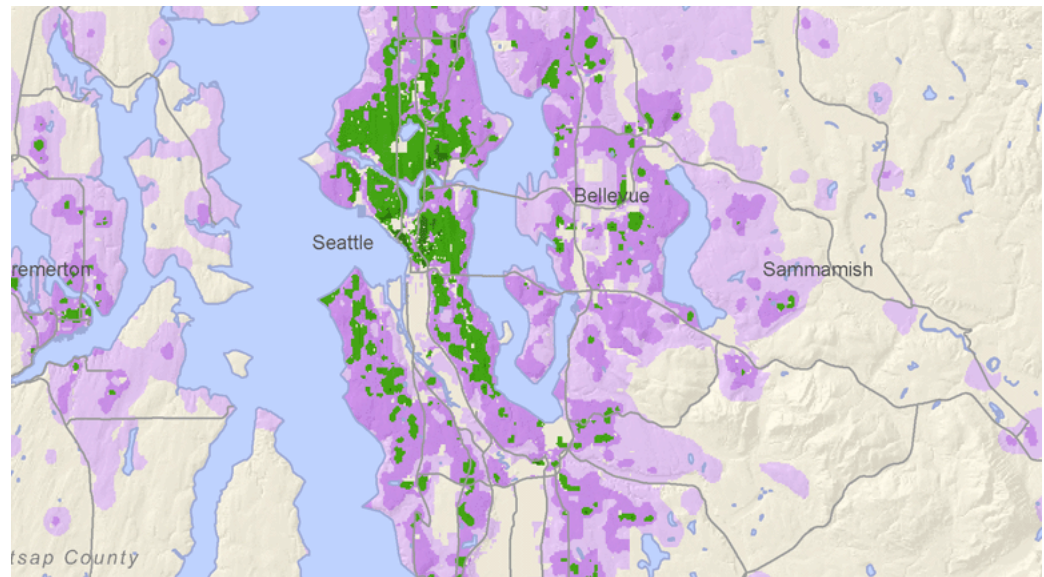


# Sprawl and Smart Growth in Greater Seattle-Tacoma

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July 25, 2002

[www.northwestwatch.org/press/seattlegrowth.html](http://www.northwestwatch.org/press/seattlegrowth.html)



**N O R T H W E S T E N V I R O N M E N T W A T C H**

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## EXECUTIVE SUMMARY

- In the 1990s, the population of greater Seattle-Tacoma—including western King, northern Pierce, and southern Snohomish Counties—increased by 461,000 people, to just under three million (see Map 1 for the area studied.) The region is expected to add nearly another million residents by 2025. Rapid growth creates two key challenges: improving transportation options in the face of tightening congestion, and protecting farmland and green space from runaway development. Channeling growth into compact neighborhoods consumes less land while encouraging transit, walking, and cycling as viable alternatives to driving.
- The share of greater Seattle-Tacoma residents living in compact neighborhoods—defined as having at least 12 residents per acre and exemplified by communities such as Seattle’s Wallingford and Bellevue’s Crossroads neighborhoods—grew modestly, from 21 percent to 25 percent, during the 1990s.
- But overall growth in the number of residents in low-density, auto-dependent communities outpaced growth in compact, “smart-growth” neighborhoods. The majority of population growth—55 percent, or 253,000 new residents over the decade—took place in low-density areas with fewer than 12 people per acre.
- Greater Seattle-Tacoma is now the most sprawling major metropolis in the Pacific Northwest. The metropolitan region uses 25 percent more land per resident than does greater Portland and 75 percent more than greater Vancouver, BC.
- During the 1990s, northern Pierce County took first place for the region’s worst sprawl. The share of northern Pierce County residents living in compact communities increased only from 11 percent in 1990 to 12 percent in 2000. Snohomish County’s share rose from 10 percent to 14 percent. King County led the region with a third of its residents in compact communities in 2000.
- Different municipalities grew in radically different patterns. Seattle, Everett, and Federal Way led the metro area in compact growth, while the cities of Sammamish, Kenmore, Mill Creek, and Enumclaw sprawled the most, with no compact communities in 2000. Bellevue, Shoreline, and Puyallup, meanwhile, had far fewer residents in compact neighborhoods than would be expected for cities of their sizes.
- Given expected population growth, if the region does not grow more compact new development will overrun an additional 170,000 acres by 2025; that area is twice the size of Seattle and Tacoma combined.
- But growth does not have to mean sprawl. If greater Seattle increased the average density of its developed areas to that of greater Portland’s (excluding Clark County, Washington), suburban development would cover only a fifth as much land—saving about 135,000 acres. And if the region increased average urban and suburban densities just slightly more, the Seattle-Tacoma area would accommodate all projected population growth through the year 2025 without increasing the overall area of urban or suburban zones at all. Yet it would still not be as compact as greater Vancouver, BC, today.

## INTRODUCTION AND METHODS

To examine patterns of metropolitan growth in the Pacific Northwest's three largest metropolitan areas, researchers at Northwest Environment Watch (NEW) and the nonprofit group CommEn Space examined population trends using data from the 1990 and 2000 US Censuses and from the 1986, 1991, 1996, and 2001 Canadian Censuses.

NEW and CommEn Space analyzed data for each city or suburban block in the three metropolitan areas, including the most densely populated portions of King, Snohomish, and Pierce Counties. For each location in the metropolitan regions, we used a digital mapping technique to expand a circle outward from that point until the circle contained at least 500 residents (or 1,000 acres, whichever came first). We then calculated the number of people per acre within that circle and assigned that density to the location at the circle's center. This measurement provides a proxy for the density of the neighborhood surrounding each location in the region.

