



Puget Sound Regional Council

## Growth Management Policy Board

Thursday, May 4, 2023 • 10:00 AM – 12:00 PM

Hybrid Meeting - PSRC Board Room – 1011 Western Avenue, Suite 500, Seattle, 98104

### Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 859 2629 7926, Passcode: 429706

### Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**  
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)  
To allow staff time to process requests, registration is required and closes at 8:00 AM the day of the meeting. Late registrations will not be accepted.
- **Written comments**  
Comments may be submitted via email to [hculver@psrc.org](mailto:hculver@psrc.org) by 8:00 AM the day of the meeting. Comments will be shared with board members. Comments received after the deadline will be provided to board members after the meeting.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#).

---

1. **Call to Order and Roll Call (10:00) – Councilmember Ed Prince, Chair**
2. **Communications and Public Comment**  
Public comment must relate to an action or discussion item on the agenda.
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda – Action Item (10:15)**
  - a. Approve Minutes of Growth Management Policy Board Meeting held April 6, 2023

**6. Action Item (10:20)**

- a. Recommend Greater Downtown Kirkland Regional Growth Center Designation and Subarea Plans Certification – *Maggie Moore, PSRC*

**7. Discussion Item (10:40)**

- a. Industrial Lands Analysis – *Ben Kahn and Paul Inghram, PSRC*

**8. Discussion Item (11:20)**

- a. Integrating Stormwater Solutions – *Erika Harris, PSRC; Tony Bush and Tatiana Dreisbach, Washington State Department of Transportation*

**9. Information Items**

- a. Regional Housing Strategy Implementation  
b. Passport to 2044 Webinar: Key Topics for Elected Officials and Planning Commissioners, Thursday, May 18, 12:00-1:30PM [Registration webpage](#)  
c. NEW DATE! PSRC General Assembly, Tuesday, May 30, 11:00AM-1:00PM

**10. Next Meeting:**

**Thursday, June 1, 2023, 10:00 AM – 12:00 PM, Hybrid Meeting**

Major topics for June:

- Countywide Planning Policies
- 2023 Legislative Session Recap
- Comprehensive Plan Support

**11. Adjourn (12:00)**

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Heather Culver, e-mail [hculver@psrc.org](mailto:hculver@psrc.org); fax (206) 587-4825; or mail.

For language or ADA assistance at PSRC board meetings, please contact us at (206) 464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



## Puget Sound Regional Council

### **MINUTES Growth Management Policy Board April 6, 2023 Hybrid Meeting**

[To watch a video of the meeting and hear the discussion, go to <https://www.psrc.org/watch-meetings>]

### **CALL TO ORDER**

The meeting was called to order at 10:00 a.m. by Councilmember Ed Prince, Chair.

### **COMMUNICATIONS AND PUBLIC COMMENT**

Joe Kunzler provided written comments which were forwarded to the board prior to the meeting, and Alex Tsimerman provided in-person public comment.

### **CHAIR'S REPORT**

Chair Prince welcomed Bainbridge Island Mayor Joe Deets as the new alternate for Other Cities & Towns in Kitsap County and thanked outgoing alternate Councilmember Jay Rosapepe from the City of Port Orchard.

### **DIRECTOR'S REPORT**

Growth Management Director Paul Inghram introduced Robin Koskey, PSRC Director of Government Relations and Communications, who provided updates on the state legislative session, particularly bills regarding housing and transit-oriented development. Ms. Koskey related that PSRC is working to keep maps and other tools updated as legislation continues, and Mr. Inghram added that board members are encouraged to contact PSRC if they want help following the bills. Board members asked for additional clarification on the local option for the real estate excise tax if HB 1628 passes.

Mr. Inghram then introduced Charles Patton, PSRC Program Manager of Equity Policy and Initiatives, to speak about the upcoming Joint Board Session on racial equity. Mr. Inghram followed up with information items included in the packet regarding the new date for the PSRC 2023 General Assembly and the next Passport to 2044 webinar for elected officials and planning commissioners.

## CONSENT AGENDA

- a. Approve Minutes of Growth Management Policy Board Meeting held March 2, 2023.

**ACTION: It was moved and seconded (Wahl/Buxton) to adopt the Consent Agenda. Motion passed.**

## KITSAP COUNTYWIDE PLANNING POLICIES CERTIFICATION

PSRC Principal Planner Liz Underwood-Bultmann gave the board an overview of the countywide planning policies process and timeline. Ms. Underwood-Bultmann highlighted the collaborative process Kitsap County used through the Kitsap Regional Coordinating Council, their updated process and criteria to designate centers, chapters on engagement with Tribes and military, and growth targets focusing significant new growth in Metro, Core, and High-Capacity Transit Communities.

**ACTION: It was moved and seconded (Wahl/Walters) to recommend that the Executive Board certify that the countywide planning policies for Kitsap County are consistent with the VISION 2050 multicounty planning policies and the Regional Transportation Plan. Motion passed.**

The recommendation will be brought to the Executive Board for approval April 27<sup>th</sup>.

## 2024 COMPREHENSIVE PLAN AND CERTIFICATION OUTREACH

PSRC Senior Planner Maggie Moore discussed outreach to engage cities and counties regarding their local comprehensive plan updates. Ms. Moore gave an overview of how PSRC is working with local jurisdictions in the development of their comprehensive plans and provided updates on upcoming outreach efforts. Ms. Moore highlighted the tools available through PSRC for assistance with the plan process including consultations, the Passport to 2044 webinar series, and the Regional Housing Data video. Discussion of the board followed on topics of climate change guidance in comprehensive plans, support for smaller cities in efforts towards affordable housing, and a request to see data on affordable housing broken down by city as well as by county.

## PSRC YOUTH ENGAGEMENT PROGRAM - SUMMER PLANNING ACADEMY

PSRC Senior Public Engagement Specialist Noah Boggess provided an overview of the process, goals, and schedule of the Summer Planning Academy taking place at PSRC this summer. Outreach efforts are ongoing with the application window closing on May 15<sup>th</sup>. Board members with ideas about how to reach more applicants were encouraged to contact Mr. Boggess.

## **NEXT MEETING**

The next GMPB board meeting is scheduled for May 4, 2023.

Topics include:

- Kirkland Regional Growth Center Application
- Industrial Lands Analysis
- Integrating Stormwater Solutions into Comprehensive Plans

## **ADJOURN**

The meeting adjourned at 11:10 a.m.

## **GUESTS AND PSRC/STAFF PRESENT (As determined by staff.)**

Kathryn Johnson, PSRC  
Piset Khuon, PSRC  
Robin Koskey, PSRC  
Liz Underwood-Bultmann, PSRC  
Paul Inghram, PSRC  
Nancy Buonanno-Grennan, PSRC  
Maggie Moore, PSRC  
Carolyn Downs, PSRC  
Charles Patton, PSRC  
Josh Brown, PSRC  
Noah Boggess, PSRC  
Thara Johnson  
Alex Tsimerman

Attachments:

April 6, 2023 GMPB Attendance Roster

Growth Management Policy Board - April 6, 2023						
<b>Voting Members</b>			✓	<b>Non-voting Members</b>		✓
King County	2	CM Dave Upthegrove	1	<b>Associate Members</b>		
		CM Joe McDermott		Alderwood Water and Wastewater District	1	COM Paul McIntyre
Seattle	2	CM Andrew Lewis	1	Thurston Regional Planning Council	1	Helen Wheatley
		CM Dan Strauss				MYR Joe DePinto, Yelm
		CM Tammy Morales, Alt		<b>Public Agency Members</b>		
Bellevue	1	Mayor Lynne Robinson	1	Commerce	1	Dave Andersen
		DM Jared Nieuwenhuis, Alt				Mark Barkley Alt
Cities/Towns	3	DM Traci Buxton, Des Moines	1	<b>PSRC Committees</b>		
		CM Phillippa Kassover, Lake Forest Park	1	Regional Staff Committee	1	AnDRAYuh (Andrea) Spencer, Bremerton
		CM Ed Prince, Renton - <b>Chair</b>	1			Chip Vincent, Renton Alt
		CM Melissa Stuart, Alt - Redmond	1	<b>Private/Civic Members-Business/Labor</b>		
		CM Pam Stuart, Alt - Sammamish	1	Master Builders of King and Snohomish Counties	1	Jennifer Anderson
Kitsap County	1	COM Katie Walters	1	Natural and Built Environments	1	Angela Rozmyn
		COM Rob Gelder, Alt				Robert Pantley Alt
Bremerton	1	MYR Greg Wheeler	1	Seattle Children's	1	Edna Shim
		CM Jeff Coughlin, Alt	1			Victoria Cleator Alt
Cities/Towns	1	DM Jon Quitslund, Bainbridge Isl	1	<b>Private/Civic Members-Community/Environment</b>		
		CM Joe Deets, Bainbridge Isl, Alt		Futurewise	1	Alex Brennan
Pierce County	1	CM Robyn Denson				Tiernan Martin Alt
		CM Paul Herrera, Alt		Housing Development Consortium - Seattle/King	1	Patience Malaba
Tacoma	1	CM Joe Bushnell	1			Jesse Simpson Alt
		CM Sarah Rumbaugh, Alt		Metro Parks Tacoma	1	Debbie Terwilliger
Cities & Towns	1	CM Jeni Woock, Gig Harbor				
		CM Melodi Koenig, Alt - Orting	1	Tacoma-Pierce County Health Department	1	Dr. Anthony Chen, Tacoma-Pierce County Health Dpt
Snohomish County	1	CM Megan Dunn - <b>Vice Chair</b>	1			Dr. Gib Morrow, Kitsap Public Health District Alt
		CM Sam Low, Alt - Snohomish County		Non Voting	11	
Everett	1	CM Don Schwab				
		MYR Cassie Franklin, Alt				
Cities/Towns	1	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1			
		CM Erin Murray, Alt - Mountlake Terrace				
<b>Federally Recognized Tribes</b>						
Muckleshoot Indian Tribe	1	Vacant				
Puyallup Tribe of Indians	1	Andrew Strobel				
		Jennifer Keating Alt				
Suquamish Tribe	1	Rob Purser				<b>Abbreviations</b>
		Thomas Ostrom Alt				CM Councilmember
<b>Statutory Members</b>						
Ports	1	COM Fred Felleman, Seattle				COM Commissioner
		COM Don Meyer, Tacoma Alt				CP Council President
WSDOT	1	Jeff Storrar	1			DM Deputy Mayor
		JoAnn Schueler, Alt				MYR Mayor
						1 = Member for Meeting
Voting	22	<b>(Quorum = 11) Quorum Total</b>		##		X = Alternate for Meeting



