

### **Draft Centers Framework Proposal - Preliminary Analysis**

This supplemental analysis supports review of the draft Centers Framework Proposal (October 2017) available for public comment. It considers potential implications of revised centers criteria for existing centers.

This analysis is for review purposes and is not a definitive evaluation of which locations would be redesignated as regional centers under the proposal. This assessment could change as the board continues to review the draft proposal. The analysis may be updated in the future to reflect major changes to the proposal or new or revised data or analysis.

Additional locations will become eligible to be designated as regional centers under the draft proposal. Please consult maps included in the [Analysis of Alternatives \(April 2017\)](#) for more information.

Draft Proposal

Table RGC 1. Regional Growth Center - Draft Centers Framework Proposal

	DESCRIPTION	CENTER	Existing or Planned High-Capacity Transit Service	Existing Activity Density	Acres
Metro Growth Center	These centers have a primary regional role – they have dense existing jobs and housing, high-quality transit service, and are planning for significant growth. They will continue to serve as major transit hubs for the region. These centers also provide regional services, and serve as major civic and cultural centers.	<b>Seattle Downtown</b>	LRT	210.7	934
		<b>Bellevue Downtown</b>	LRT	139.9	410
		Seattle South Lake Union	LRT	129.1	359
		Seattle First Hill/Capitol Hill	LRT	89.0	915
		Seattle University Community	LRT	84.0	767
		Seattle Uptown	LRT	73.2	335
		Redmond Overlake	LRT	51.1	519
		Seattle Northgate	LRT	49.8	409
		Redmond Downtown	LRT	38.0	433
		<b>Everett Downtown</b>	LRT	35.0	472
		<b>Tacoma Downtown</b>	LRT	34.9	1,378
		Renton	BRT	33.8	606
		<b>Bremerton Downtown</b>	FERRY	†30.0	†869
		Urban Growth Center	These centers have an important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.	SeaTac	LRT
Tacoma Mall	BUS			27.4	485
Tukwila	COM RAIL			24.6	847
Issaquah	LRT			22.3	464
Kirkland Totem Lake	BRT			22.0	860
Lynnwood	LRT			20.6	764
Auburn	COM RAIL			20.5	234
Kent	COM RAIL			19.9	292
University Place	BUS			19.2	493
Federal Way	LRT			19.1	200
Burien	BRT			18.6	354
Puyallup Downtown	COM RAIL			17.5	215
Lakewood	COM RAIL			16.6	538
Bothell Canyon Park	BRT			14.9	719
Silverdale	BUS			13.2	849
Puyallup South Hill	BUS			10.1	845

# - Indicates size varies from proposed range  
**Bold** - Indicates metropolitan city downtowns  
 † If NBK Bremerton Shipyard included  
 \* - Transit indicates type but not frequency of transit service

**Regional Growth Center Draft Proposal**

**The Details:**

- Metro Growth Center type expects greater growth and density of larger centers that have a current density greater than 30 activity units per acre
- Uses adopted minimum activity threshold for regional designation (18 activity units per acre existing/45 activity units planned)
- Establishes scaled transit service requirements for each center type
- Standards establish a new size range for regional growth centers (200 - 640 acres)
- All existing centers would be automatically redesignated and reviewed periodically to track their performance. Those not yet meeting minimum required density would need to show progress planning and developing the center
- 2025 monitoring check-in for consistency with the new standards
- Board discretion to consider when centers are very close to minimum criteria, to account for economic recessions, progress and growth, local investments or lack of investments, and regional importance of a particular area.

**Table RGC 2. Regional Growth Center - Current Framework**

Regional Growth Center	DESCRIPTION	CENTER	Existing or Planned High-Capacity Transit Service	Existing Activity Density	Acres
	Formally designated by the Puget Sound Regional Council, regional growth centers play a unique and important role as locations of the region’s most significant business, governmental, and cultural facilities. These centers are located in either Metropolitan Cities or Core Cities. Regional growth centers are areas of higher-intensity development and contain a mix of land uses and services. Major regional investments for transportation and other infrastructure should be prioritized for these areas. (VISION 2040)	Auburn	COM RAIL	20.5	234
		Bellevue Downtown	LRT	139.9	410
		Bothell Canyon Park	BRT	14.9	719
		Bremerton	FERRY	20.4	181
		Burien	BRT	18.6	354
		Everett Downtown	LRT	35.0	472
		Federal Way	LRT	19.1	200
		Issaquah	LRT	22.3	464
		Kent	COM RAIL	19.9	292
		Kirkland Totem Lake	BRT	22.0	860
		Lakewood	COM RAIL	16.6	538
		Lynnwood	LRT	20.6	764
		Puyallup Downtown	COM RAIL	17.5	215
		Puyallup South Hill	BUS	10.1	845
		Redmond Downtown	LRT	38.0	433
		Redmond Overlake	LRT	51.1	519
		Renton	BRT	33.8	606
		SeaTac	LRT	28.5	885
		Seattle Downtown	LRT	210.7	934
		Seattle First Hill/Capitol Hill	LRT	89.0	915
		Seattle Northgate	LRT	49.8	409
		Seattle South Lake Union	LRT	129.1	359
		Seattle University Community	LRT	84.0	767
		Seattle Uptown	LRT	73.2	335
		Silverdale	BUS	13.2	849
		Tacoma Downtown	LRT	34.9	1378
		Tacoma Mall	BUS	27.4	485
		Tukwila	COM RAIL	24.6	847
University Place		BUS	19.2	493	