## THE CHALLENGE OF RAPID GROWTH

*Nearly two-thirds of the population growth in Pierce County occurred outside of towns or cities, as did roughly half the growth in Snohomish County and about one-fifth in King*

Between 1990 and 2000, greater Seattle-Tacoma, stretching northward to Everett and southward to Tacoma, added 461,000 new residents, increasing its population to just under 3 million. (In this report, "Seattle-Tacoma" refers to the portions of Snohomish, King, and Pierce Counties shown in Map 1 that are east of Puget Sound, plus Vashon Island. For convenience, the report speaks of King, Pierce, and Snohomish Counties when it means the portions of those counties shown in Map 1.)

King County accounted for about half the region's increase, adding nearly 230,000 new residents, or two new Bellevues. Snohomish County grew by 124,000, nearly the equivalent of a new Everett plus a new Lynnwood. Pierce grew by 108,000, or two new Lakewoods. But greater Seattle-Tacoma's growth was not confined to the Bellevues, Lynnwoods, and Lakewoods. Much of the region's rapid growth was dispersed among the three counties' unincorporated lands—areas not within towns or cities at all, which are developing at very low densities. Nearly two-thirds of the population growth in Pierce County occurred outside of towns or cities, as did roughly half the growth in Snohomish County and about one-fifth in King.

Similarly, about 14 percent of the region's total growth from 1990 to 2000—including a third of Pierce County's, 14 percent of Snohomish County's, and 6 percent of King County's (see Map 1)—occurred outside the urban growth boundaries established under Washington's 1990 Growth Management Act. The Act required municipalities to accommodate new urban development within growth boundaries. But those boundaries were not drawn until mid-decade, and many new developments outside the boundaries were granted permits under old laws and were "grandfathered" into the region's growth plans.

Growth far from the region's downtowns and population centers had two significant consequences. First, sprawling suburbs consumed significant amounts of rural land and open space on the urban fringe. Second, new residents of these lightly populated suburbs depended on cars for virtually all transportation needs, further clogging the region's already strained road network.

Washington's Office of Financial Management projects that King, Snohomish, and Pierce Counties will add nearly a million new residents by 2025.<sup>1</sup> Given this expected population growth, greater Seattle-Tacoma confronts two serious, but not insurmountable, challenges: creating transportation options for an increasingly populous and far-flung region, and protecting green space and farmland from runaway development. Rapid growth makes growing wisely all the more important.

## SMART GROWTH AND SPRAWL

Growth need not mean sprawl: growth can even bolster transportation alternatives if it is channeled into compact neighborhoods that are conducive to transit, biking, or walking.

Researchers comparing 68 cities on four continents have identified population density thresholds that increase residents' transportation options. In neighborhoods with fewer than 12 people per acre, a car is needed for virtually every trip; most residents must drive to work, stores, and basic services, and those without access to cars are often stranded. These neighborhoods are termed "sprawling" or "car-dependent" in this report. (Below 1 person per acre, communities still depend on cars but are called "rural" in this report.)<sup>2</sup> At more than about 12 people per acre, however, public transportation becomes cost-effective. In such neighborhoods—here referred to as "transit-oriented"—bus ridership increases, private vehicle ownership

Figure 1. Neighborhood density thresholds

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### **Rural**

Less than one person per acre: dependent on motor vehicles; developed little or at extremely low density

### **Car-dependent or sprawling**

1–12 people per acre: virtually all trips taken by car or private truck

### **Compact or smart-growth**

#### **Transit-oriented**

12–40 people per acre: driving declines; transit become viable

#### **Pedestrian-oriented**

More than 40 people per acre: dramatic decline in driving and vehicle ownership; walking, cycling, and transit flourish

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dips, car trips become shorter, and gasoline consumption drops. At more than about 40 people per acre—typical downtown densities—destinations are close enough that walking and biking flourish and driving decreases substantially. In these “pedestrian-oriented” neighborhoods, as many as one-third of households do not own a car at all. Together, transit- and pedestrian-oriented densities are called “compact” or “smart-growth” neighborhoods in this report.<sup>3</sup>

Compact neighborhoods also pave over less of the landscape. Person for person, compact neighborhoods cover less land with impervious surfaces such as roads, rooftops, and parking lots than do more-sprawling development patterns. Reducing pavement helps waterways, because impervious surface increases flooding, erosion, and sedimentation in nearby streams; it also slows the recharge of underground aquifers, lowers water tables, and raises stream temperatures. These changes diminish water supply, harm water quality, and undermine aquatic ecosystems. At densities as low as one house per acre, 10 to 15 percent of the landscape is covered by impervious surface; coho salmon are rarely found in watersheds where pavement exceeds this level.<sup>4</sup>

Of course, compact growth does not, by itself, create better transit. Isolated pockets of compact neighborhoods—common around Puget Sound—may not be as effective at creating truly transit-friendly neighborhoods as are large, contiguous compact areas. Furthermore, reducing car dependence requires a variety of complementary strategies, including effective planning, sufficient funding for transit, and encouragement for a mix of residential and commercial land uses. Still, creating compact communities is a necessary step for establishing the services, amenities, and transportation infrastructure that can reduce residents’ dependence on the automobile.