## Puget Sound Regional Council

### **ACTION ITEM**

April 27, 2023

**To:** Growth Management Policy Board

**From:** Paul Inghram, Director of Growth Management

**Subject:** **Recommend Greater Downtown Kirkland Regional Growth Center Designation Application and Subarea Plans Certification**

### **IN BRIEF**

The Growth Management Policy Board will be asked to make recommendations to the Executive Board on designation of Greater Downtown Kirkland as a Regional Growth Center and certification of the subarea plans for the center.

### **RECOMMENDED ACTIONS**

The Growth Management Policy Board should:

*Recommend that the Executive Board approve the designation of Greater Downtown Kirkland as a regional growth center.*

*Recommend that the Executive Board certify that the Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan address regional growth center planning expectations for the Greater Downtown Kirkland center.*

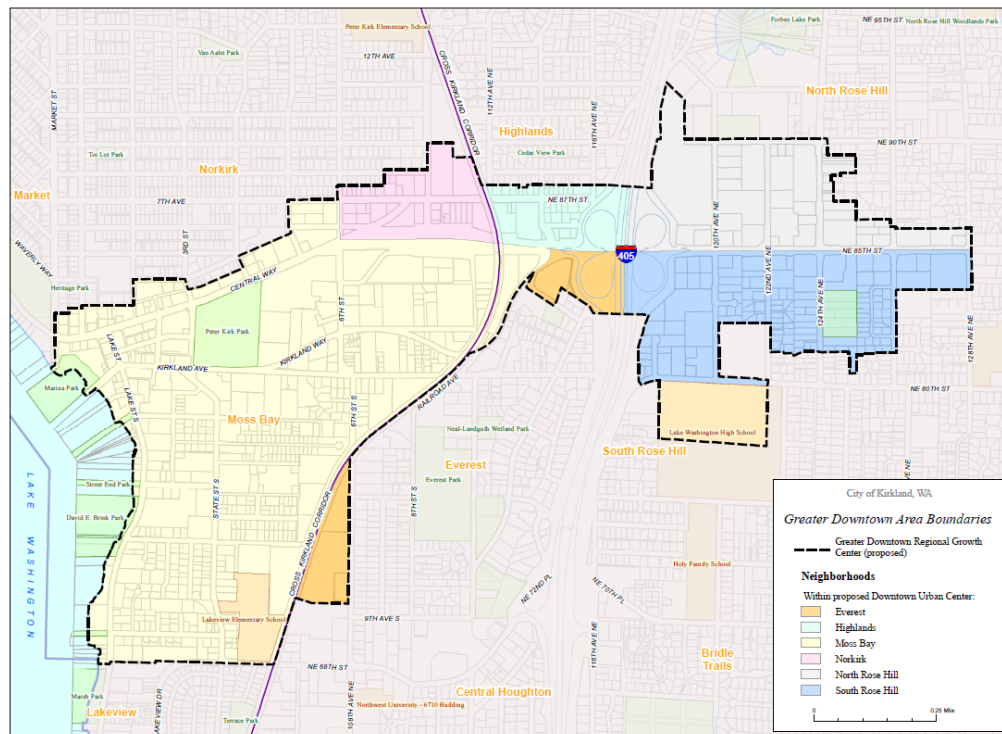
### **BACKGROUND**

The proposed Greater Downtown Kirkland regional growth center is located in King County, encompassing the city of Kirkland's historic downtown, including the Moss Bay neighborhood and the 85th Street Station Area, a future Sound Transit Stride bus rapid transit station. The center is bordered to the west by Lake Washington and includes one mile of the Cross Kirkland Corridor and the I-405 interchange at NE 85th Street within

the eastern portion. The proposed center currently has over 6,000 residents and over 11,000 employees.

Planning for the center seeks to leverage regional transit investments to connect to the historic downtown area and continue to develop as a well-connected, mixed-use area. The city addressed regional growth center planning requirements through two separate subarea plans: the Moss Bay Neighborhood Plan, updated in December 2021, and the NE 85th Street Station Area Plan, adopted in June 2022. The map in Figure 1 shows the center boundary.

**Figure 1: Greater Downtown Kirkland Area Boundaries**



The [Designation Procedures for New Centers](#) establish the required criteria to designate new regional centers. The designation procedures were updated in 2018 to reflect the adopted [Regional Centers Framework](#). The regional designation is made at the discretion of the Executive Board, after considering the recommendation of the Growth Management Policy Board.

On February 27, 2023, PSRC received an application from the City of Kirkland to designate a 564-acre center focused around Kirkland's historic downtown (view the [application](#) and [attachments](#)). The city applied for designation for an Urban Regional Growth Center. Under the [Regional Centers Framework Update](#), jurisdictions are required to complete subarea plans for proposed centers prior to regional designation. The city adopted the revised Moss Bay Neighborhood Plan in December 2021 and adopted the NE 85<sup>th</sup> Street Station Area Plan in June 2022.



An overview of the designation application was presented to the Growth Management Policy Board, Regional Staff Committee, and Executive Board at their March 2023 meetings. Planning staff from Kirkland were available to answer questions at all three meetings. Board and committee members indicated general support for the application during these briefings and asked questions about required density standards, housing affordability, configuration of the center, and utility availability.

PSRC staff reviewed the designation application and found that the proposed center meets the eligibility requirements and designation criteria for new centers. A designation report (Attachment A) has been prepared and fully details this review.

PSRC staff also reviewed the Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan and found that they meet center planning requirements and expectations for regional growth centers, as demonstrated in the [plan certification report](#) (Attachment B). The report includes recommendations for future planning work.

The designation report (Attachment A) and plan certification report (Attachment B) were completed in coordination with city staff.

## **NEXT STEPS**

If the Growth Management Policy Board recommends center designation and plan certification, the Executive Board will be asked to act on designation and certification at its June meeting. The Transportation Policy Board will make a recommendation to the Executive Board on plan certification at its May meeting.

For more information, please contact Maggie Moore at (206) 464-6171 or [mmoore@psrc.org](mailto:mmoore@psrc.org).

Attachment A: Regional Growth Center Plans Designation Report, City of Kirkland, Greater Downtown Kirkland

Attachment B: Regional Growth Center Plan Review Certification Report, Greater Downtown Kirkland



# Regional Growth Center Plans Designation Report

## City of Kirkland, Greater Downtown Kirkland

April 27, 2023

### Overview

On February 27, 2023, the City of Kirkland submitted an application to PSRC for designation of Greater Downtown Kirkland, a 564-acre, well-connected mixed-use, commercial, and high and medium-density residential area, as a Regional Growth Center (RGC) pursuant to the designation procedures adopted by the PSRC Executive Board in June 2018. PSRC staff reviewed the request, along with additional information provided by the city. This report documents the consistency with the regional growth center designation criteria. A separate report regarding subarea plan certification has also been prepared ([available here](#)) and reviews the city's subarea planning for consistency with VISION 2050 and the [Plan Review Manual](#).

### Background

The proposed center is located in the City of Kirkland in King County, encompassing the city's historic center. It is bordered to the west by Lake Washington and includes one mile of the Cross Kirkland Corridor and the I-405 interchange at NE 85<sup>th</sup> Street within the eastern portion. The center currently has over 6,000 residents and over 11,000 employees. Figure 1 demonstrates the location of the proposed center. If designated, Greater Downtown Kirkland would be the thirtieth regional growth center in the region and the second in Kirkland, in addition to Totem Lake.

### Designation Recommendation

Staff reviewed the Kirkland application and recommends the PSRC Growth Management Policy Board act to recommend designation to the Executive Board:

**Recommend the Executive Board approve the designation of the proposed Greater Downtown Kirkland as a Regional Growth Center.**

### Centers Framework

Regional centers are a core component of VISION 2050's strategy for accommodating and managing growth in the central Puget Sound region. Regional growth centers are identified as locations of compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. Regional growth centers and transit station areas are expected to accommodate a significant portion of the region's residential growth (65 percent) and employment growth (75 percent).

