

# Regional Centers Review

Regional Staff Committee  
September 21, 2023



Puget Sound Regional Council





# Overview

- Background
- Regional centers today
- Requirements for regional centers
- Upcoming 2025 process and resources
- Discussion





# Regional Centers

- Regional growth centers are central places with a mix of activities and transportation options
- Manufacturing/industrial centers support employment growth, preserve industrial areas
- Centers guide regional growth allocations and inform transit service planning
- Priority areas for PSRC's federal transportation funding
- Advance regional goals for climate, equity, and housing



# ***Background of Regional Centers***

1990 VISION 2020 – calls for a **hierarchy** of centers

2003 – Centers focus for regional transportation **funding**

2013 – **Current centers monitoring** report and profiles

2018 – Regional Centers Framework Adopted

2020 – VISION 2050 focus on centers

---

2024/2025 – **Next application window** for new centers

2025 – Redesignation process and centers evaluation



# ***Growth – Seattle South Lake Union***





# ***Transit Investments – Lynnwood***





# Change – Tacoma Downtown





# Opportunities – Arlington/Marysville





# 2018 Regional Centers Framework

## Purpose

- Establishes criteria and planning expectations for regional centers
- Ensures consistency for designation of centers
- Addresses requirements of new centers and redesignation of existing centers
- 2024/2025 Designate new centers and redesignate existing centers





# ***Discussion Questions***

Are we asking the right questions to be able to review existing centers in 2025?

What do you think would be helpful to know about regional growth centers?

What other data may be needed for successful monitoring and redesignation?





# Regional Centers Today





# Today's Regional Centers

## 30 RGCs and 10 MICs

- 50,000 acres and 8% of the region's urban area
- 300,000 people and 7% of the region's population
- 930,000 jobs and 44% of the region's employment

Sources: PSRC Covered Employment Estimates (2022), GIS Database (2023)  
WA Office of Financial Management (2022)





# Types of Regional Centers

## Regional Growth Centers

### Urban Growth Center

- Dense existing jobs and housing
- High-quality transit service
- Planning for significant growth

### Metro Growth Center

- Dense existing jobs and housing
- Regional transit hub
- Provide regional services

## Manufacturing Industrial Centers

### Industrial Employment Center

- Highly active industrial areas
- Preserve jobs and land use
- Grow industrial employment

### Industrial Growth Center

- Cluster of industrial lands
- Potential for future job growth
- Long-term growth and retention





# RGCs - Activity Units

## Regional Growth Center Activity Units (People/Acre) Criteria

Existing Density: 18 AU/acre (Urban), 30 AU/acre (Metro)

Planned Density: 45 AU/acre (Urban), 85 AU/acre (Metro)

- All centers = 57 AU/acre
- Seattle Downtown (246) and Seattle South Lake Union (259) have highest activity units/acre
- Silverdale (13) and Puyallup South Hill (11) do not meet existing minimum density threshold
- Eight centers exceed minimum planning density thresholds for their type

Bellevue, Redmond Overlake, Seattle Downtown, Seattle First Hill/Capitol Hill, Seattle South Lake Union, Seattle University District,

Sources: PSRC Covered Employment Estimates (2022), GIS Database (2023)  
WA Office of Financial Management (2022)





# RGCs - Mix of Uses

## Regional Growth Center Mix of Uses Criteria

Mix of Uses: At least 15% planned residential and employment

- Primarily employment centers: 71% of activity units are jobs
- Seattle Northgate and Seattle University District have closest to 1:1 mix
- Bothell Canyon Park, Issaquah, and Tukwila have very low population compared to employment

Sources: PSRC Covered Employment Estimates (2022), GIS Database (2023)  
WA Office of Financial Management (2022)





# MICs – Job Minimums

## Manufacturing Industrial Centers Jobs Criteria

Existing Jobs: 10,000 (Employment), 4,000 (Growth)

Planned Jobs: 20,000 (Employment), 10,000 (Growth)

- Seattle Duwamish (67,700), Kent MIC (46,400) and Paine Field/Boeing Everett (41,500) have highest job numbers
- Puget Sound Industrial Center – Bremerton does not meet existing minimum job number for growth center (1,200)