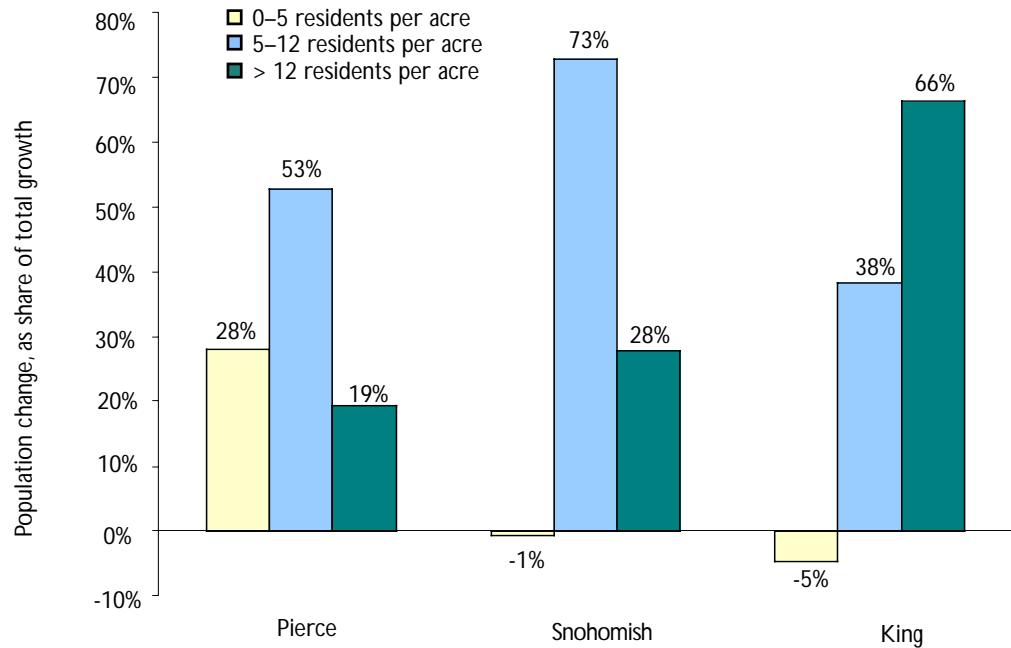
*Despite some gains in compact neighborhoods, the bulk of population growth in the Seattle-Tacoma region—55 percent, or 253,000 new residents over the decade—took place in low-density areas*

During the 1990s, greater Seattle-Tacoma saw modest but welcome increases in compact neighborhoods. The share of residents living in such communities grew from 21 percent in 1990 to nearly 25 percent in 2000. The number of residents living at pedestrian-oriented densities increased by 36,000, while the number living at transit-oriented densities rose by 171,000. This growth in compact communities had two causes: first, new residents moved into neighborhoods that were already compact; second, the addition of new residents—sometimes relatively few—lifted some whole neighborhoods above the 12-people-per-acre threshold.

But despite this slight gain, the bulk of population growth—55 percent, or 253,000 new residents over the decade—took place in low-density areas with fewer than 12 people per acre. Car-dependent sprawl is still the norm for the region, as it has been since the 1950s.

Progress in creating compact communities varied by county. King County started the decade with the largest concentration of people at compact densities—28 percent—and increased its lead over the decade. By 2000, some 33 percent of King County residents lived in compact neighborhoods. Significant residential redevelopment in downtown Seattle, as well as the continued popularity of denser

Figure 1. King County led the region in smart growth, while Pierce County lagged



towns and neighborhoods established early in the twentieth century, accounted for much of King County’s leadership. Compact communities in Snohomish County also increased, as the share of residents living at compact densities grew from 10 percent to 14 percent. But in Pierce County, the share of residents living at compact densities barely budged, from just over 11 percent in 1990 to just over 12 percent in 2000.

Not only did Pierce County show the smallest increases in compact communities, but it also saw the largest increases at the most sprawling, car-dependent densities. Areas with fewer than 5 people per acre accounted for more than a quarter of Pierce County’s population increase over the decade, while the number of residents at such sprawling densities actually declined slightly in both King and Snohomish Counties (see Figure 1).

The municipalities within the counties also grew very differently. Seattle is by far the most compact city, with more than two-thirds of its residents, or 380,000 people, living in compact neighborhoods in 2000. Over the 1990s, nearly 61,000 people were added to Seattle’s compact communities; today, more than half of all people living in compact neighborhoods in the region live within the city of Seattle. Other municipalities with sizable growth in compact neighborhoods included Federal Way, Kent, and Everett (see Tables 1 and 2; also see Appendix for other statistics on regional growth).

In general, more-populous municipalities are also more compact: in statistical terms, total population accounts for roughly half the variation in the share of residents living at compact densities. Cities with a smaller than expected share of compact community residents included Bellevue, Shoreline, and Puyallup.<sup>5</sup> These

Table 1. Ten smart-growth leaders in the Seattle-Tacoma area, 2000

<b>Percent of population at compact densities</b>	
Seattle	68%
Federal Way	34%
Everett	33%
Kent	30%
Sea-Tac	30%
Tukwila	30%
Renton	29%
Tacoma	29%
Auburn	28%
Lynwood	26%

Table 2. Ten most improved cities in the Seattle-Tacoma area, 1990–2000

<b>Growth in population at compact densities</b>	
Seattle	60,917
Federal Way	18,052
Kent	15,147
Everett	12,088
Tacoma	9,929
Renton	6,604
Redmond	5,607
Bellevue	5,606
Kirkland	4,627
Auburn	4,148

Table 3. Ten most sprawling cities in the Seattle-Tacoma area (with population over 10,000)

<b>County</b>	<b>City</b>	<b>Population in 2000</b>	<b>Percent at more than 12 per acre</b>
King	Sammamish	33,795	0%
King	Kenmore	18,559	0%
Snohomish	Mill Creek	11,330	0%
King	Enumclaw	11,051	0%
Pierce	Bonney Lake	10,132	0%
Snohomish	Marysville	25,542	2%
King	Mercer Island	21,837	2%
King	Issaquah	12,286	3%
Pierce	Puyallup	33,057	4%
Snohomish/King	Bothell	30,181	4%

municipalities' development has been more sprawling, and their land used less efficiently to accommodate residents, than might be expected. And several smaller municipalities—including Sammamish, Kenmore, and Mill Creek—had no residents in compact communities at all in 2000 (see Table 3).