The Executive Board revised the Designation Procedures for New Centers in 2018 to address updated policy guidance adopted as part of the Regional Centers Framework Update. The [Designation Procedures](#) are designed to ensure that the proposed center can accommodate significant growth, limit the number and distribution of centers, and provide consistency regarding the type, location, distribution, and development potential of new centers. The new framework identifies two types of regional growth centers: Urban Growth Centers and Metro Growth Centers. Kirkland is applying for *Urban Growth Center* designation.



Each application is evaluated using the information and responses to the criteria provided by the applicant. The Regional Centers Framework requires that a subarea plan be completed and adopted prior to the submittal of a regional center designation application. The subarea plan is evaluated, concurrent with the designation process, for consistency with the planning requirements for regional growth centers.

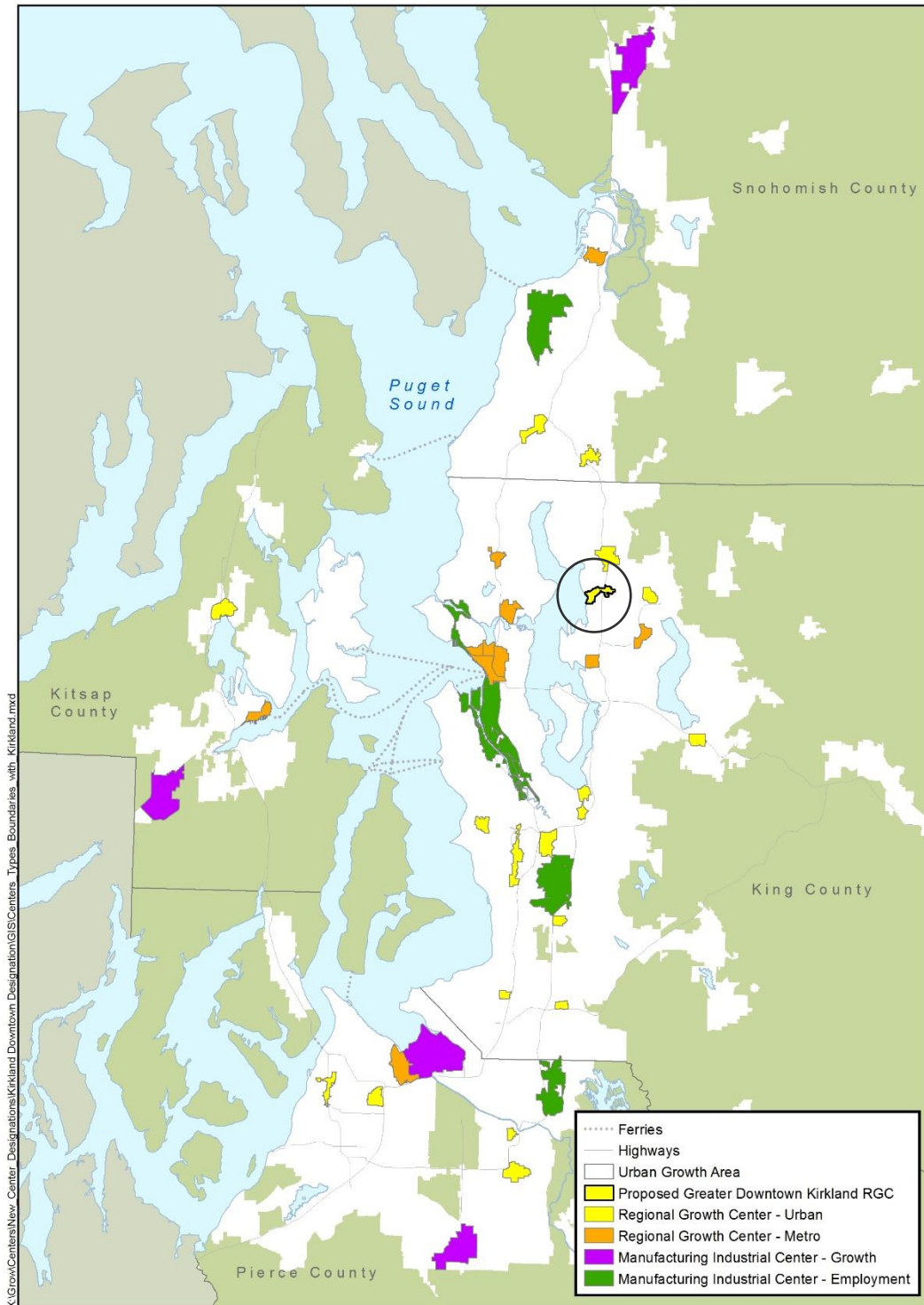
PSRC staff evaluated the application and subarea plan from the city of Kirkland.

- Section A of this report describes the designation eligibility.
- Section B describes the designation criteria.

A separate plan certification report documents a review of the Moss Bay Neighborhood Plan and the 85<sup>th</sup> Street Station Area Plan. Drafts of both reports were provided to the cities for review and comment.



Figure 1. Proposed Greater Downtown Kirkland Regional Growth Center



## Eligibility Requirements

To be considered for designation as a regional growth center, applicants must meet basic eligibility requirements. The following summarizes how Greater Downtown Kirkland addresses the eligibility requirements:

### 1. Local and Countywide Commitment

**The city must demonstrate that the center is a local priority and that a commitment to making local investments to create a walkable, livable center has been made.**

The city has demonstrated a commitment to supporting the regional growth center. Fostering well-planned growth in the area has been a city priority. The Central Business District was rezoned for high density mixed-use development as part of the 1987 neighborhood planning process to foster a walkable district with land uses that could support frequent transit service.

The city's commitment to creating a downtown regional growth center continued with the 2001 Downtown Strategic Plan, which further promoted mixed-use development, pedestrian-oriented design, and multimodal connections. The city has implemented major investments in the Greater Downtown over the past 15 years that total over \$15 million and include capital improvement projects such as the reinvented Park Lane as a flexible street that hosts community events and has seasonally been closed to automobile traffic in the evenings; bicycle and pedestrian improvements along the Lake Washington shoreline; improvements along Central Way (a major east/west corridor); creation of the Cross Kirkland Corridor (rail-trail that links Greater Downtown Kirkland to Bellevue to the south and the Totem Lake Urban Center to the north); and bicycle, pedestrian, and automobile improvements along the 6<sup>th</sup> Street corridor (a major north/south route).

The city has also prioritized continued planning investments for the area. The city invested in the NE 85<sup>th</sup> Street Station Area Plan and has been working closely with Sound Transit and WSDOT to develop new connections between the future NE 85<sup>th</sup> Street Bus Rapid Transit (BRT) Station, the Central Business District, and the Rose Hill Business District. The city is also in the early stages of establishing a Tax Increment Financing (TIF) District under new state enabling legislation in the eastern portion of the Greater Downtown, to generate new resources for future infrastructure improvements to accommodate new growth in the area. To-date, the city has identified TIF boundaries, assessed the future revenue, and identified the list of infrastructure projects that would be included in the TIF.

**The center must be identified as a candidate for regional designation in the local jurisdiction's comprehensive plan and countywide planning policies.**

The application meets this requirement. The Kirkland 2015 Comprehensive Plan identifies Greater Downtown Kirkland as a candidate for a regional growth center. In December 2019, the City Council adopted policy amendments (Policy LU-5.5) showing the boundary of the King County designated Greater Downtown Urban Center and policies that prioritize infrastructure investments to the area.

King County designated Greater Downtown Kirkland as an Urban Center in its countywide planning policies in 2019.

In December 2022, the City Council adopted amendments to Policy LU-5.5, along with a new map that shows the precise boundary of the Regional Growth Center. The policy states, "To support sustainable, transit-oriented growth patterns, the City has sought designation of Greater Downtown Kirkland as an Urban Center pursuant to the King County Countywide Planning Policies and as a Regional Growth Center by the Puget Sound Regional Council (PSRC)."



**The city must adopt an ordinance or resolution that requests PSRC to designate the center and authorizes city staff to submit a completed application.**

The Kirkland City Council adopted Resolution R-5384 on September 3, 2019, which authorized the submittal of an Urban Center application to PSRC and King County.

## 2. Planning

**The city must complete a center plan that meets guidance in the Growth Center Plan Checklist in PSRC's Plan Review Manual prior to applying. In addition to the checklist, the plan should include environmental review and should provide an assessment of housing need.**

The application meets this requirement through the adoption of the NE 85<sup>th</sup> Street Station Area Plan, adopted in June 2022, and the Moss Bay Neighborhood Plan, updated in December 2021. Documentation of consistency with PSRC's center planning requirements is provided in the certification report. Both plans included environmental review that identified no new unavoidable significant adverse impacts anticipated, except for transportation. Impacts to transportation are anticipated to be reduced by implementing a range of mitigation strategies; however significant unavoidable adverse impacts may still exist for auto, freight, and safety as a result of queuing throughout the station area and on the I-405 off ramps.

## 3. Jurisdiction and Location

**New regional growth centers should be located within a city, with few exceptions.**

The application meets this requirement, as the proposed center is located in the urban growth area, within the city of Kirkland.