Sources: PSRC Covered Employment Estimates (2022), GIS Database (2023)





# Manufacturing/Industrial Centers

### 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

Industrial Land Types:

- Airport Operations
- Core Industrial
- General Commercial
- Highway
- Manufacturing/Industrial Center
- Non-Manufacturing Land
- Other Uses

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

Draft Industrial Lands Analysis | April 2023 | Puget Sound Regional Council

### Sumner-Pacific Manufacturing/Industrial Center

**Sumner & Pacific, Pierce County | MIC - Employment | Regionally Designated in 2016**

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

### Commute Mode of Workers in MIC

Bike & Walk	1%
Transit	0%
HOV 2+	28%
SOV	69%
Other	1%

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

Draft Industrial Lands Analysis | April 2023 | Puget Sound Regional Council

## PSRC's Industrial Lands Analysis

- Includes data on types of employment, worker demographics, and environmental impacts
- More information to Growth Management Policy Board in fall 2023
- 10 Manufacturing/Industrial Center profiles

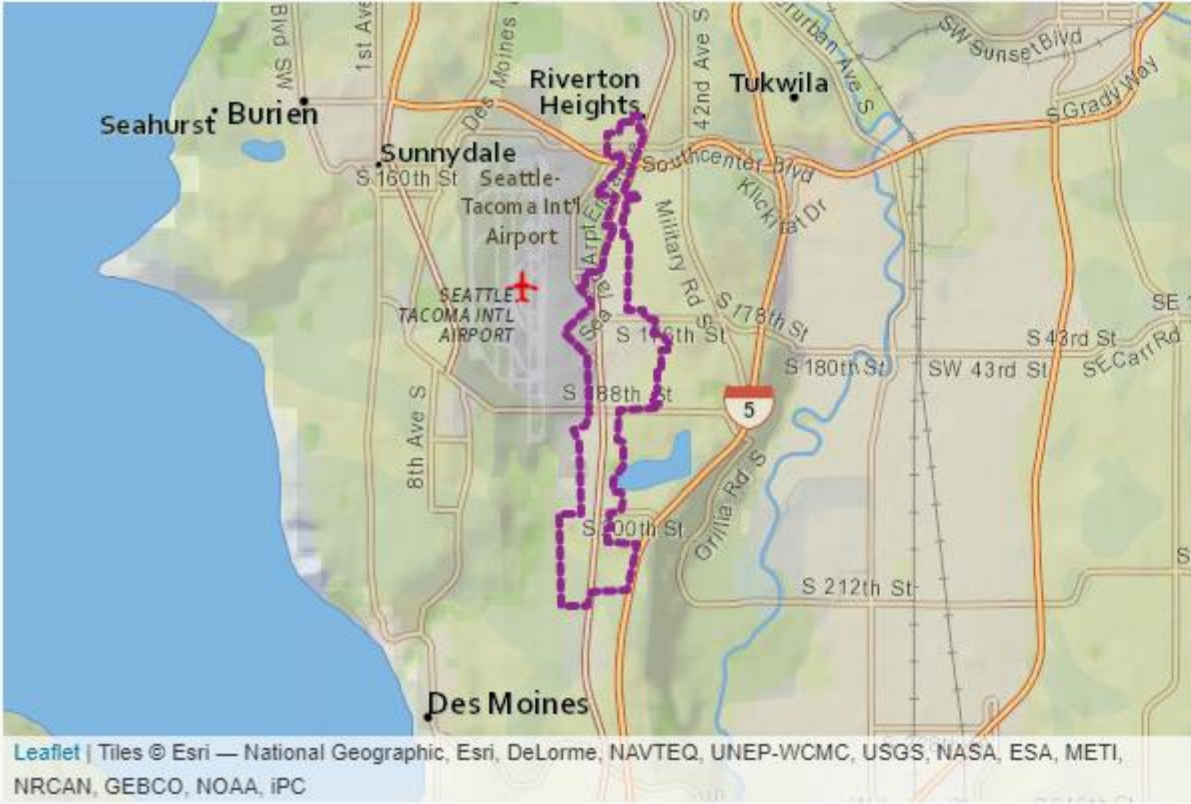










# Center Profiles

Select Regional Growth Center:

SeaTac ▾



## Summary Statistics

	Land Area (acres)	885
	Designation Year	1995
	Center Type	Urban
	Population	12,720
	Housing Units	5,170
	Total Employment	14,700
	Activity Units per Acre	31
	Jobs per Person	1.2

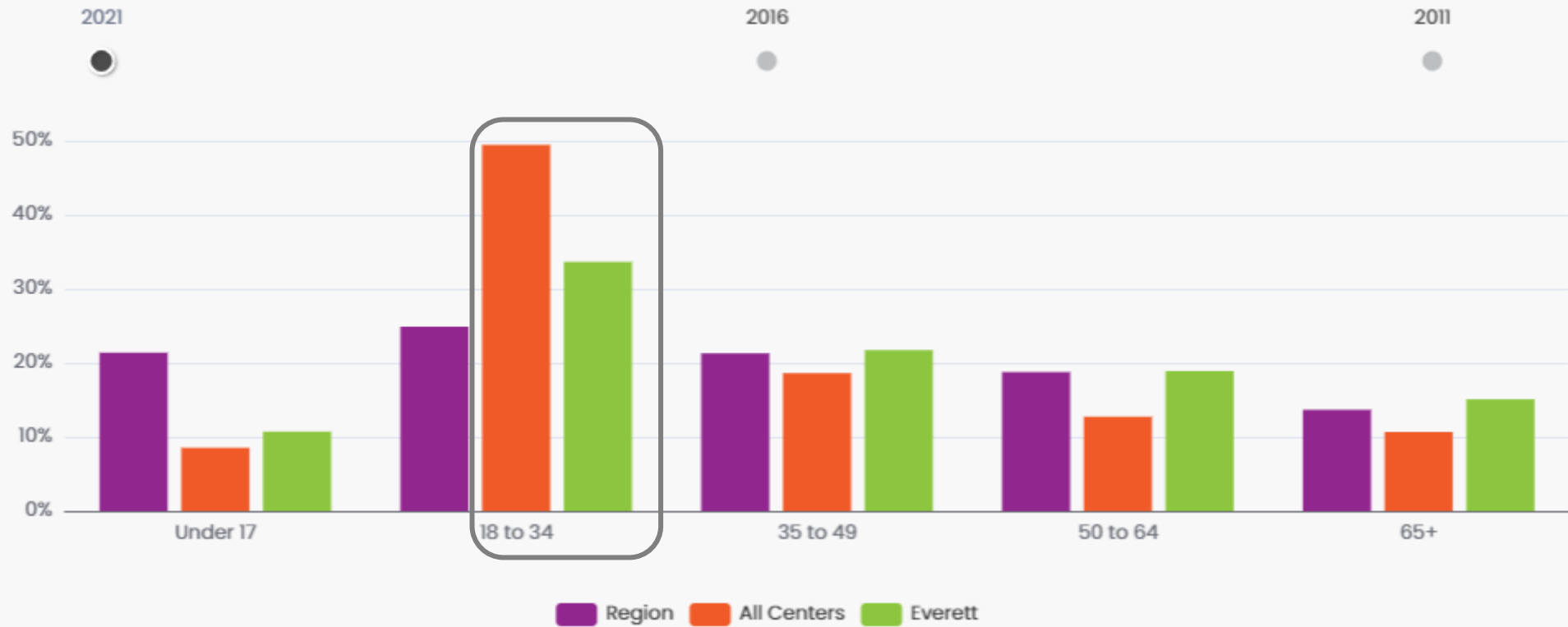




# More Residents Under 34 and Over 65

Everett RGC

Total Population by Age Group

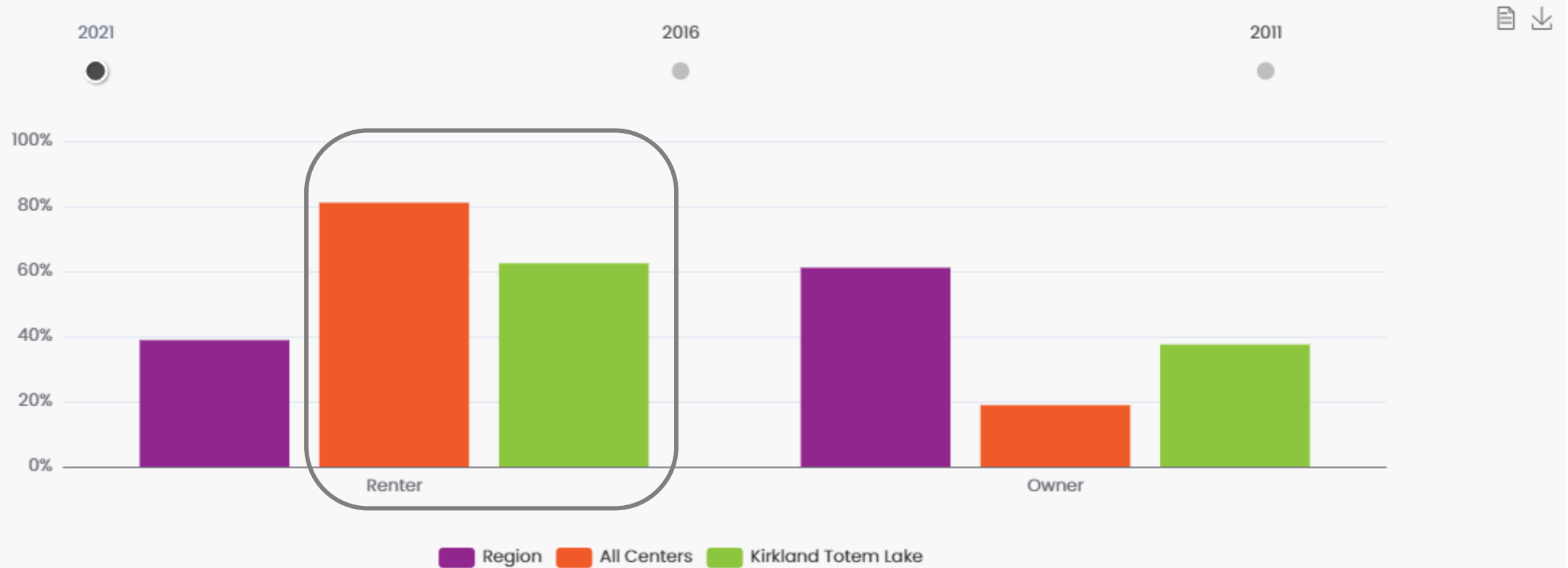




# Larger Share of Renters in Centers

Kirkland Totem Lake RGC

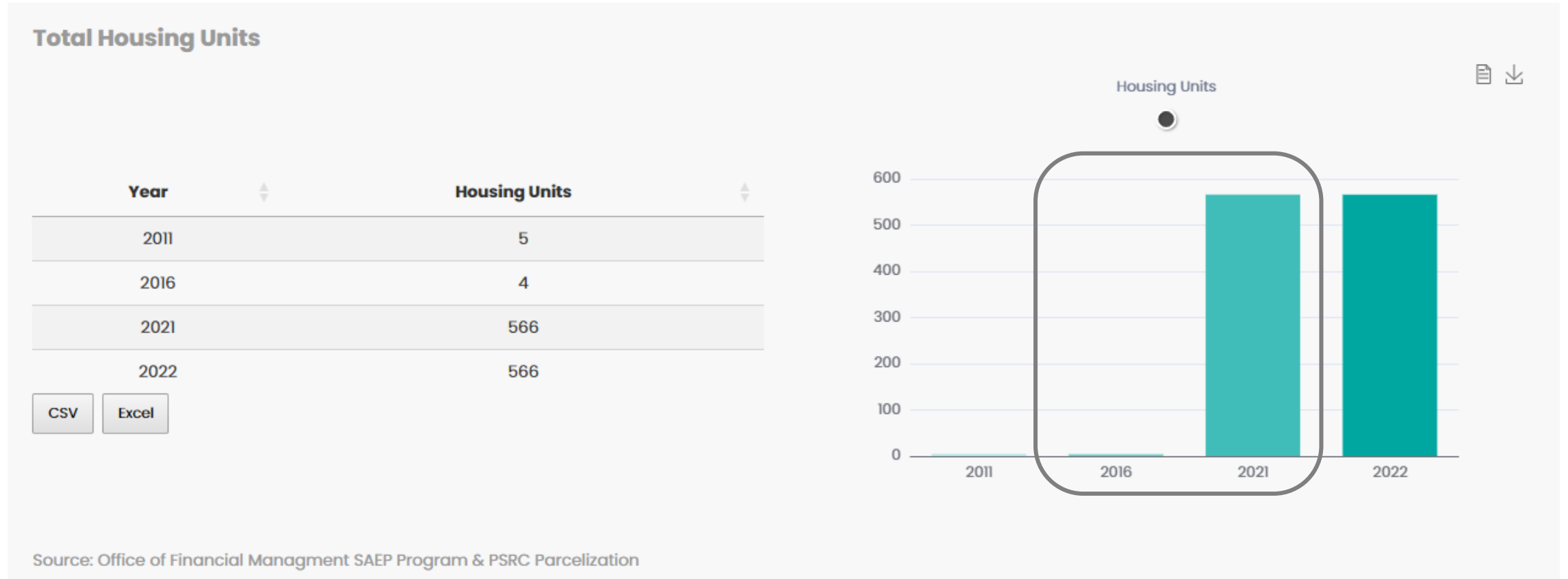
## Housing Tenure





# Increases in Housing Units

Tukwila RGC