## SEATTLE'S PLACE IN THE NORTHWEST

Sprawl is not inevitable. Rather, as demonstrated by the Pacific Northwest's other two great metropolises—Portland, Oregon, and Vancouver, BC—sprawl results from conscious choices and public policies. Both Portland and Vancouver have a 30-year track record in successful growth management. Each city took steps in the 1970s to protect nearby farmland and to place limits on suburban sprawl.

Oregon's growth management law required cities to establish growth boundaries large enough to accommodate projected growth over two decades and to confine new development within those boundaries. A regional governing structure called Metro later began to coordinate compliance with the law and was charged with minimizing impacts on nearby farmland when expanding the urban growth boundaries. Since they were first established, Portland's growth boundaries have been expanded to include only 5,000 additional acres.

Vancouver's farmland protections were even stronger: a provincial law passed in 1973 placed agricultural land surrounding Vancouver in a protected reserve called the Agricultural Land Reserve (ALR). Removing land from the reserve requires an act of the provincial government, and very little has been removed since the reserve was first established.

*Both Portland and Vancouver, BC, took strong steps in the 1970s to protect nearby farmland and to place limits on suburban sprawl*

These two growth management systems recorded significant successes in channeling new development into compact neighborhoods. In comparison with Seattle-Tacoma, both Portland Metro and greater Vancouver have crisp edges with comparatively little low-density development on the urban fringe (see Maps 2 and 3). Greater Seattle-Tacoma, by contrast, is surrounded by low-density residential development on the urban fringe. And these new low-density suburbs expanded rapidly outward across previously undeveloped land over the last decade.

See animated maps of the three cities' growth patterns at:

[www.northwestwatch.org/press/seagrowth\\_map4.html](http://www.northwestwatch.org/press/seagrowth_map4.html)

[www.northwestwatch.org/press/seagrowth\\_map5.html](http://www.northwestwatch.org/press/seagrowth_map5.html)

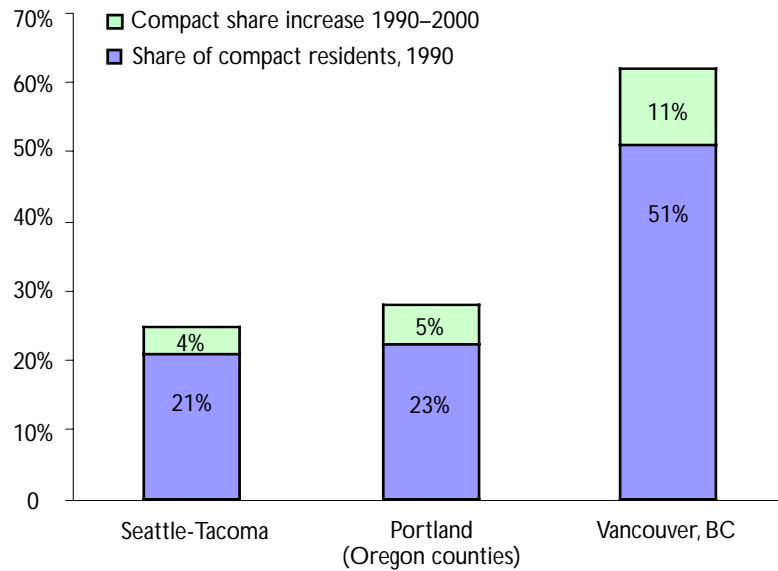
[www.northwestwatch.org/press/seagrowth\\_map6.html](http://www.northwestwatch.org/press/seagrowth_map6.html)

[www.northwestwatch.org/press/seagrowth\\_map7.html](http://www.northwestwatch.org/press/seagrowth_map7.html)

Seattle-Tacoma is now the least compact and most sprawling of the three Northwest metropolises. Though it started the 1990s with a slightly larger share of its residents living in compact communities than Portland (21 percent for Seattle-Tacoma and 20 percent for Portland), by the end of the decade Portland had nosed ahead, with just over 25 percent of its residents in a compact neighborhood. And



Figure 2. Portland and Seattle-Tacoma lag behind Vancouver, BC, where three out of five residents now live in compact neighborhoods



excluding Clark County, Washington (which is typically considered to be part of greater Portland but operates under different growth management rules), Portland notched even greater successes in compact growth, with 28 percent of its residents in compact neighborhoods by 2000. But Portland’s record at creating compact communities pales in comparison with that of Vancouver, BC. Three out of five greater Vancouver residents now live in a compact neighborhood, and that share increased by 11 percent over the preceding decade (see Figure 2).

Compact growth means that less of the landscape is overrun by suburban development and that less open space is covered by roads, rooftops, parking lots, and other impervious surfaces that harm the region’s watersheds. Person for person, greater Seattle-Tacoma’s suburban and urban zones occupy a quarter more land than Portland’s and three-quarters more than Vancouver’s. Today, if greater Seattle-Tacoma’s urban and suburban areas had the average density of the three Oregon counties that comprise Portland, an additional 82,000 acres of land in the Puget Sound region—roughly the area of the cities of Seattle and Tacoma combined—would have remained in open space, rather than being turned into suburban development. If Seattle-Tacoma had greater Vancouver’s overall density, 233,000 acres—more than four Seattles and larger than Mount Rainier National Park—would still be open space.

## CONCLUSION

Under Washington’s Growth Management Act, the counties of the Seattle-Tacoma area must plan now for how to accommodate future population growth projected by the state’s Office of Financial Management. The office projects that by 2025 the combined population of King, Snohomish, and Pierce Counties will grow by almost a million.<sup>6</sup> King County will add roughly 355,000 residents; Snohomish, 323,000; and Pierce, 241,000.