**The distribution of centers throughout the region, including by county, and whether new center locations would be advantageous for overall regional growth objectives, should be considered. Centers should be distributed in locations consistent with the regional vision, and in areas that do not place additional development pressure on rural and resource lands. Environmental factors may be considered in designating new centers.**

The proposed center would be the second Regional Growth Center designated in Kirkland, and the thirtieth in the region. The proposed center is located between several other regional growth centers such as Totem Lake, Bellevue Downtown, and Redmond Overlake, and is not adjacent to rural and resource lands. This network can provide for enhanced multimodal connections between the centers and already is well-served by high-frequency bus service.

## 4. Existing Conditions

**The city must demonstrate that the existing infrastructure and utilities can support additional growth.**

The application meets this requirement. The city demonstrates that the Greater Downtown center is currently well served by utilities. The Kirkland Water Utility provides water service to the area and the system has sufficient capacity to serve anticipated growth. In 2022, the city updated its Surface Water Master Plan, the strategic plan for managing storm and surface water in Kirkland and identifies priorities for future years. The City of Kirkland Sewer Utility provides sanitary sewer service to the area and extensions are typically funded by developers or local owners in compliance with Kirkland Municipal Code.

**The center must include a mix of both existing housing and employment.**

This regional growth center includes a mix of both housing and employment. There are currently 3,735 housing units and 11,156 employees according to PSRC's estimates and Office of Financial Management (OFM) data. There are three distinct commercial areas, each of which is located adjacent to residential uses. These mixed-use areas provide a diversity of land uses throughout the center.





**The city must include a justification of center boundaries. The boundary of the center should be generally round or square shape and avoid linear or gerrymandered shapes that are not readily walkable or connected by transit.**

The Greater Downtown Kirkland boundaries encompass well-connected, commercial, and high and medium-density residential areas centered around Kirkland’s historic downtown. The center deviates from a round or square shape in that it includes the area immediately surrounding the planned BRT station at I-405/NE 85<sup>th</sup> Street. This area is included because of the pedestrian, bicycle, and transit connections that are planned between the BRT Station and the historic downtown and the transit connections this investment will provide for the area. The certification report provides additional comments on planning to provide a walkable and well-connected environment throughout the center.

**The center must have bicycle and pedestrian infrastructure, amenities, and a street pattern that supports walkability.**

The Moss Bay neighborhood has extensive infrastructure that fosters a walkable environment, including a historic grid street pattern, street trees, and pedestrian-oriented design. Today, the NE 85<sup>th</sup> Street Station Area (the eastern portion of the center) lacks pedestrian access in certain areas. As the area develops, it is planned to evolve into a vibrant, mixed-use environment that promotes walking, biking, and transit. Existing and planned bicycle infrastructure provides connections within the center and to neighboring cities, transit connections, and other areas of Kirkland.

## Designation Criteria

In addition to fulfilling the eligibility requirements listed above, applicants for regional growth center designation must demonstrate conformity with the designation criteria. The following summarizes how Greater Downtown Kirkland meets the criteria for Urban Growth Center designation:

### 1. Compatibility with VISION

The proposed regional center is consistent with and supportive of VISION policies for centers. The proposed center has the capacity to accommodate significant residential and employment growth, and the city has established goals and policies to support that growth. This growth represents a significant share of the city’s growth targets.

A [plan certification report](#) has been prepared for the subarea plan that further describes how adopted policies address VISION 2050. Further planning work for the proposed regional center should reflect updated countywide planning policies and growth targets to be consistent with the planning horizon of the city’s comprehensive plan.

### 2. Activity Levels

#### Existing Levels of Activities

**New Urban Growth Centers must have existing density of 18 activity units per acre.**

The proposed center included 6,038 residents in 2020 and 11,156 jobs in 2021 in 564 acres. This is an average density of 30.6 activity units per acre.

	Existing Total (2020/2021)	Existing Density (per acre)	Existing Requirement (per acre)
<i>Population</i>	6,083	10.8	-
<i>Employment</i>	11,156	19.8	-
<i>Total Activity Units</i>	17,239	30.6	18.0



## Target Levels of Activity

### New Urban Growth Centers must be planning for density of 45 activity units per acre.

The regional growth center application provides sufficient planning for density. Greater Downtown Kirkland is planned to accommodate a total of 21,414 residents and 33,066 employees in 2035, based on the King County targets for the city and local planning. The city should update growth targets for the regional growth center in its 2024 comprehensive plan, reflecting achievable market demand over the next 20-year period.

	2035 Planned Total	2035 Planned Density (per acre)	Planned Density Requirement (per acre)
<i>Population</i>	21,414	38.0	-
<i>Employment</i>	33,066	58.6	-
<i>Total Activity Units</i>	54,480	95.6	45.0

## Zoned Development Capacity

The center must have sufficient zoned development capacity to adequately accommodate targeted levels of growth. Because it is not time-bound, zoned capacity can allow higher levels of development and a more compact and mature urban form in regional centers.

Kirkland's capacity analysis for 2035 in the Moss Bay and the NE 85<sup>th</sup> Street Station Area Plans provide a zoned development capacity to accommodate a total of 21,404 residents and 33,066 jobs, the same as the planned growth for the center.

### 3. Size

**The center must meet the size requirements of a minimum 200 acres and maximum 640 acres, unless the center is served by an internal, high-capacity transit system, in which case, it may be larger.**

The regional growth center meets the size criterion. The proposed center is 564 acres in size, meeting the size requirement for urban growth centers.

### 4. Transit

**The center must have existing or planned fixed route bus, regional bus, Bus Rapid Transit (BRT), or other frequent and all-day bus service. High-capacity transit may be substituted for fixed route bus.**

The application meets this requirement. The Greater Downtown includes the Kirkland Transit Center, which supports multiple frequent, all-day bus routes. The center also includes one planned BRT station at the intersection of I-405 and NE 85<sup>th</sup> Street as part of Sound Transit's transportation improvements.

### 5. Market Potential

**There must be evidence of future market potential to support planning target.**

Greater Downtown Kirkland is currently experiencing significant growth. A market study was completed for the center and shows that there is substantial market demand for the planned growth anticipated in the center. The study also supports that Greater Downtown would not redirect growth from Kirkland's existing Totem Lake regional growth center because each has unique amenities and represents a distinct subset of the regional economy.





## 6. Role

**Evidence must demonstrate that the center will play a regional role by serving as an important destination for the county and the jurisdiction and the jurisdiction must be planning to accommodate significant residential and employment growth under the Regional Growth Strategy.**

The application meets this requirement. Greater Downtown Kirkland is located in the middle of an existing network of urban centers in east King County. The center currently contains many major employers and functions as a regional destination for residents, employers, and visitors.

## Conclusion and Next Steps

Staff reviewed the application and finds that the proposed center meets minimum eligibility requirements for center designation.

Next steps for the city, to maintain consistency with VISION 2050 and the adopted Regional Centers Framework, include:

- Updating the local comprehensive plan to be consistent with VISION 2050 and the updated countywide planning policies and growth targets. Growth targets for the regional growth center should directly relate to the growth targets and planning horizon identified in the city's comprehensive plan.
- Working with PSRC in 2025 as centers and center plans are reviewed, in accordance with the adopted Regional Centers Framework. PSRC may provide additional comments or guidance for center planning as part of this work.





# Regional Growth Center Plan Review Certification Report

## Greater Downtown Kirkland

April 27, 2023

The Greater Downtown Kirkland Regional Growth Center is comprised of the Moss Bay neighborhood, encompassing the historic center of Kirkland, and the NE 85<sup>th</sup> Street Station Area, the area surrounding a future Sound Transit Stride bus rapid transit station. Planning for the center seeks to leverage regional transit investments to connect to the historic downtown area and continue to develop as a well-connected, mixed-use area. The city addressed regional growth center planning requirements through two separate subarea plans: the Moss Bay Neighborhood Plan, updated in December 2021, and the NE 85<sup>th</sup> Street Station Area Plan, adopted in June 2022.

## Regional Centers Certification

VISION 2050 directs jurisdictions with regional growth centers and/or manufacturing/industrial centers to develop subarea plans for those centers (DP-Action-8 and p. 80). This expectation has been in place since the PSRC Executive Board adopted its Plan Review Process in 2003 and is required for designation of new regional centers under the Designation Procedures for New Centers and the Regional Centers Framework. VISION 2050, the Regional Transportation Plan, and the Adopted Policy and Plan Review Process call for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers.<sup>1</sup>

The [Regional Centers Framework Update](#) calls for a review of centers in 2025, following local plan updates. All regional centers are expected to have subarea plans adopted and updated to be consistent with the Framework and VISION 2050 by that time. Certification of a subarea plan now affirms the planning work for the regional center is consistent with VISION 2050 and is an opportunity to identify any additional planning work required by 2025.

## Certification Recommendation

Staff reviewed the subarea plans and found that planning is consistent with the VISION Consistency Tool for Regional Growth Center Plans. The following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

**The Puget Sound Regional Council certifies that the Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan address regional growth center planning expectations for the Greater Downtown Kirkland center.**

The remainder of this report contains a summary of the PSRC staff review of the Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and the [VISION 2050 Consistency Tool for Regional Growth Center Plans](#), is listed in high-level bullets. Discussion in each topic area highlights the plans, as well as issues identified through the certification review where future work on the part of the city may more fully address VISION 2050, the Regional Transportation Plan, and center planning requirements.