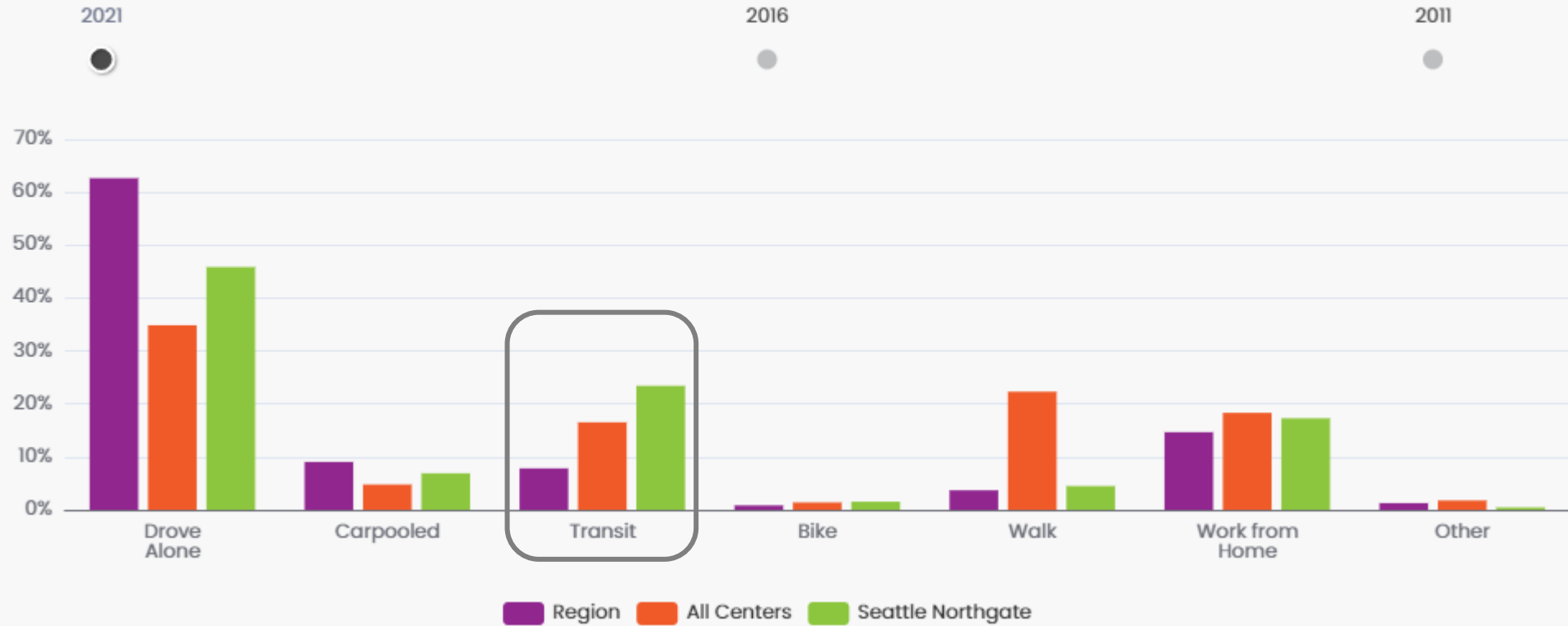




# More Transit Use for Residents

Seattle Northgate RGC

Mode to Work for Residents

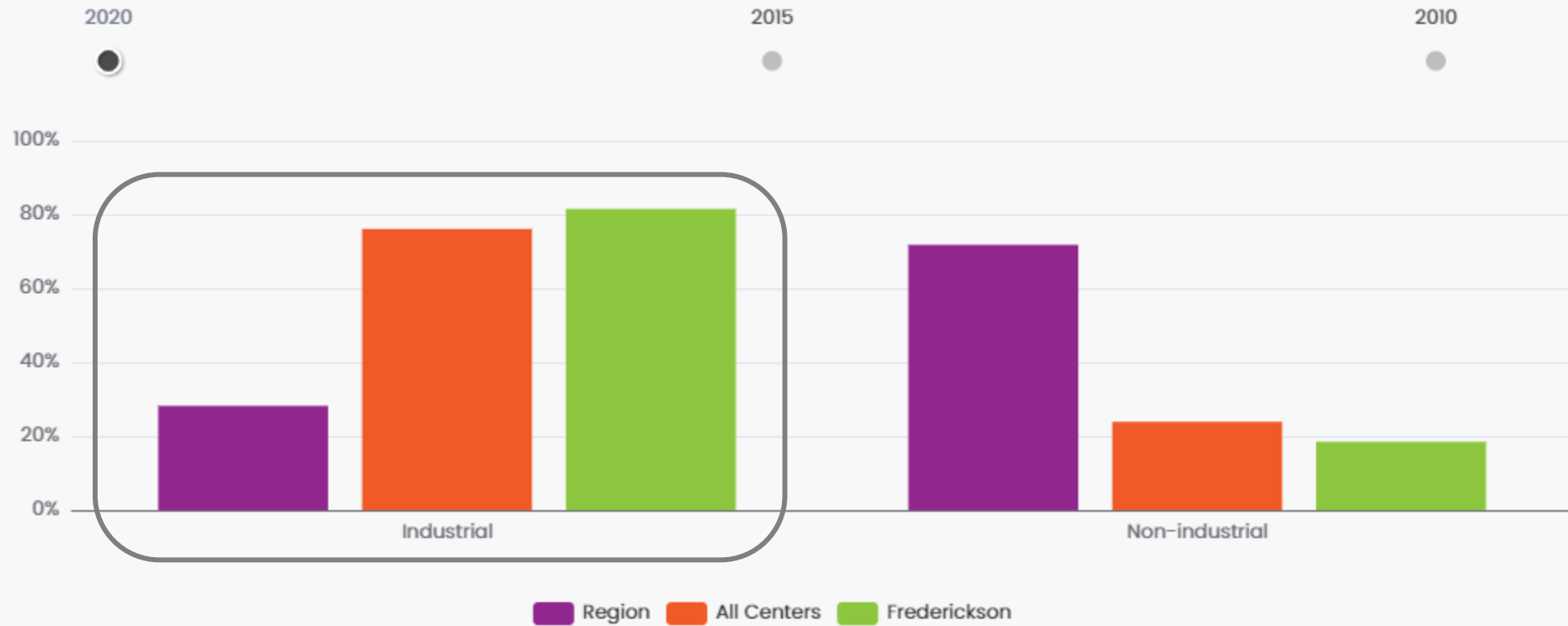




# Higher Shares of Industrial Jobs

Frederickson

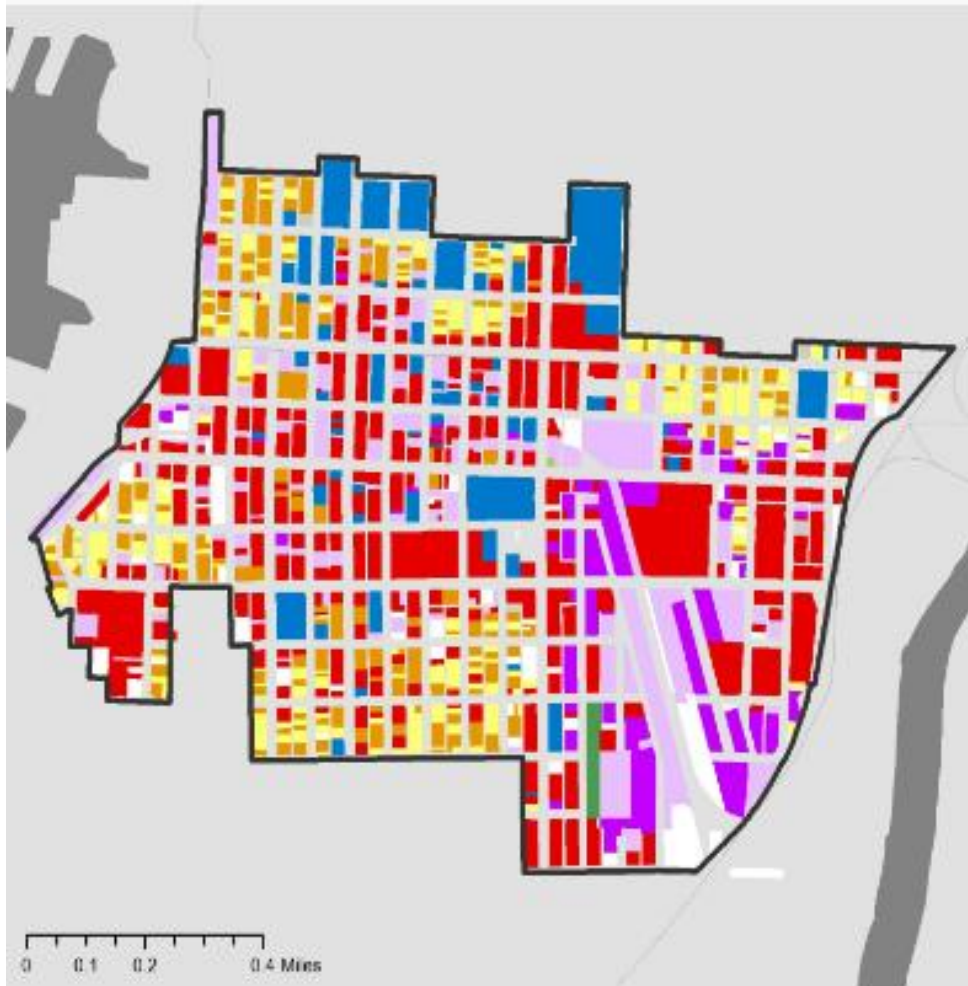
Share of Industrial Jobs





# Land Use for Each Center

## Everett RGC



# of Intersections	166
Intersection Density (per acre)	0.25
Intersection Density (per acre) - All Centers	0.22





