Strategy calls for the 16 Core Cities to accommodate 28% of the region’s population growth and 35% of its employment growth by the year 2050. Within Core Cities, jurisdictions should encourage growth near high-capacity transit stations and within regional growth centers to achieve regional growth goals.

Figure 9 – Core Cities



Core Cities (16 cities including Silverdale, 255 square miles): Auburn, Bothell, Burien, Federal Way, Issaquah, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale, Tukwila, and University Place

King County’s Core Cities are expected to accommodate a much larger share of King County’s growth than Core Cities in Kitsap, Pierce and Snohomish counties.



High Capacity Transit Communities

High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. High Capacity Transit Communities also includes urban unincorporated areas planned for annexation or incorporation and with existing or planned access to high-capacity transit. As the region’s transit system grows, these 34 communities play an increasingly important role as hubs to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

The Regional Growth Strategy calls for the 34 High Capacity Transit Communities to accommodate 24% of the region’s population growth and 13% of its employment growth by the year 2050.

Figure 10 – High Capacity Transit Communities

Map highlighting jurisdictions identified as metropolitan cities.



High Capacity Transit Communities (34 total, 274 square miles): Arlington, Bainbridge Island, Bothell Municipal Urban Growth Area (MUGA), Des Moines, DuPont, Edmonds, Edmonds MUGA, Everett MUGA, Federal Way Potential Annexation Area (PAA), Fife, Fircrest, Kenmore, Kingston, Lake Forest Park, Larch Way Overlap, Lynnwood MUGA, Marysville, Mercer Island, Mill Creek, Mill Creek MUGA, Mountlake Terrace, Mukilteo, Mukilteo MUGA, Newcastle, North Highline (Seattle PAA), Renton PAA, Parkland-Spanaway-Midland PAA, Pierce Mid-County (part), Port Orchard & Port Orchard UGA, Poulsbo & Poulsbo UGA, Shoreline, South Hill Planned Incorporation Area (PIA), Sumner, and Woodinville

High Capacity Transit Communities in Kitsap and Snohomish counties are expected to accommodate a much larger share of their county growth than High Capacity Transit Communities in King and Pierce counties.

Cities and Towns

Cities and Towns include a diverse array of jurisdictions, including places near major cities, small residential towns, and free-standing cities and towns surrounded by rural and resource lands. Cities and Towns provide important housing, jobs, commerce, and services in their downtowns and local centers. The region's 42 Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term. Many Cities and Towns are served by local transit options, but these jurisdictions are not connected to the regional high-capacity transit system. Some may not be served by scheduled fixed-route transit or be within a transit service district. Their locally-designated city or town centers provide local job, service, cultural, and housing areas for their communities. These local centers should be identified in local comprehensive plans and become priority areas for future investments and growth at the local level.

Cities inside the contiguous urban growth area will likely be able to accommodate a larger share of growth due to their proximity to the region's large cities, existing and planned transportation systems, and other supporting infrastructure. Small residential towns that have limited potential for accommodating growth are likely to receive a lesser share of cities and towns growth.

Free-standing cities and towns are separated from the contiguous urban growth area and should serve as hubs for relatively higher-density housing choices and as job and service centers for surrounding rural areas. These cities should be the focal points of rural-based industries and commerce and the location of schools and other institutions serving rural populations. Due to their physical isolation from the rest of the designated urban growth area, they will likely receive a lesser overall share of growth and are not expected to grow as much as cities and towns in the contiguous urban growth area.

The Regional Growth Strategy calls for 42 Cities and Towns to accommodate 6% of the region's population growth and 4% of its employment growth by the year 2050.

Figure 11 – Cities and Towns



Cities and Towns (42 cities, 140 square miles): Algona, Beaux Arts, Black Diamond, Bonney Lake, Brier, Buckley, Carbonado, Carnation, Clyde Hill, Covington, Darrington, Duvall, Eatonville, Edgewood, Enumclaw, Gig Harbor, Gold Bar, Granite Falls, Hunts Point, Index, Lake Stevens, Maple Valley, Medina, Milton, Monroe, Normandy Park, North Bend, Orting, Pacific, Roy, Ruston, Sammamish, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Steilacoom, Sultan, Wilkeson, Woodway, and Yarrow Point

Cities and Towns are located throughout the region and represent over half of the region's incorporated jurisdictions. Cities and Towns in Snohomish and Pierce counties are expected to accommodate a relatively higher share of their countywide growth compared to King and Kitsap counties.