<sup>1</sup> The specific requirements for center planning are provided in [PSRC's Plan Review Manual](#), and the process is also described in [VISION 2050: Implementation](#). Certification of the jurisdiction's comprehensive plan for consistency with the regional transportation plan, regionally established guidelines and policies, and Growth Management Act requirements for transportation planning is completed through a separate board action.



## Review of Regional Growth Center Planning

### Background

The success of regional centers lies at the heart of VISION 2050 and the Regional Growth Strategy, and jurisdictions with regionally designated centers are expected to conduct subarea planning for these areas. Subarea planning efforts are reviewed for consistency with the VISION 2050 Consistency Tool for Regional Growth Center Plans. The review contained in this section follows the format and content established in this tool, covering the seven major categories (center plan concept/regional collaboration, environment and climate change, land use/development patterns, housing, economy, transportation, and public services).

### Center Plan Concept (Vision)/Regional Collaboration

#### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

**Vision for the center**, including a commitment to compact, pedestrian, and transit-oriented development.

**Identification of the area** designated as a regional center and relationship to other plans.

**A market analysis** of the center's development potential.

**Equitable engagement process** with community and relevant stakeholders.

**Coordination** with tribes, ports, military installations, special purpose districts, and adjacent jurisdictions.

**Prioritization of services and access to opportunity** for people of color, people with low incomes, and historically underserved communities.

**Prioritization of local investments** in the center.

#### WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan work to advance regional policies and objectives for the center plan concept:

- The plans envision the center as an important place to the region, with continued growth as a desirable place to live, work, and visit. As a central location between many centers in King County, the plan envisions connections to major regional investments, from transit to trails, to other regional centers.
- The equity analyses conducted for the plans guided the city to ensure the planning process was inclusive of community members who have not typically been involved. These expanded outreach strategies led to plans that help ensure equitable and inclusive outcomes.
- The plan assesses the market potential of the center and includes policies to support economic growth.

#### DISCUSSION

The certification review found the plans to be generally aligned with the regional centers' expectations on center concept.



## Environment and Climate Change

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

**Critical/environmentally sensitive areas**, including inventories and relevant policies and programs.

**Parks and open space**, including public spaces and civic places, and provisions to encourage accessible open space.

**Innovative stormwater management** policies and programs.

**Air pollution and greenhouse gas emission reduction** policies and programs.

**Avoidance and/or mitigation of environmental impacts** for vulnerable populations.

**Electric transportation infrastructure**, such as charging stations for industrial equipment.

**Retrofitting of existing buildings** to reduce building energy use.

**Minimize gaps in equitable access** to parks and open spaces.

### WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan work to advance regional policies and objectives for environment and climate change:

- The plan recognizes the role of transportation and land use on greenhouse gas emissions. The mode shift goals and Green Innovation Strategy provide a framework for reducing emissions and increasing sustainability.
- Future development in the center allows the city to encourage publicly accessible parks and sustainability components. The city's encouragement of this practice and focus on equitable park access will minimize gaps in equitable access to parks.

### DISCUSSION

The certification review found the plans to be generally aligned with the regional centers' expectations on environment and climate change.

## Land Use/Development Patterns

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

**Defined boundaries and shape for the center** that are compact and easily walkable. 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.

**Mix, distribution, and location of existing and future land uses** described and mapped. Encourage a mix of complementary uses.

**Design standards** for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit.

**Center's role in achieving VISION 2050's goal** of attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit station areas



**WHAT'S IN THE PLANS**

The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan effectively address the land use/development pattern provisions of the VISION Consistency Tool. Highlights include:

- ☑ The growth targets identified for the center are consistent with the criteria for Urban Regional Growth Centers in the Regional Centers Framework and support the goal of VISION 2050 in attracting 65% of regional population growth and 75% of employment growth to centers and high-capacity transit areas.
- ☑ The achievement of a “10-minute neighborhood” to meet daily needs within a short walk, is apparent throughout the center’s planning. The plan encourages the infill of underutilized parcels, especially parking lots, to recognize the increased efficiency that could come from new, mixed-use spaces.

**DISCUSSION**

- Regional growth centers criteria call for a round or square shape with compact boundaries to promote walkability and access throughout the center. Greater Downtown Kirkland’s is an irregular shape to include both the historic downtown and future BRT station area at NE 85th Street, with a notable change in elevation between them. The city’s continued work in planning for connections between these distinct subareas will be critical for fostering a thriving and cohesive center where the western portion is able to benefit from upcoming high-capacity transit investments. Implementation of the subarea plans should ensure the development of a stronger pedestrian and transit connection in order for the center to be successful.
- The growth targets for 2035 in Greater Downtown Kirkland reflect the zoned capacity numbers in the area. The city should update growth targets for the regional growth center in its 2024 comprehensive plan. Growth targets should reflect achievable market demand over the next 20-year period, not solely zoned development capacity.

**Housing****SCOPE OF REVIEW**

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

- Existing and targeted housing units** by type, affordability, and special needs housing.
- Tailored provisions for a variety of housing types, affordable housing, and special housing needs.**
- Implementation strategies** for addressing housing targets and goals.
- Reduce the risk** of residential displacement.

**WHAT'S IN THE PLANS**

The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan work to advance regional policies and objectives for housing:

- ☑ The plans include opportunities and strategies to foster the development of affordable housing that meets the needs of different income levels. For example, the city’s incentive zoning requirement will require that at least 10% of all new multifamily units are affordable. Other measures include the creation of a density bonus program for affordable housing and increasing housing supply.
- ☑ The development of middle-density housing encouraged by the center planning will expand housing capacity for moderate income households and provide additional housing types and options for current and future residents. This will be enhanced by the development of flexible form-based code standards currently in development.
- ☑ The city is working with ARCH (A Regional Coalition for Housing) in partnership to invest resources, produce affordable housing in the center, and identify legislative changes that could make additional affordable housing tools available in the center.



## DISCUSSION

- Meeting the housing needs of all households at a range of income levels is integral to promoting health and well-being and creating communities livable for all residents. Regional growth centers represent a critical opportunity to address citywide goals for affordable housing and leverage market demand. Therefore, it is important to understand what current and future housing needs are in the center. Regional centers designation requires documentation of housing needs, including the total existing housing units, breakdown by type, affordability (including subsidized housing), and special housing needs. Future housing needed within the regional growth center should be included as part of the city's housing needs assessment, and future updates to the neighborhood plans should more explicitly document existing and planned housing. This should demonstrate how housing targets and goals will be met, not only citywide, but within the regional center, and how partnering with housing organizations and community groups can help to address current and future housing issues.

## Economy

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

- **Key sectors and industry clusters** in the center.
- **Reduce the risk** of commercial displacement.
- **Expand access** to economic opportunity.

### WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan work to advance regional policies and objectives for economy:

- ☑ The plans provide information on the key sectors and industry clusters in the potential center. Planning also includes a market study that shows there is substantial market demand for the planned growth anticipated in Greater Downtown Kirkland. The industries in this area, mainly technology, and future education opportunities, are unique in comparison to Totem Lake to avoid conflicts in achieving identified growth targets.

## DISCUSSION

- While the city is looking to change the type of development in the station area, considerations of commercial displacement should take place to ensure that the needs of existing small businesses are addressed. Future updates to the center plans should address mitigation strategies for commercial displacement in the face of major planned changes to the built environment.



## Transportation

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

**Integrated multimodal network transportation network**, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts.

**Regional high-capacity transit**, local transit and coordination with transit agencies.

**Complete street provisions** for pedestrians, bicyclists, transit, vehicles, and – where appropriate – freight.

**Context-sensitive design** provisions for transportation facilities.

**Environmentally friendly street treatments** (green streets).

**Level-of-service standards and concurrency** provisions tailored for the center to encourage transit.

**Parking management strategy** that addresses supply of parking, on-street parking and mitigating effects of parking.

**Mode-split goals.**

### WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan work to advance regional policies and objectives for transportation:

- Investments in transit, pedestrian and bicycle systems, and mixed-use development increase transportation options and help the city achieve the center's mode split goal down to 45% of trips as drive alone.
- Coordination between the city, Sound Transit, and WSDOT as regional investments in bus rapid transit have potential to significantly increase transportation options for residents, commuters, and visitors to the center.

### DISCUSSION

The certification review found the plans to be generally aligned with the regional centers' expectations on transportation.

## Public Services

### SCOPE OF REVIEW

The VISION 2050 Consistency Tool for Regional Growth Center Plans calls for subarea plans to address the following center concepts:

**Local capital plans for infrastructure**, such as sewer, water, gas, electric and telecommunications, including financing and strategies to ensure facilities are provided consistent with planned growth.

### WHAT'S IN THE PLANS

The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan work to advance regional policies and objectives for public services:

- The plan describes existing services and planning provisions along with a goal of anticipating and planning for needed public facilities, services, and infrastructure as the center grows.



**DISCUSSION**

The certification review found the plans to be generally aligned with the regional centers' expectations on public services.