# Regional Centers Requirements





# 2018 Regional Centers Framework

## Purpose

- Establishes criteria and planning expectations for regional centers
- Ensures consistency for designation of centers
- Addresses requirements of new centers and redesignation of existing centers
- 2024/2025 Designate new centers and redesignate existing centers



# Designation Requirements for RGCs

- Local commitment
- Completed center plan
- Location requirements
- Capital investments
- Existing density or market study
- Compatibility with VISION
- Meets activity level existing density, target density, and adequate capacity
- Size requirements
- Transit service
- Market potential
- Regional role

*Adopted by PSRC's Executive Board (June 2018)*



# Designation Requirements for MICs

- Local commitment
- Completed center plan
- Location requirements
- Capital investments
- Existing employment or market study
- Compatibility with VISION
- Meets existing jobs requirements, target jobs, and adequate capacity
- Size requirements
- At least 50% industrial employment
- Transit or TDM measures
- Industrial zoning
- Regional role

*Adopted by PSRC's Executive Board (June 2018)*





# Process & Resources





# Upcoming Process for Regional Centers



- PSRC annual data publication of center profiles
- 2024/2025 Designation of new centers
- 2025 Redesignation of existing centers & subarea plan review



# 2025 Monitoring & Redesignation Process

## Purpose

Evaluate the success of regional centers in achieving the region's desired outcomes, analyze how individual centers are performing, and redesignate existing centers.