If the counties, and the cities within them, choose to accommodate the region's next million residents the same way they added the last million, greater Seattle-Tacoma's growing network of roads will fill with even more traffic while rural lands, farm fields, and open space will continue to turn into sprawling neighborhoods. If the region's choices lead to no overall increase in density by 2025, an additional 170,000 acres of land will be converted to car-dependent development.

But if the region gradually increases Seattle-Tacoma's average density to that of greater Portland's (excluding Clark County, Washington), suburban development will take over only a fifth as much land—saving about 135,000 acres. And if the region increases average urban and suburban densities just slightly more, the Seattle-Tacoma area will accommodate all the projected population rise through the year 2025 without increasing the overall area of urban or suburban zones at all—yet the metropolitan area would still not be as compact as greater Vancouver today.

Through the plans it drafts to allow for the state's projections, the Seattle-Tacoma area is in effect deciding whether to continue on its present course or to emulate Portland or Vancouver, BC. These plans are of paramount importance to the future shape of the metropolis, the region's transportation options, the vitality of the metropolitan economy, and the health of the region's environment. Portland and, especially, Vancouver, BC, have been passing the smart-growth test. Will Seattle-Tacoma?

## ABOUT NORTHWEST ENVIRONMENT WATCH

Northwest Environment Watch (NEW) is a Seattle-based, nonprofit research and communication center that monitors progress toward an environmentally sound economy and way of life in the Pacific Northwest, a region that includes British Columbia, Washington, Oregon, Idaho, and adjoining parts of Alaska, Montana, and California. NEW has published 13 books since 1993. This analysis expands on research completed for NEW's most recent publication, *This Place on Earth 2002: Measuring What Matters*, the first product of the group's multiyear project to develop an index of true progress for the Northwest.

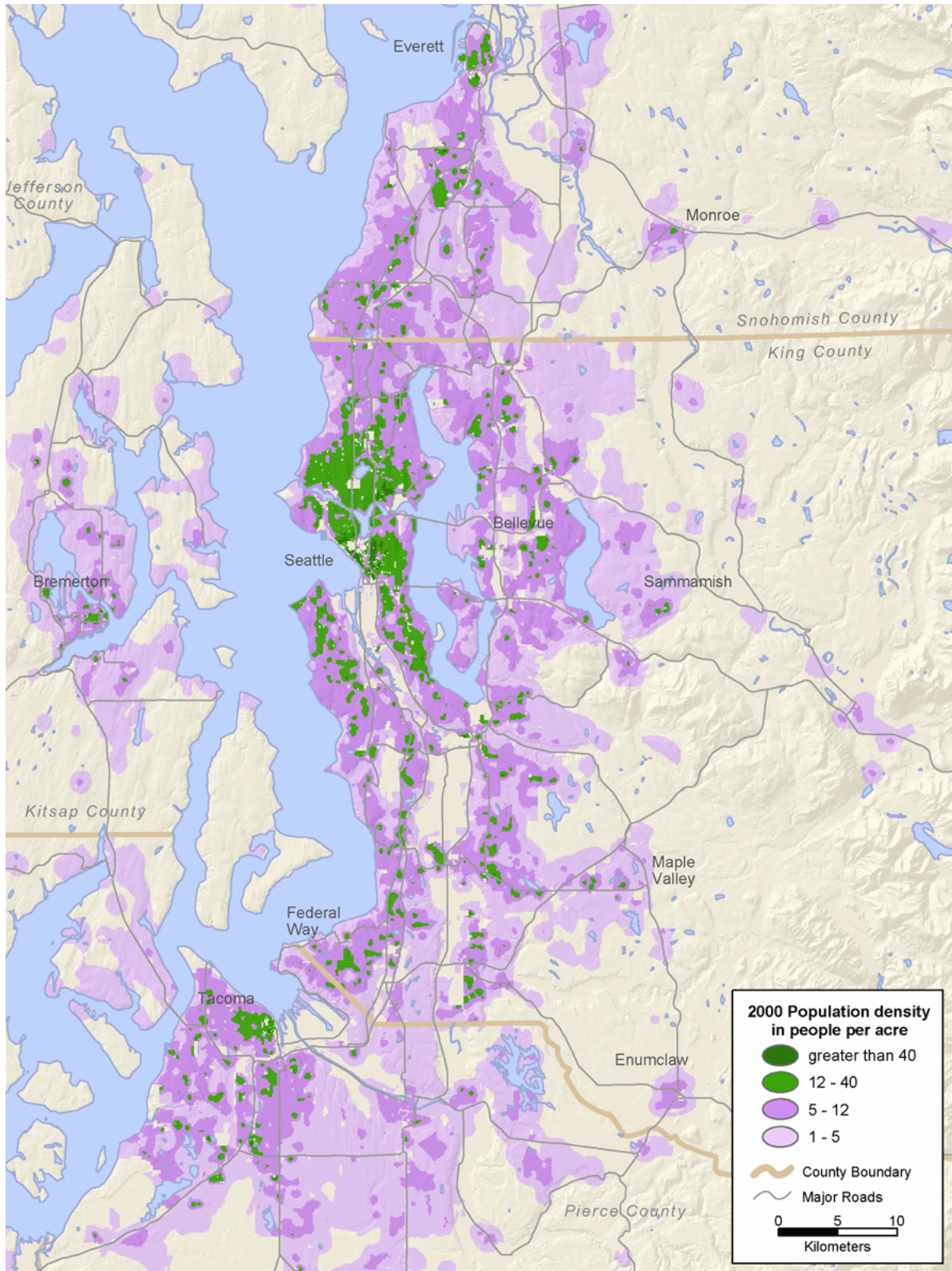
Authors of this report include Alan Durning, executive director; Clark Williams-Derry, research director; Eric de Place, research associate; and Dan Bertolet, research intern. Tim Schaub of CommEn Space, Seattle, conducted geographical information system (GIS) research and analysis. For more information about NEW and NEW publications, please see [www.northwestwatch.org](http://www.northwestwatch.org).