Urban Unincorporated Areas

Urban Unincorporated Areas are areas within the urban growth area and governed by the county. Urban Unincorporated Areas are quite diverse, with both lightly developed outlying areas and neighborhoods that are much more urban and indistinguishable from surrounding incorporated jurisdictions. Urban Unincorporated Areas may be served by local transit but are either not yet planned for annexation or incorporation and/or not yet planned for high-capacity transit. Urban unincorporated areas that are planned for annexation and served by high-capacity transit are categorized in the High Capacity Transit Communities regional geography.

County buildable lands analyses suggest that urban unincorporated areas have the potential to accommodate significant growth for the long term, and that there will be little need to expand the designated urban growth area or development capacity. The process for adjusting the urban growth area is provided in the Growth Management Act.

VISION 2050 envisions that over time the unincorporated area inside the urban growth area will be fully annexed to or incorporated as cities. Careful planning and phased development of the unincorporated portions of the urban growth area are vital to ensure that these areas assume appropriate urban densities and an urban form that supports the efficient provision of future transit and urban services and facilitates annexation or incorporation. Planning and permitting that is well-coordinated between the counties and adjacent cities will be key to managing the growth of these areas.

The Regional Growth Strategy calls for the Unincorporated Urban Growth Area to accommodate 3% of the region's population growth and 2% of the employment growth by the year 2050.

Figure 12 – Urban Unincorporated Areas



Urban Unincorporated Areas (104 square miles) All four counties have designated urban unincorporated areas, many of which are affiliated for annexation with incorporated cities and towns.

The unincorporated urban growth areas in Pierce and Kitsap counties have the highest share of anticipated county population and employment growth, followed by King and Snohomish counties.

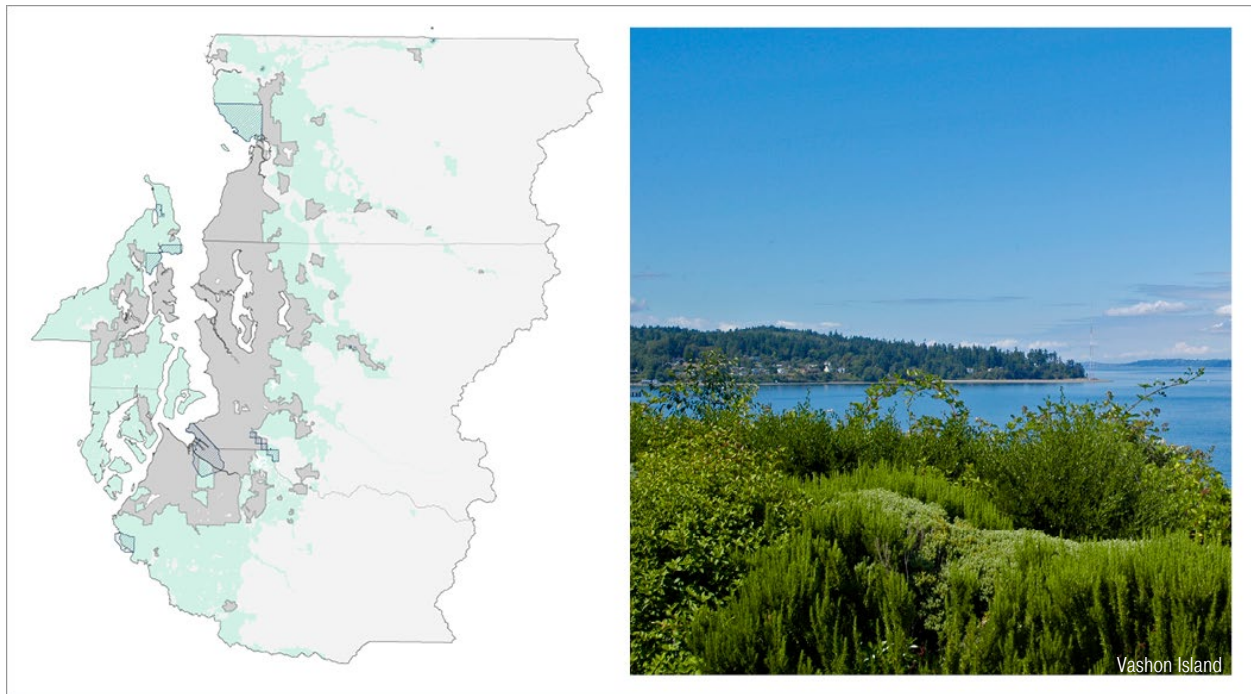
Rural Areas and Natural Resource Lands

In addition to its focus on urban areas, the Regional Growth Strategy follows Growth Management Act guidance in supporting the long-term use of rural and designated natural resource lands for farming and forestry, recreation, cottage industries, mining, and limited low-density housing supported by rural levels of service. Incorporated cities and towns that are surrounded by or adjacent to rural and resource areas should provide the majority of services and jobs for rural residents, as well as more concentrated and varied housing options. The Regional Growth Strategy includes shares of residential growth in rural areas. It encourages use of tools to reduce the amount of development in rural and resource lands, such as transfer of development rights into urban areas, and seeks to ensure that proposed levels of development are consistent with the character of rural and resource areas.