## Key Questions

How have regional centers **performed** in accommodating growth?

What level of **planning** has been done for centers?

What is the **potential** for accommodating future growth?

What's next for the Regional Centers Framework and VISION?



# Proposed Data Collection

How have regional centers **performed** in accommodating growth?

Characteristics: Size of centers, population and employment numbers

Demographics: Who lives in centers, how do incomes compare to the region, tenure

Housing characteristics: Housing types, affordability

Employment characteristics: Who works in centers, how do incomes compare to the region, what jobs are available

Transportation usage: Existing mode split, transportation infrastructure

Urban form: Land use, block size



# Data Collection

What level of **planning** has been done for centers?

Subarea Plans and consistency with VISION 2050

Policy Focus Areas

Transportation Infrastructure: Planned projects and amenities



# Data Collection

What is the **potential** for accommodating future growth?

Growth Targets for employment and households

Zoned Capacity

Market Demand

# Outreach and Resources

**Passport to 2044: TOD and Centers**  
December 13, 2022

Puget Sound Regional Council  
Washington State Department of Commerce

0:07 / 1:41:49 • Introduction >

The video thumbnail features a circular logo with a transit card and the year 2044. The main image shows a cityscape with a transit station and a bus. Logos for Puget Sound Regional Council and Washington State Department of Commerce are at the bottom. A video player interface is visible at the bottom.

[Passport to 2044: TOD and Centers](#)

**VISION 2050 Planning Resources**  
**Incorporating Transit-Oriented Development (TOD) Into Comprehensive Plans**  
OCTOBER 2022

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

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

**This guidance highlights five focus areas:**

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

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

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

VISION 2050 Planning Resources | Incorporating TOD into Comprehensive Plans | October 2022

The document cover features a teal header with the title and date. A photograph of a transit station is on the right. The text is in a clean, sans-serif font. A small box on the right side contains a definition of TOD.

[Guidance on Incorporating TOD Into Comprehensive Plans](#)

**VISION 2050 PLANNING RESOURCES**  
**Plan Review Manual**  
May 2021  
*Updated September 2022\**

Puget Sound Regional Council

The document cover features a collage of images: a transit bus, a transit station, a person on a bicycle, and a building under construction. The title and subtitle are in a bold, sans-serif font. The Puget Sound Regional Council logo is at the bottom.

[Plan Review Manual & Consistency Tool](#)





# Annual Centers Profiles



Regional Growth Centers

Manufacturing & Industrial Centers

## Regional Growth Centers

Centers

### Resources

Centers

VISION 2050

Planning Resources



### Select Regional Growth Center:

Bremerton



### Summary Statistics

	Land Area (acres)	592
	Designation Year	1995
	Center Type	Metro
	Population	6,060
	Housing Units	1,550
	Total Employment	16,810
	Activity Units per Acre	39
	Jobs per Person	2.8

\* Employment data is suppressed

### Description:

The Bremerton regional growth center is the central business district in the historic core of the City of Bremerton. It has served as the site of the most concentrated area of jobs in Kitsap County for decades and includes the Puget Sound Naval Shipyard. The downtown features recent and planned residential development and waterfront amenities.



# Board and Committee Outreach



2024: Updates to Growth Management Policy Board and Committees



# ***Discussion Questions***

Are we asking the right questions to be able to review existing centers in 2025?

What do you think would be helpful to know about regional growth centers?

What other data may be needed for successful monitoring and redesignation?







***Thank You!***

Maggie Moore  
Senior Planner  
[MMoore@psrc.org](mailto:MMoore@psrc.org)



Puget Sound Regional Council