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## NOTES AND SOURCES

1. Washington State Office of Financial Management, "Washington State County Growth Management Population Projections: 2000 to 2025," [www.ofm.wa.gov/pop902020/pop902020toc.htm](http://www.ofm.wa.gov/pop902020/pop902020toc.htm). All figures cite intermediate population growth estimates.
2. Density thresholds from Peter W. G. Newman and Jeffrey R. Kenworthy, *Cities and Automobile Dependence* (Brookfield, VT: Gower Technical Press, 1989). These thresholds apply to urban cores and may not hold in smaller towns or isolated dense neighborhoods.
3. Though there is no single, universally recognized definition of "smart growth," the term typically refers to areas that have compact residential densities, a mix of commercial and residential land uses, and preserved open spaces and that use transportation and other municipal infrastructure efficiently. In this report, "smart growth" has a more limited meaning, referring only to areas with compact residential development without regard to whether other features associated with "smart growth" are present. Compact residential development is a necessary precondition for cost-effective public transit and locally supported stores, but compactness does not by itself guarantee that an area possesses all the features ascribed to "smart-growth" development.
4. Impacts from 1000 Friends of Washington, "Land Use and Water Quality," [www.friends.org/waterq.htm](http://www.friends.org/waterq.htm), Nov. 15, 2001; and US Environmental Protection Agency, Office of Water, "Urbanization and Streams: Studies of Hydrologic Impacts," March 1998, at [www.epa.gov/OWOW/NPS/urbanize/report.html](http://www.epa.gov/OWOW/NPS/urbanize/report.html). Coho sensitivity and concentrated pavement from Tom Schueler, "The Importance of Imperviousness," *Watershed Protection Techniques*, fall 1994.
5. Statistical analysis shows that, for 39 Seattle municipal areas, the logarithm of population explains 50 percent of the variation in the share of municipal residents living in transit-oriented communities. In Bellevue, Shoreline, and Puyallup, the share of the population living in compact communities was at least 12 percentage points lower than predicted by the regression model.
6. Washington State Office of Financial Management, op. cit., note 1.

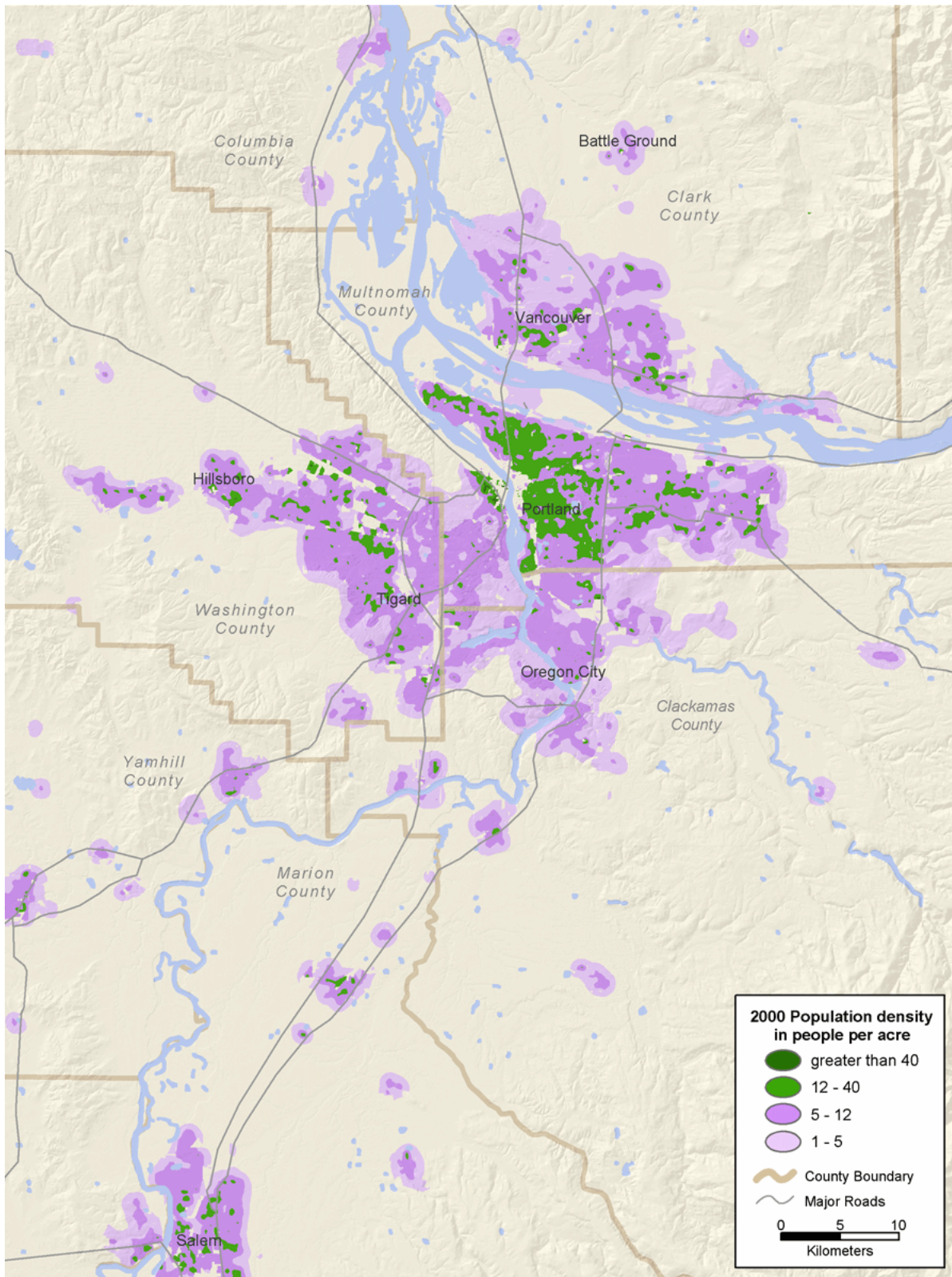
Map 1. Although the share of greater Seattle-Tacoma residents living in compact communities increased slightly in the 1990s, the region is still the most sprawling of the Northwest's three major metropolises