**Observations of Current Framework:**

- All 29 regional growth centers would remain as a single regional type
- New candidate RGCs would be required to have 18 activity units per acre, among other existing standards
- No explicit transit or market requirements - see other findings about regional growth centers in the *Regional Centers Framework Background Paper*

**Table MIC 1. Manufacturing/Industrial Center - Draft Centers Framework Proposal**

Description	CENTER	Total Jobs	Total Industrial Jobs	% Industrial Jobs	Acres Zoned Core Industrial	Total MIC Acres	% Zoned Core Industrial	Regional Manufacturing/Industrial Centers
<b>Industrial Employment pathway.</b> These centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The intent of this designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to grow industrial employment in these centers where possible.	Duwamish	65,775	41,864	64%	4,568	4,961	92%	
	Paine Field/Boeing Everett	51,300	47,301	92%	3,465	4,241	82%	
	Ballard-Interbay	18,140	8,821	49%	746	971	77%	
	Kent MIC	17,883	16,057	90%	1,962	1,970	100%	
	North Tukwila	13,934	9,334	67%	893	961	93%	
	Sumner-Pacific	11,447	9,108	80%	1,908	2,160	88%	
	Port of Tacoma	10,175	8,261	81%	4,901	4,963	99%	
<b>Industrial Growth pathway.</b> These regional clusters of industrial lands and employment have significant value to the region and potential for future job growth. These large areas of industrial land serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, and evidence of long-term potential. The intent of this designation is to continue growth of industrial employment and preserve the region's industrial land base for long-term growth and retention.	Frederickson	4,669	4,081	87%	2,553	2,650	96%	
	Puget Sound Industrial Center- Bremerton	1,144	947	83%	2,688	3,246	83%	

**The Details:**

- Creates new regional pathway for MICs with large concentrations of industrial land (2,000 acres and 4,000 jobs)
- Uses adopted minimum employment threshold for Industrial Employment Center pathway (10,000 jobs)
- Establishes new thresholds regarding the percent of land zoned for core industrial uses (75%)
- Establishes new thresholds regarding the percent of industrial jobs in the center (50%)
- Creates new definition of "irreplaceable industrial infrastructure" and requires transportation demand management strategies and industrial retention strategies
- All existing centers would be automatically redesignated and reviewed periodically to track their performance. Those not yet meeting minimum required employment would need to show progress planning and developing the center
- 2025 monitoring check-in for consistency with the new standards
- Board discretion to consider when centers are very close to minimum criteria, to account for economic recessions, progress and growth, local investments or lack of investments, and regional importance of a particular area.

**Table MIC 2. Manufacturing/Industrial Center - Current Framework**

Description	CENTER	Total Jobs	Total Industrial Jobs	% Industrial Jobs	Acres Zoned Core Industrial	Total MIC Acres	% Zoned Core Industrial	Regional Manufacturing/Industrial Centers
Unlike regional growth centers, manufacturing industrial centers are primarily locations of more intense employment and are typically not appropriate for housing. VISION 2040 calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term regional economic objectives. VISION 2040 discourages non-supportive land uses in manufacturing/industrial centers, such as retail or non-related offices. (VISION 2040)	Ballard-Interbay	18,140	8,821	49%	746	971	77%	
	Duwamish	65,775	41,864	64%	4,568	4,961	92%	
	Frederickson	4,669	4,081	87%	2,553	2,650	96%	
	Kent MIC	17,883	16,057	90%	1,962	1,970	100%	
	North Tukwila	13,934	9,334	67%	893	961	93%	
	Paine Field/Boeing Everett	51,300	47,301	92%	3,465	4,241	82%	
	Port of Tacoma	10,175	8,261	81%	4,901	4,963	99%	
	Puget Sound Industrial Center- Bremerton	1,144	947	83%	2,688	3,246	83%	
	Sumner-Pacific	11,447	9,108	80%	1,908	2,160	88%	

**Observations of the Current Framework:**

- All nine MICs would remain in single regional MIC type
- New candidate MICs, such as Arlington-Marysville, would be required to have 10,000 existing employees for regional designation
- See other findings about MICs in *Regional Centers Framework Background Paper*