**Conclusion and Next Steps**

PSRC thanks the City of Kirkland for working through the plan review and certification process for the center plan. The Moss Bay Neighborhood Plan and the NE 85<sup>th</sup> Street Station Area Plan effectively address the requirements of the VISION Consistency Tool for Regional Growth Center Plans, demonstrating consistency with VISION 2050, and are recommended for certification. The adopted Regional Centers Framework calls for the review of centers and center plans following the adoption of local plan updates. In 2025, PSRC review will ensure that center plans, center growth targets, and local comprehensive plans have been updated consistent with VISION 2050 and the Regional Centers Framework.

For additional information regarding this certification report, please contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org).







## Puget Sound Regional Council

### **DISCUSSION ITEM**

April 27, 2023

**To:** Growth Management Policy Board  
**From:** Paul Inghram, Director of Growth Management  
**Subject:** **Industrial Lands Analysis Update**

### **IN BRIEF**

In response to direction from VISION 2050, PSRC is developing an updated regional Industrial Lands Analysis. Staff will provide the board with a review of the outreach and analysis work completed to date and preview aspects of the upcoming report.

### **DISCUSSION**

Industrial lands and jobs are essential to the region's economy. In order to adequately plan for growth and ensure compatibility with other land uses, cities and other local governments need better information about industrial uses. VISION 2050 and the 2022 Regional Economic Strategy (RES) both include calls to update the 2015 regional Industrial Lands Analysis to identify trends that impact industrial lands, inform local planning efforts, and consider strategies to improve equitable access to employment in industrial jobs.

Staff last shared an update on the industrial lands analysis with the board at its July 2022 meeting. Since that meeting, staff interviewed stakeholders, met with the Economic Development District Board and the Freight Advisory Committee, and progressed with analysis of data.

### **Engagement**

PSRC reached out to local governments, ports, the Navy, and peer agencies in California and British Columbia, and administered a scoping survey to better understand industrial land issues and to guide development of the report. Throughout the process, PSRC has met with nearly two dozen local governments and two tribal governments.

### **Peer Networking Event**

As part of PSRC's Peer Networking series, staff held an online event focused on the Industrial Lands Analysis on June 24, 2022. Guest speakers from Everett, Seattle, and Tacoma presented their work on industrial lands planning projects. The event provided PSRC an opportunity to highlight local work on planning for industrial lands and to solicit feedback from the 62 attendees, which included local jurisdiction planners, private sector planners, and others involved in planning for industrial lands. Feedback from the event reinforced themes heard during board and committee engagement and in stakeholder interviews.

Key points of what we heard from the interviews and engagement include:

- There is strong demand for distribution and fulfillment centers in both central locations and outlying areas. In some cases, communities are concerned that distribution/fulfillment centers and warehouses are impacting the market and demand for industrial lands, reducing opportunities for manufacturing uses.
- Some industrial areas are experiencing a trend towards mixed urban environments that include craft/maker businesses, industrial storefronts, and retail activity catering to industrial areas, blurring lines between industrial and non-industrial job categories.
- Increasing housing and land costs has made conversion of industrial lands to other uses more attractive. Because zoning for industrial areas has typically been the most permissive of any of the land use zones, industrial areas sometimes see a wide range of non-industrial uses competing for space, such as recreation uses, hotels, and retail.
- Representatives of the ports expressed concern about the threat to core industrial lands and the need to maintain them in proximity to seaports.
- Some cities/MICs are land constrained and have limited room for industrial growth and/or industrial growth has the potential to impact other adjacent uses.
- Stakeholders see the benefit to workers of increasing transit access to industrial sites but are also worried that new light rail stations and other transit infrastructure may increase pressure to convert industrial lands to other uses.
- Communities would like to see more workforce development and education strategies and work to attract underserved communities.
- Local governments expressed a need for more data and information on employment demographics to address racial equity goals.
- Tribes are uniquely situated, where tribal lands are often adjacent to or overlap industrial uses that severely impact tribal resources and activities. Meanwhile, there are challenges with locating industrial uses and jobs on tribal land due to infrastructure, legal structures, and lack of knowledge.

### **Data Analysis**

The data analysis seeks to answer the primary question: What is the capacity for economic growth on industrial lands? In addition to including a base inventory of types of industrial lands, the analysis seeks to understand the benefits of manufacturing, such as higher wage jobs and the impacts to adjacent communities. While the data analysis

is continuing, the information below provides some initial insights and examples of what will be provided in the report.

- **Employment.** Reviewing and analyzing employment levels in industrial clusters and sub-clusters will provide an understanding of trends and changes to industrial employment.
  - The region experienced steady industrial growth prior to the pandemic. Total industrial jobs in 2020 was 600,000. The region added more than 53,000 industrial-sector jobs from 2015 to 2020, an increase of 9.7%, and constituting 28% of total jobs in the region.
  - Preliminary data shows job growth in industrial sectors is slower than non-industrial sectors. Non-industrial jobs grew 14.4% in the same timeframe.
  - Lands zoned for industrial uses are seeing more non-industrial activities. Industrial jobs grew by 7.4% from 2015-2020 on industrial lands, while non-industrial jobs grew 19.7%.
  - Industries with the largest growth since 2015 include building and contracting, and transportation, distribution, & logistics (TDL). More than 25,000 jobs in building & contracting were added to the region from 2015 to 2020, while TDL added nearly 11,000 jobs. Industries that saw contraction include machinery & transportation equipment, which lost 5,800 jobs, and telecom, broadcasting & video production, losing 2,700 jobs.

Macro grouping	Industrial grouping	2015-2020 growth	2015-2020 growth %
<b>Construction</b>	Builders & Contractors	25,628	29%
	Heavy & Civil Construction	1,958	16%
<b>Manufacturing</b>	Electronics & Components	-1,602	-10%
	Food & Bev Processing	2,740	15%
	Machinery & Transportation Equipment	-5,821	-5%
	Metals & Fabrication	625	5%
	Other Manufacturing	-254	-2%
	Printing & Publishing	-621	-8%
	Refining, Chemicals & Plastics	357	5%
	Textiles, Apparel & Leather	-276	-10%
	Wood & Paper Products	-208	-4%
<b>Transportation, Distribution &amp; Logistics (TDL)</b>	Transportation, Distribution & Logistics (TDL)	10,675	15%
<b>Warehousing &amp; Wholesale</b>	Warehousing & Storage	5,229	71%
	Wholesaling	3,462	4%

<b>Other Industrial</b>	Building & Grounds Services	<b>7,878</b>	<b>25%</b>
	Industrial Services	<b>1,141</b>	<b>19%</b>
	Telecom, Broadcasting & Video Production	<b>-2,700</b>	<b>-13%</b>
	Utilities	<b>1,014</b>	<b>18%</b>
	Waste Management & Remediation	<b>2,921</b>	<b>48%</b>
	Other Industrial	<b>1,298</b>	<b>15%</b>
<b>Total industrial job growth</b>		<b>53,442</b>	<b>9.7%</b>
<b>Total non-industrial job growth</b>		<b>192,388</b>	<b>14.4%</b>

Source: PSRC Covered Employment Data

- Industrial wages. Industrial jobs continue to pay more than non-industrial jobs, although wages are lower for warehousing jobs where there has been consistent growth.
  - People in industrial occupations earn higher salaries/wages compared to workers in all other sectors. The median income for industrial workers in 2020 was about \$59,000. The non-industrial median income was \$42,000.
  - About 24% of industrial workers earn \$100k or more, compared to 18.5% for non-industrial workers.
  - There is a significant difference in wage ranges between different industrial sectors/groupings. For example, the median income for Manufacturing was \$74,000 in 2020 while Warehousing & Wholesale was \$46,000.
- Land inventory and market conditions. Central to the industrial lands analysis is a review of land available for industrial development and redevelopment. As industrial uses evolve to include smaller manufacturing uses, craft manufactures, and distribution hubs, the inventory is being reassessed to include areas that allow for a mix of industrial and other uses, in addition to core industrial areas.
- Other data analysis. Data and information pertaining to environmental impacts, transportation assets, tribal resources, and equity are planned for inclusion and provide important context to trends in employment and land use.
  - Environmental impacts, such as brownfields, air quality, and water quality.
  - Impacts to Tribal lands, including the opportunities and challenges of being adjacent to industrial lands.
  - Transportation conditions, such as the regional freight infrastructure and the relationship between transit expansion and industrial lands.

### **Manufacturing/Industrial Center Profiles**

The 2015 report included geographically specific information for 13 industrial subareas in the region. The new report focuses on the regionally designated manufacturing/industrial centers (MICs) that are part of the VISION 2050 strategy for

defining growth and economic development patterns. PSRC uses a center monitoring program to track how centers perform relative to regional center performance expectations.

The report will include profiles for each of the ten manufacturing/industrial centers in the region, which will allow one to review the range and status of industrial areas across the region. These profiles will include information on land use, transportation facilities, and employment sectors in each of the centers. A draft example MIC profile is attached. Staff will be reviewing drafts with individual jurisdictions before the report is finalized.

### **Questions for the Board**

1. Are the data and information discussed consistent with your experience regarding industrial lands and uses in your community?
2. How can PSRC continue to support local planning efforts for industrial lands?

### **NEXT STEPS**

PSRC staff are working to finalize the data analysis and will develop findings and a draft report for review this summer.

For more information, contact Ben Kahn, [bkahn@psrc.org](mailto:bkahn@psrc.org) or Paul Inghram at [pingham@psrc.org](mailto:pingham@psrc.org).