Map and analysis by CommEn Space, [www.commenspace.org](http://www.commenspace.org)

Northwest Environment Watch 2002, [www.northwestwatch.org](http://www.northwestwatch.org)

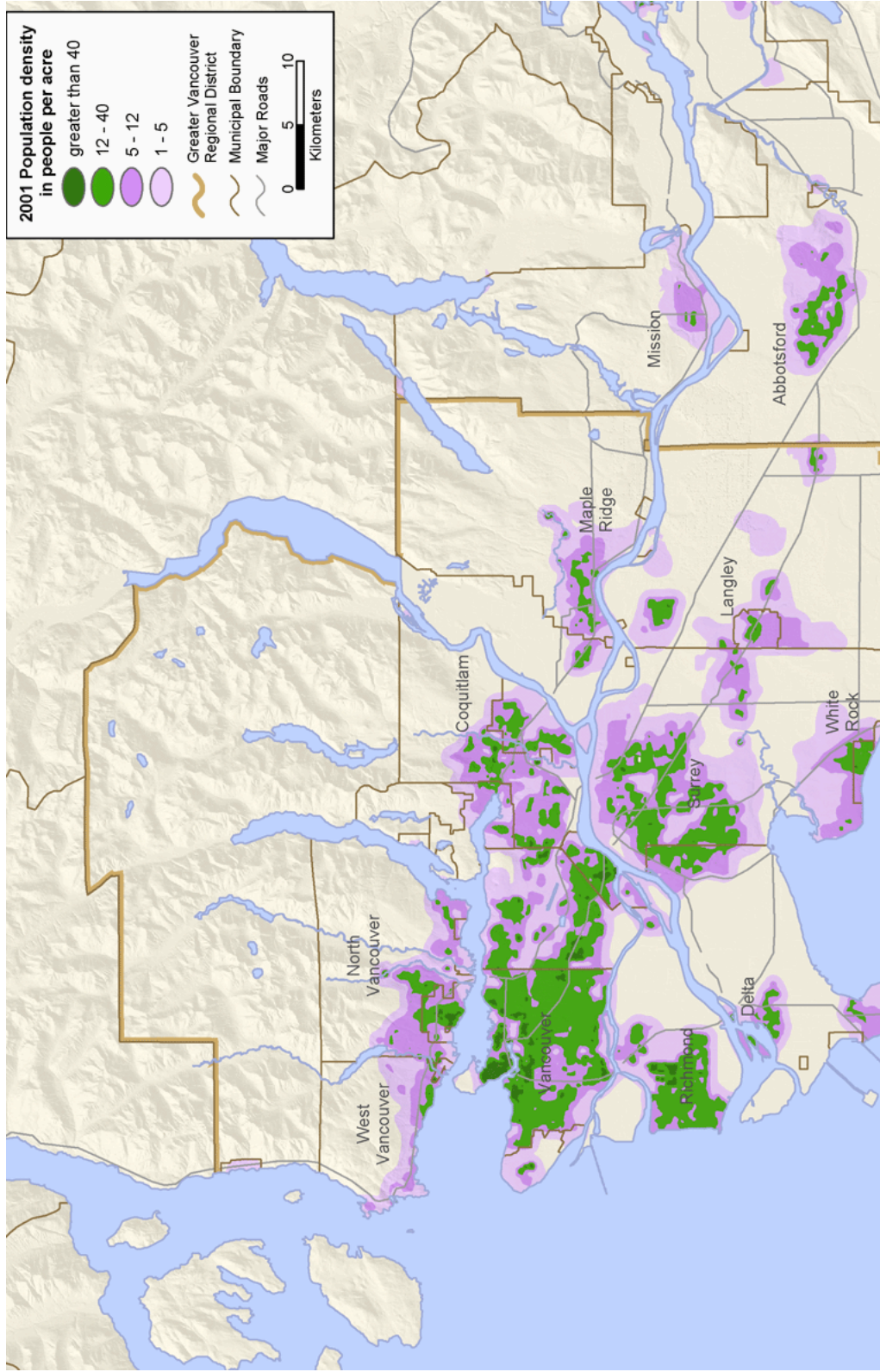
Map 2. Greater Portland has preserved crisp growth boundaries, with compact communities accounting for nearly half of its population growth from 1990 to 2000



Map and analysis by CommEn Space, [www.commenspace.org](http://www.commenspace.org)

Northwest Environment Watch 2002, [www.northwestwatch.org](http://www.northwestwatch.org)

Map 3. Vancouver, BC, is by far the region's most compact city, with about 62 percent of its residents living in compact communities in 2001



Map and analysis by CommEn Space [www.commenspace.org](http://www.commenspace.org)  
Northwest Environment Watch 2002, [www.northwestwatch.org](http://www.northwestwatch.org)