Rural Areas

Rural Areas are expected to retain important cultural, economic, and rural lifestyle opportunities in the region over the long term. They are not intended to be served with urban services or accommodate a significant amount of residential or employment growth. VISION 2050 calls for reduced rural population growth rates in all counties. Counties are encouraged to plan for even lower growth—where possible—than contained in the Regional Growth Strategy.

Figure 13 – Rural Areas



Rural Areas (1,494 square miles): All four counties have designated rural areas, which represents 24% of the region's land area.

Natural Resource Lands

Lands designated as agriculture, forest, and mineral areas are grouped together as Natural Resource Lands. Resource lands will be permanently protected from incompatible residential and employment growth to safeguard them as important economic, cultural, and environmental assets, and to protect the long-term viability of resource-based industries. Even small amounts of residential growth in these areas can seriously interfere with productive natural resource harvest and processing. Fragmentation of large, contiguous acreages through subdivision is also of particular concern. These areas will not accommodate significant future growth, and the Regional Growth Strategy does not distribute population or employment to them. This regional geography includes federal and state protected lands, which, in some cases, may not be formally designated as resource lands by counties under the Growth Management Act.

Figure 14 – Natural Resource Lands



Natural Resource Lands (3,829 square miles): Natural resource lands, representing 61% of the region's land area.

Other Planning Areas

While local governments plan under the Growth Management Act and establish countywide growth targets, there are other areas in the region that are not subject to the state and regional planning framework. Military installations are home to enlisted personnel and civilian jobs but are subject to federal planning requirements. Federally-recognized Indian reservations, as well as off-reservation lands held in trust for tribes and tribal members, are permanent homelands of sovereign tribal nations designated through treaty, Executive, or Congressional Acts, and are home to many people and jobs. These areas plan differently than local governments, but VISION 2050 recognizes their important roles in the region and their influence on regional growth patterns.

Major Military Installations

Military installations play an important role in the central Puget Sound region's economy. Washington state has one of the highest concentrations of military personnel claiming residence, with the majority of personnel located at installations in the central Puget Sound region. Nine installations of various sizes are located in the region. Military employment greatly benefits the region's economy and generates billions of dollars in economic impact.

Military bases vary greatly in size, population density and character and often integrate industrial uses, commercial and service uses, and residential development. Installations are not required to plan under the Growth Management Act, and the Regional Growth Strategy does not allocate forecasted regional growth to these areas, though existing levels of military employment are included in regional modeling. However, installations serve as hubs for both employment and population, and it is important to work together on growth planning in and around bases. PSRC recognizes the relationship between regional growth patterns and the importance of military employment and personnel in all aspects of regional planning. Major Military Installations are recognized as a regional geography.

Military readiness can be severely impacted by growth and general congestion near bases, and access is important to maintain for installations and surrounding communities. Washington State, the Department of Defense, the South Sound Military and Communities Partnership, local governments, and others continue to work on land use compatibility, coordination, and access to and from bases.

Major Military Installations are defined by PSRC as installations with more than 5,000 active duty and civilian personnel. This regional geography is designed to promote coordination between the military installation, countywide planning efforts, and neighboring jurisdictions to plan for growth, address regional impacts and enhance multimodal transportation options. Military installations are major employers, associated with transportation congestion and housing and school capacity demand, and regional recognition can help understand and alleviate impacts. Per the [Regional Centers Framework](#), regional expectations for Major Military Installations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options.
- Support for multimodal commute planning and mode split goals for the installation.
- Completed Joint Land Use Study or similar coordinated planning effort.



Figure 15 – Major Military Installations



Major Military Installations (4 installations, 122 square miles): Joint Base Lewis-McChord, Naval Base Kitsap-Bangor, Naval Base Kitsap-Bremerton, and Naval Station Everett

There are five smaller installations in the region: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex.