Attachment:

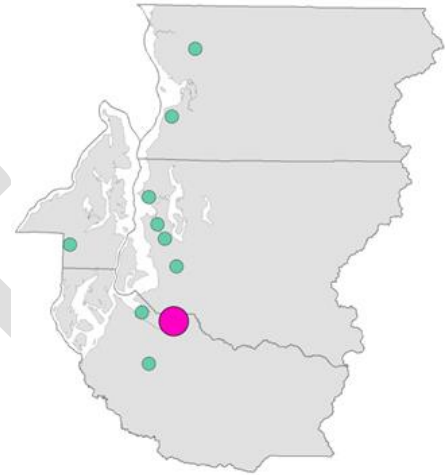
Draft Sumner-Pacific Manufacturing/Industrial Center Profile

# Sumner-Pacific Manufacturing/Industrial Center

## Sumner & Pacific, Pierce County | MIC – Employment | Regionally Designated in 2016

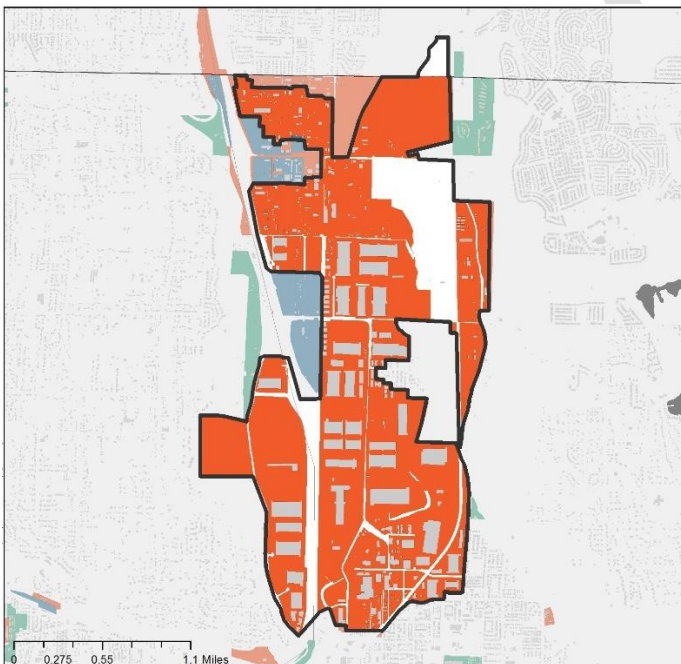
The Sumner-Pacific MIC is located in the two cities of Sumner and Pacific in Pierce County. The MIC is an important regional warehousing, transportation, distribution, and logistics hub. It has easy connections to the regional transportation system via SR 167, a principal freight corridor.

<b>Total Acres</b>	2,236
<b>Total Jobs</b>	14,566
<b>Industrial Jobs %</b>	90.6%
<b>Employment Density</b>	6.5 jobs/acre
<b>Total Population</b>	322
<b>Housing Units</b>	98

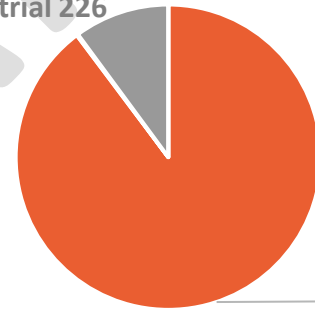


Sources: Costar, PSRC covered employment estimates, U.S.Census

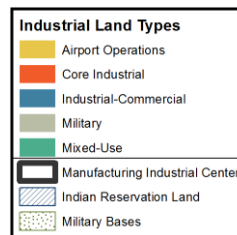
### Industrial Land Types + Supply



Non-Industrial 226 acres



Core Industrial Land 2,007 acres



Source: PSRC



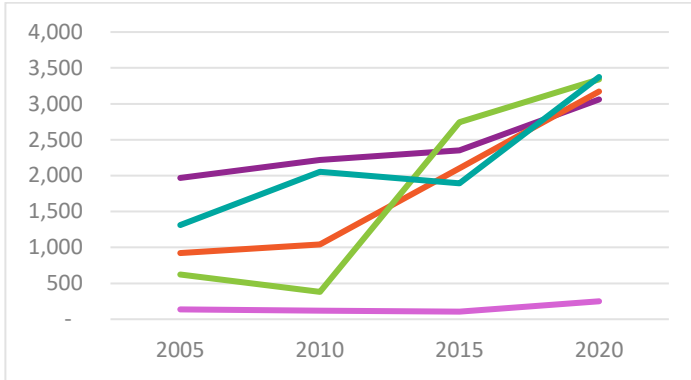
For more information on the data used in this profile, see <https://www.psrc.org/our-work/industrial-lands>.



# Sumner-Pacific Manufacturing/Industrial Center

## Sumner & Pacific, Pierce County | MIC – Employment | Regionally Designated in 2016

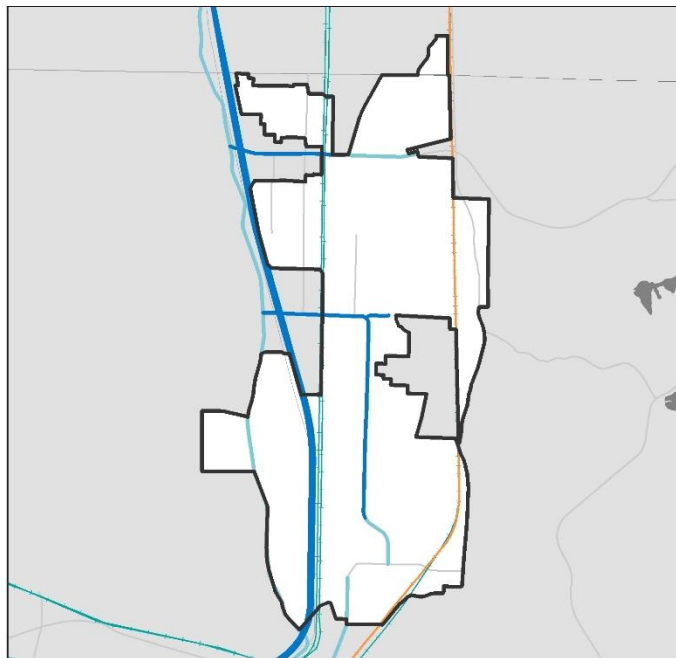
### Jobs by Employment Sectors



Source: PSRC covered employment estimates

	2020 Jobs	Change 2010-2020
<b>Construction</b>	3,061	841
<b>Manufacturing</b>	3,172	2,132
<b>Transportation, Distribution &amp; Logistics</b>	3,341	2,960
<b>Warehousing &amp; Wholesale</b>	3,374	1,319
<b>Other Industrial</b>	250	131

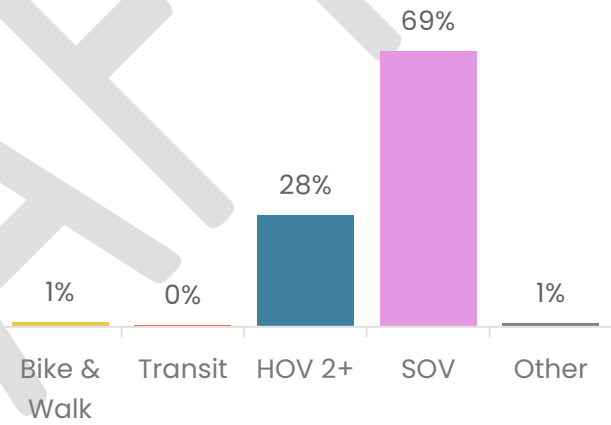
### Transportation



- Marine Deepwater Ports
- Major Airports
- Intermodal Facilities
- FGTS: T-1
- FGTS: T-2
- FGTS: T-3, T-4, T-5
- Rail Lines
- High Capacity Transit
- Light Rail
- Commuter Rail
- Bus Rapid Transit
- Streetcar
- Ferry
- HCT Stops

Source: PSRC

### Commute Mode of Workers in MIC



Source: PSRC SoundCast



The Freight and Goods Transportation System (FGTS) is a WSDOT system for classifying state freight corridors by modes based on annual freight tonnage.

Sources:

Costar: dataset [year]

PSRC: Covered Employment Estimates [2020], Industrial Lands Report [2023], 2050 RTP [2018], Transportation [year]

U.S. Census Bureau: 2020 Census







## Puget Sound Regional Council

### **DISCUSSION ITEM**

April 27, 2023

**To:** Growth Management Policy Board  
**From:** Paul Inghram, Director of Growth Management  
**Subject:** **Integrating Stormwater Solutions**

### **IN BRIEF**

The Growth Management Policy Board will be briefed by Washington State Department of Transportation (WSDOT) staff on their stormwater retrofit work and by PSRC staff on guidance to integrate stormwater solutions into comprehensive plans. The board will be asked for feedback on PSRC's draft guidance.

### **DISCUSSION**

One of the largest contributors to pollution in Puget Sound and its water bodies is stormwater. Stormwater is difficult to manage because it is everywhere, following the topography from high points to low and crossing jurisdictional and property boundaries. Improper stormwater management can lead to flooding, erosion, dry streams and wells, pollution, and ultimately health impacts to people and wildlife.