## APPENDIX TABLES

Table 4. Compact communities in King County, 2000

		Population	Population share in compact communities	Total population in compact communities
1	Seattle	563,390	68%	383,105
2	Federal Way	83,569	34%	28,413
3	Tukwila	17,013	30%	5,032
4	SeaTac	26,144	30%	7,861
5	Kent	78,824	30%	23,959
6	Renton	49,844	29%	14,402
7	Auburn	42,561	28%	12,099
8	Des Moines	29,568	24%	7,123
9	Kirkland	44,562	24%	10,531
10	Burien	31,978	23%	7,207
11	Redmond	44,935	19%	8,755
12	Bellevue	108,896	18%	19,506
13	Covington	13,299	14%	1,876
14	Shoreline	52,437	12%	6,448
15	Lake Forest Park	13,113	8%	1,051
16	Pacific	4,827	7%	335
17	Normandy Park	6,663	7%	485
18	Bothell (King County portion)	16,122	7%	1,163
19	Maple Valley	14,088	6%	864
20	Mercer Island	21,837	3%	660
21	Issaquah	12,286	3%	310
22	Woodinville	9,062	1%	71
23	Sammamish	33,795	Less than 1%	123
24	Kenmore	18,559	Less than 1%	59
25	Beaux Arts	275	0%	-
26	Hunts Point	455	0%	-
27	Milton	704	0%	-
28	Yarrow Point	944	0%	-
29	Snoqualmie	1,573	0%	-
30	Carnation	1,810	0%	-
31	Algona	2,536	0%	-
32	Medina	2,927	0%	-
33	Clyde Hill	2,953	0%	-
34	Black Diamond	3,983	0%	-
35	Duvall	4,409	0%	-
36	North Bend	4,573	0%	-
37	Newcastle	7,857	0%	-
38	Enumclaw	11,051	0%	-
	King County unincorporated (outside UGB)	124,525	0%	-
	King County unincorporated (inside UGB)	228,519	14%	31,993
	King County total	1,736,466	33%	573,431

Table 5. Compact communities in Pierce County, 2000

		<b>Population</b>	<b>Population share in compact communities</b>	<b>Total population in compact communities</b>
1	Tacoma	192,609	29%	55,624
2	Lakewood	58,132	20%	11,340
3	DuPont	2,376	19%	443
4	Fife	4,742	17%	829
5	University Place	30,077	16%	4,670
6	Sumner	8,456	9%	797
7	Puyallup	33,057	4%	1,203
8	Fircrest	5,767	3%	171
9	Steilacoom	5,790	3%	181
10	Auburn	157	0%	-
11	Pacific	160	0%	-
12	Roy	251	0%	-
13	Wilkeson	335	0%	-
14	South Prairie	340	0%	-
15	Carbonado	615	0%	-
16	Ruston	750	0%	-
17	Orting	3,623	0%	-
18	Buckley	4,141	0%	-
19	Milton	4,904	0%	-
20	Gig Harbor	6,518	0%	-
21	Edgewood	8,970	0%	-
22	Bonney Lake	10,132	0%	-
	N. Pierce County unincorporated (outside (UGB)	126,616	0%	-
	N. Pierce County unincorporate (inside UGB)	171,160	5%	8558
	N. Pierce County total	679,678	12%	83,816



Table 6. Compact communities in Snohomish County, 2000

		Population	Population share in compact communities	Total population in compact communities
1	Everett	94,914	33%	31,370
2	Lynnwood	34,187	26%	8,723
3	Mountlake Terrace	19,986	21%	4,295
4	Edmonds	39,589	18%	7,006
5	Mukilteo	17,879	12%	2,137
6	Monroe	13,543	8%	1,095
7	Snohomish	8,275	4%	322
8	Marysville	25,542	2%	591
9	Bothell (Snohomish portion)	14,059	Less than 1%	33
10	Brier	6,412	Less than 1%	3
11	Woodway	965	0%	-
12	Gold Bar	1,992	0%	-
13	Granite Falls	2,279	0%	-
14	Sultan	3,232	0%	-
15	Lake Stevens	6,261	0%	-
16	Mill Creek	11,330	0%	-
	S. Snohomish unincorporated (outside UGB)	81,062	0%	-
	S. Snohomish unincorporated (inside UGB)	171,192	13%	22,255
	S. Snohomish county total	552,699	14%	77,830

Table 7. Seattle-Tacoma cities of more than 10,000 people, ranked by share in compact neighborhoods, 2000

		Population	Percentage at more than 12 people per acre	Population at more than 12 people per acre
1	Seattle	563,390	68%	383,105
2	Federal Way	83,569	34%	28,413
3	Everett	94,914	33%	31,370
4	Kent	78,824	30%	23,959
5	SeaTac	26,144	30%	7,861
6	Tukwila	17,013	30%	5,032
7	Renton	49,844	29%	14,402
8	Tacoma	192,609	29%	55,624
9	Auburn	42,561	28%	12,099
10	Lynnwood	34,187	26%	8,723
11	Des Moines	29,568	24%	7,123
12	Kirkland	44,562	24%	10,531
13	Burien	31,978	23%	7,207
14	Mountlake Terrace	19,986	21%	4,295
15	Lakewood	58,132	20%	11,340
16	Redmond	44,935	19%	8,755
17	Bellevue	108,896	18%	19,506
18	Edmonds	39,589	18%	7,006
19	University Place	30,077	16%	4,670
20	Covington	13,299	14%	1,876
21	Shoreline	52,437	12%	6,448
22	Mukilteo	17,879	12%	2,137
23	Monroe	13,543	8%	1,095
24	Lake Forest Park	13,113	8%	1,051
25	Maple Valley	14,088	6%	864
26	Bothell	30,181	4%	1,196
27	Puyallup	33,057	4%	1,203
28	Mercer Island	21,837	3%	660
29	Issaquah	12,286	3%	310
30	Marysville	25,542	2%	591
31	Sammamish	33,795	Less than 1%	123
32	Kenmore	18,559	Less than 1%	59
33	Bonney Lake	10,132	0%	-
34	Enumclaw	11,051	0%	-
35	Mill Creek	11,330	0%	-