Indian Reservation Lands

The central Puget Sound region is home to nine sovereign nations recognized by the United States government: the Muckleshoot Indian Tribe, the Port Gamble S'klallam Tribe, the Puyallup Tribe of Indians, the Sauk-Suiattle Tribe, the Snoqualmie Tribe, the Stillaguamish Tribe, the Suquamish Tribe, the Tulalip Tribes, and the Nisqually Tribe.

PSRC acknowledges the importance of the Coast Salish peoples and lands to the region. Indian reservation lands are reserved homelands that are subject to the jurisdiction of each tribal government and have immense value as the home of the region's native cultures and traditions. Some Indian reservation lands have also emerged as significant concentrations of jobs, schools, cultural centers, and other activities. Quil Ceda Village, for example, is one of only two federal municipalities in the country, and the Tulalip Tribes is one of the largest employers in Snohomish County.

Characteristics of Indian reservation lands vary widely across the region. Tribal lands can include very large areas, with population and employment activity varying from dispersed to dense. While some are rural or forested, others have concentrated residential and employment uses. Tribal land use can be complex, as tribal governments own land outside of reservations, and some reservation land is under fee-simple private ownership and covered under other regional geographies. Tribal lands are held in fee by tribes and in federal trust status for tribes and serve as part of the reservation land base, usual and accustomed stations for treaty rights, and culturally significant sites for tribal nations. In certain circumstances, reservations have overlapping land use jurisdiction with local governments. Close coordination between tribes and local governments is important to avoid land use conflicts. In addition, tribes retain interests in off-reservation lands that were ceded in treaties. These interests include water rights, access to natural resources, and cultural resources protection.

Most tribal governments complete comprehensive plans for reservation lands and natural resources to provide guidance for development of tribal owned and fee-simple lands. Counties and cities should coordinate with tribal nations on growth planning issues, including how much growth tribal nations are forecasting and tracking on reservations in order to coordinate their planning policies and achieve consistency in regional planning.

Growth on rural reservation lands is not included in rural regional geography allocations when tracking population and employment growth. Counties should seek to be consistent with the overall goals for rural growth in VISION 2050 when permitting new development on fee-simple reservation lands outside the urban growth area.

As sovereign nations, each tribe has its own form of government, constitution or charter, laws and planning processes and are not subject to state planning requirements or the Growth Management Act. Because of this, the Regional Growth Strategy does not include population and employment growth allocations for these sovereign lands. Tribes engage in comprehensive planning similar to other jurisdictions with regular updates addressing elements such as land use, transportation, housing, and utilities. Many tribes have adopted a "seven generation" concept of planning to evaluate whether decisions will benefit generations far into the future. Tribes help to shape regional policy by participating as members of PSRC.



Figure 16 – Indian Reservation Lands



Indian Reservation Lands (9 reservations, 93 square miles): Muckleshoot Indian Reservation, Nisqually Indian Reservation, Port Gamble Indian Reservation, Port Madison Reservation (Suquamish Tribe), Puyallup Indian Reservation, Sauk-Suiattle Indian Reservation, Snoqualmie Indian Reservation, Stillaguamish Indian Reservation, and Tulalip Indian Reservation



Guidance for Aligning Growth Targets

Prior to the next cycle of local comprehensive plan updates, counties and cities will work together to establish growth targets for each jurisdiction to accommodate projected growth. These targets set by countywide planning bodies support implementation of the Regional Growth Strategy and VISION 2050 objectives of housing production, better jobs-housing balance, and greater growth near the region's transit investments. This section provides guidance on regional review of growth target allocations in countywide planning policies and comprehensive plan certification.