VISION 2050's MPP-En-18 seeks to reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development. These strategies are consistent with the [Puget Sound Action Agenda](#) and very competitive to receive grant funding through various sources such as the Washington State legislature, EPA's National Estuary Program, Commerce's Community Economic Revitalization Board program, and Ecology's Water Quality Combined Funding program. Funding levels for these programs have increased due to state and federal support.

Tony Bush and Tatiana Dreisbach from WSDOT will brief the board on work to retrofit WSDOT facilities to improve water quality. WSDOT will be looking to partner with



jurisdictions on future projects and is asking jurisdictions about their priorities for stormwater retrofits near WSDOT facilities.

### **PSRC Stormwater Integration Guidance**

In addition to working with WSDOT, jurisdictions can further address stormwater issues by adding projects and supportive policies to comprehensive plan updates. These jurisdictions will help position projects to take advantage of increased funding resources. Comprehensive plan updates can also provide the opportunity to integrate stormwater information, policies, and projects across elements and departments. An integrated approach can accelerate and expand the implementation of stormwater solutions by addressing the variety of places that stormwater touches: private property, transportation facilities, natural resources, parks, and other public facilities.

To share proven stormwater solutions and implementation steps, PSRC is preparing guidance on integrating stormwater solutions into comprehensive plans. In January, staff introduced the guidance project and outlined what the guidance would cover. The board provided input on how to make the guidance helpful for local planning and implementation of stormwater solutions. Since then, staff have completed a draft document that includes model policies and other board recommendations.

The guidance discusses stormwater solutions across comprehensive plan elements. For example, stormwater solutions in the land use element could include programs to incentivize developers and property owners to add more green stormwater infrastructure to their properties. Examples of other stormwater solutions include watershed-based land use plans, roadside natural drainage retrofits, stormwater parks, and community benefit public-private partnerships. The stormwater solutions listed in the guidance were identified through research and interviews on successful practices from around the region and beyond. The guidance provides model policies, project examples, and resources that can provide the groundwork for implementing these solutions. PSRC's [Planning Resources](#) page has additional resources on [stormwater and watershed planning](#).

The [draft guidance](#) is available for review. The draft will be distributed to the Regional Staff Committee, agency staff, and other groups. The board is encouraged to share the draft guidance with their planning, stormwater, transportation, parks, and other staff. Comments on the draft are due to Erika Harris ([EHarris@psrc.org](mailto:EHarris@psrc.org)) by May 22. The guidance is expected to be finalized in June.

#### **Questions for the board:**

- Is addressing stormwater impacts and water quality a key issue for your jurisdiction's comprehensive plan update?
- Are there additional topics or types of information that should be included in the stormwater guidance?
- What are the best ways to share the guidance document with jurisdiction staff?

## **NEXT STEPS**

The board is encouraged to share feedback on the guidance with PSRC staff. The finalized guidance document will be shared with the board in June 2023.

For more information and to submit comments, contact Erika Harris, Senior Planner, at [EHarris@psrc.org](mailto:EHarris@psrc.org).



# Puget Sound Regional Council

## INFORMATION ITEM

April 26, 2023

**To:** Growth Management Policy Board

**From:** Paul Inghram, Director of Growth Management

**Subject:** Regional Housing Strategy Implementation

## IN BRIEF

PSRC's Executive Board adopted the Regional Housing Strategy in February 2022. Since adoption, PSRC staff, with direction from the Growth Management Policy Board, have been working to implement the strategy and support local housing efforts. This memo provides the board with an update on the strategy's implementation, including work completed in early 2023, and forthcoming work to support local plan updates.

## DISCUSSION

PSRC's Executive Board adopted the [Regional Housing Strategy](#) in February 2022. The Regional Housing Strategy is a playbook of regional and local actions to preserve, improve, and expand housing stock in the region. The aim is to make a range of affordable, accessible, healthy, and safe housing choices available to every resident and to promote fair and equal access to housing for all people. The strategy identifies roles for PSRC, cities, counties, and other stakeholders to implement the strategy, with a focus on providing resources and support for the 2024 local comprehensive plan updates. By providing data, guidance, and technical assistance, PSRC supports jurisdictions in their efforts to adopt best housing practices and establish coordinated local housing and affordable housing targets.

Since its adoption in early 2022, PSRC staff has engaged the board, regional advisory committees, and other stakeholders to implement the strategy and support local housing work. Key implementation efforts that have been completed include:

### **Housing Opportunities by Place (HOP) Typology**

During scoping for the Regional Housing Strategy, PSRC heard from stakeholders that "everyone has a role to play" and the strategy should focus on a few key goals and group actions based on local conditions to underscore that all jurisdictions have a role to

play regardless of size, market conditions, demographics, or staff capacity. A typology responds to this feedback by providing a common regional approach while tailoring recommendations to specific locations based on their needs and opportunities.

The [HOP typology web platform](#) provides an interactive map that allows users to select a census tract/type of place and get information on the recommended tools and actions for that type of place.

### **Housing Innovations and Tools Survey (HITS)**

PSRC fielded the Housing Incentives and Tools Survey (HITS) to local jurisdictions to better understand what housing tools are being used and which have the biggest impact on increasing housing development and affordability. The survey helps capture new incentives adopted since 2019, changes made to zoning and development codes and regulations, and successes, challenges, and opportunities for local jurisdictions in implementing housing strategies. Complete findings and analysis of the [2022 Housing Incentives and Tools Survey](#) are available online.

### **Public Opinion Survey**

To learn more about public opinions on housing, PSRC and the state Department of Commerce collaborated and contracted with consulting firm PRR to develop and conduct a statistically valid public opinion poll. This collaborative effort allows for a better understanding of the public interest in housing strategies both within the PSRC region and statewide. Survey results will aid PSRC in the implementation of housing strategies and provide useful information for local governments as they update the housing elements of their comprehensive plans. The [survey report](#) is posted on PSRC's Housing webpage.

For the remainder of 2023 and early 2024, PSRC plans to focus on the following implementation efforts:

### **Housing Innovations Program (HIP) Update**

PSRC is updating the [Housing Innovations Program \(HIP\)](#) to reflect recent changes in state law, expand select existing tools, and develop new tools and case studies to better support policy direction in the Regional Housing Strategy and the HOP typology. The updated tools will be available in Fall 2023.

### **2023 Monitoring**

The housing monitoring work helps to provide a snapshot of key housing measures in the region, as well as long term trends. Data monitoring helps to shape and focus regional housing assistance and local work, with a focus on eliminating racial disparities in access to housing. Building off the 2022 report, the 2023 monitoring report will be available in late 2023 and findings will be shared with the board at a future meeting.

### **Technical Assistance**

With many jurisdictions launching into their 2024 comprehensive plan updates, PSRC is providing resources and technical assistance to support the local work. PSRC recently

updated the [Housing Element Guide](#) and partnered with the Department of Commerce and MRSC on two [Passport to 2044 webinars](#) focused on housing in local comprehensive plans.

PSRC is also continuing to coordinate with Commerce and local staff to support the implementation of [updated state law](#), including HB 1220 (2021) in local housing elements.

### **NEXT STEPS**

PSRC is planning to provide an annual review of housing trends and implementation to the board this fall.

For more information, contact Laura Benjamin-LaPitz at [LBenjamin@psrc.org](mailto:LBenjamin@psrc.org) or Paul Inghram at [PInghram@psrc.org](mailto:PInghram@psrc.org).



# PASSPORT TO 2044:

## Key Topics for Elected Officials and Planning Commissioners

The Passport to 2044 series continues with a session for elected officials and planning commissioners in the central Puget Sound region to learn more about the importance of the comprehensive plan periodic updates and key issues emerging during the process.

### REGISTER NOW!



Thursday, May 18, 2023  
12:00 p.m. – 1:30 p.m.



Online via Zoom  
>> [Webinar registration page](#)

Highlights of the event include:

#### Welcoming Remarks

Councilmember Claudia Balducci, PSRC President

#### Planning Framework in Washington State and the Central Puget Sound Region

#### Big Topics in Local Comprehensive Plans

#### Panel of Elected Officials

Councilmember Teresa Mosqueda, City of Seattle  
Councilmember Ed Prince, City of Renton  
Mayor Kim Roscoe, City of Fife  
Mayor Pro Tem Bryan Wahl, City of Mountlake Terrace

This is one in a series of workshops that include deep dives on specific topic areas of periodic comprehensive plan updates. Past recordings and event materials are available on [PSRC's website](#). Sign up to be on the list for information on upcoming events and resources [here](#).

Questions? Contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org)



The primary audience for this webinar are the elected officials and planning commissioners in the central Puget Sound region. Planners, consultants, and staff involved with comprehensive planning are also welcome to attend.



Puget Sound Regional Council



Washington State  
Department of  
Commerce



Empowering local governments  
Packet Pg. 38

9 b





# NEW DATE!

## PSRC GENERAL ASSEMBLY

**MAY 30, 2023**

**11:00 AM – 1:00 PM**

**Embassy Suites, Seattle Downtown Pioneer Square  
255 South King Street, Seattle 98104**



**Registration will open in early April.**

The full Assembly includes all mayors, county executives, and council and commission members from member jurisdictions, tribes, and representatives of statutory members. Each elected representative is a voting member of the General Assembly.