- PSRC, in consultation with its members, will update its guidance and Plan Review Manual and provide technical assistance to counties and cities as they develop countywide growth targets and prepare comprehensive plan updates. Guidance will address housing, regional centers, goals for transit-oriented development, support for jobs-housing balance, and other aspects of VISION 2050. PSRC's guidance will recognize that different approaches may be appropriate based on local circumstances. PSRC will provide early information and outreach to local governments on plan review and certification, including land use growth assumptions in comprehensive plans.
- PSRC will review countywide adoption of growth targets with recognition of good faith efforts to be consistent with the Regional Growth Strategy and VISION 2050 over the long-term. Targets should demonstrate how cities and counties are working towards the outcomes and objectives of the Regional Growth Strategy. In some cases, countywide growth targets may not fully align with the precise shares in the Regional Growth Strategy. For example, there are jurisdictions where high-capacity transit is planned to be built and operational late in the planning period, and higher growth rates may not occur until the last decades of this plan.
- As local comprehensive plans are updated, land use growth assumptions used in plans should be consistent with adopted countywide growth targets and support implementation of the Regional Growth Strategy. Capacity is the amount of housing and jobs that could be allowed under adopted zoning. The Growth Management Act requires counties and cities, at a minimum, to provide capacity to accommodate 20-year projected growth targets. Capacity may be greater than land use growth assumptions used in comprehensive plans.
- In its review of comprehensive plans for certification, PSRC looks for substantial consistency of the plan's land use growth assumptions with adopted countywide growth targets. In addition to assessing that the land use growth assumptions are consistent with the growth targets and implementing the Regional Growth Strategy, PSRC review and certification looks broadly at all actions and measures taken in local comprehensive plans to implement VISION 2050 and achieve the regional growth shares. In developing comprehensive plan updates, jurisdictions will be asked to explain how the plan supports VISION 2050 and works to meet the Regional Growth Strategy over the long term.
- If adjustments to countywide growth targets are needed, they should be coordinated through the countywide process. Countywide planning groups should work to develop processes to reconcile any discrepancies between the countywide growth targets and land use growth assumptions in local comprehensive plans. Reconciliation processes should maintain consistency with the Regional Growth Strategy.

Regional Growth Strategy Adjustments to Support Targets

Cities and unincorporated areas are grouped into their respective regional geographies based on designated regional centers, planning for annexation and incorporation, and existing and planned high-capacity transit. PSRC recognizes that some of these qualities may change based on future planning. To reflect these changes, PSRC's Executive Board may make a technical amendment to the Regional Growth Strategy to potentially reclassify cities and unincorporated areas. Technical



amendments are limited to those updates needed to support establishing Growth Management Act population and employment targets; other amendments to the Regional Growth Strategy are subject to approval by the General Assembly.

Regional Growth Strategy Policies

MPP-RGS-1

Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, local plans, and development regulations.

MPP-RGS-2

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 growth targets for each designated regional growth center and manufacturing/industrial center.

MPP-RGS-3

Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.

MPP-RGS-4

Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.

MPP-RGS-5

Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.

MPP-RGS-6

Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.

MPP-RGS-7

Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.

MPP-RGS-8

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



MPP-RGS-9

Focus a significant share of population and employment growth in designated regional growth centers.

MPP-RGS-10

Focus a significant share of employment growth in designated regional manufacturing/industrial centers.

MPP-RGS-11

Encourage growth in designated countywide centers.

MPP-RGS-12

Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

MPP-RGS-13

Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to avoid the conversion of rural land into commercial uses.

MPP-RGS-14

Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.

MPP-RGS-15

Support the establishment of regional funding sources to acquire conservation easements in rural areas.

MPP-RGS-16

Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.

Regional Growth Strategy Actions

Regional Actions

RGS-Action-1

Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.

RGS-Action-2

Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.

RGS-Action-3

Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. This effort will include consideration of the timing of Regional Growth Strategy implementation in relation to anticipated completion of regional transit investments and corresponding market responses. PSRC will also provide guidance on growth targets for designated regional centers and improving jobs-housing balance, and coordinate with member jurisdictions regarding buildable lands reporting.

RGS-Action-4

Rural Growth: PSRC, together with its members and stakeholders, will explore and implement, as feasible, opportunities for local, regional and state-wide conservation programs to reduce development pressure in rural and resource areas, to facilitate regional Transfer of Development Rights, and to explore additional techniques to conserve valuable open space areas, including Purchase of Development Rights and open space markets.

RGS-Action-5

Regional Conservation Fund: PSRC, in collaboration with its members and other partners, will explore and support the establishment of regional funding sources to acquire conservation easements in rural areas.

RGS-Action-6

Outreach: PSRC will work with members to address ways the region can help communities understand and support increased growth within the urban growth area. VISION 2050's success is dependent on cities and counties welcoming new growth.

Local Actions

RGS-Action-7

Regional Growth Strategy: As counties and cities update their comprehensive plans in 2024 to accommodate growth targets and implement the Regional Growth Strategy, support the implementation of a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.



RGS-Action-8

Plan for Jobs-Housing Balance: Countywide planning groups will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth targets that substantially improve jobs-housing balance consistent with the Regional Growth Strategy. Metropolitan and Core cities experiencing high job growth will take measures to provide additional housing capacity for a range of housing types and affordability levels to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement.

RGS-Action-9

Growth Targets: Countywide planning groups will work to develop processes to reconcile any discrepancies between city and county adopted targets contained in local comprehensive plans.
