



INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Committee
FROM: Bob Giberson, Public Works Director *RG*
BY: Robin Tischmak, City Engineer
CC: Mayor Ekberg
DATE: August 11, 2017
SUBJECT: Tukwila Comprehensive Plan
Transportation Element Update

ISSUE

Approve updates to the Transportation Element of Tukwila's Comprehensive Plan.

BACKGROUND

In 2010 the Public Works Department initiated an effort to update the Transportation Element (Chapter 13) of the Tukwila Comprehensive Plan. The effort included a traffic modeling effort that included projected household and employment growth throughout the City through the year 2030. This effort was in conjunction with an overall update to the Comprehensive Plan. Subsequently, the Puget Sound Regional Council (PSRC) provided updated growth data that reflected the 2008-2009 recession. The updated growth data showed a small reduction for projected household growth and a significant reduction in projected employment (nearly 50%).

DISCUSSION

The review by PSRC identified discrepancies within Tukwila's Plan that indicated conflicting growth information between different chapters of the plan as well as a differing projected end year. The modeling effort projected through year 2030 while the remainder of the plan projected through year 2031. PSRC requested that the City run a revised model update that reflected the updated growth data as well as the 2031 horizon year. Attached are the proposed revisions for consideration and approval.

FINANCIAL IMPACT

There is no financial impact.

RECOMMENDATION

Council is being asked to accept the attached Transportation Element revisions and forward this item for discussion at the August 28, 2017 Committee of the Whole Meeting and subsequent September 5, 2017 Regular Council Meeting.

Attachments: Fehr & Peers Cover Memorandum
Transportation Element in Track Changes Mode



July 28, 2017

Laura Benjamin
Associate Planner, Growth Management Planning
Puget Sound Regional Council
lbenjamin@psrc.org
206-464-7134

Subject: City of Tukwila - Response to Comment on Assumed Land Use Growth in the Comprehensive Plan Review

Dear Liz:

The Puget Sound Regional Council (PSRC) reviewed the City of Tukwila's draft Comprehensive Plan Elements in 2013 and identified that the land use growth forecast by 2031 in the Transportation Element was higher than current (2016) PSRC growth assumptions. PSRC's review noted that the employment growth for the City of Tukwila is almost double the current forecast of 15,500 job growth between 2010 and 2031.

The discrepancy in the land use growth allocation occurred because the City of Tukwila updated the Transportation Element between 2010 and 2012, in part because of a major planned development in the southern portion of the city that could potentially impact the long-term transportation needs for the City. At that time, the PSRC regional land use forecasts had not yet been adjusted to account for the magnitude of the 2008-2009 recession and resulting slowdown in the real estate market. The other elements of the Tukwila Comprehensive Plan were updated during the 2013-2015 period and incorporated the more recent (lower) growth forecasts from the PSRC.

In response to this comment, the City hired Fehr & Peers to reallocate land use growth to be consistent with current PSRC Land Use Vision and to re-run the City's travel demand model. Key findings include:

- The 2031 forecasted traffic volumes are not expected to grow as much within the City compared to the previous analysis (VMT is lower by three percent).
- Most of the forecasted traffic volume decreases are in the Tukwila South area, where growth is not as rapid as was previously anticipated and where most of the employment growth was reduced.



- No changes are recommended to the proposed transportation capital improvement projects. Most of the proposed transportation improvement projects are recommended to remain as they were proposed for reasons beyond expanding capacity, including breaking up large blocks for more walkable/bikeable neighborhoods, and filling in missing gaps in the pedestrian and bicycle networks. The large roadway projects to facilitate growth in Tukwila South were completed by the developer in the 2010-2012 timeframe.

Attached is a memo detailing the analysis to reallocate land use growth to be consistent with current forecasts, as well as two maps that illustrate the distribution of household and employment growth by 2031 within the City.

If you have any questions or comments, please feel free to give me a call at 206-576-4226.

Sincerely,

FEHR & PEERS

A handwritten signature in cursive script that reads "Carmen Kwan".

Carmen Kwan
Transportation Engineer/Planner

SE16-0498

Attachment:

- Tukwila 2031 Land Use Revision – Travel Demand Modeling Response to PSRC Comments Memo

Proposed Revisions
Tukwila Transportation Committee
8/15/2017

CHAPTER THIRTEEN
TRANSPORTATION

TUKWILA COMPREHENSIVE PLAN



PURPOSE

The Transportation Element establishes Tukwila's transportation goals and policies for the 20-year planning period. It provides direction for transportation decisions regarding annual plan updates, including:

- v The Six-Year Transportation Improvement Plan (TIP);
- v The Six-Year Capital Improvement Program and Financial Planning Model (CIP/FPM);
- v The biennial budget; and
- v Infrastructure Design and Construction Standards.

It is key in supporting community livability and economic vitality, as prioritized in Tukwila's Strategic Plan. It also provides guidance for development review and approval, land use and zoning decisions, and continuing transportation and maintenance programs.

The Transportation Element establishes a basis for decision-making that is consistent with Washington's Growth Management Act, King County's Countywide Planning Policies, and the Puget Sound Regional Council's (PSRC) Transportation 2040. The specific requirements of each of these plans are fulfilled by the City of Tukwila [Transportation Element Background Report \(including a revised Travel Demand Memorandum dated December 30, 2016\)](#) of the Comprehensive Plan Update (hereafter referred to in this element as the Background Report), and summarized herein. The Transportation Background Report, [Walk and Roll Non-motorized Transportation Plan](#), [Tukwila Transit Network Plan](#), [Commute Trip Reduction \(CTR\) Program and Plan](#), [Growth and Transportation Efficiency Center \(GTEC\) Plan](#), the annually-updated six-year Transportation Improvement Plan, six-year CIP/FPM, and the budget are all adopted by reference in the Tukwila Comprehensive Plan.

ISSUES

Tukwila's diverse transportation system includes freeways, highways, arterial streets, access streets, bus, light rail, commuter rail transit service, Amtrak passenger rail service, sidewalks, trails and neighborhood footpaths. In addition, Sea-Tac International Airport and Boeing Field provide air transportation for general, commercial and business aviation. The Duwamish River provides water access to Elliott Bay and beyond. The City's road and rail network enables freight and rail transportation within and through the city. Future Tukwila transportation system additions include Bus Rapid Transit. A detailed inventory of the existing transportation system in Tukwila is contained in the Background Report (*Fehr & Peers, May 2012*).

The major transportation issues facing Tukwila include the following:

- u Physical and geographic barriers that challenge connectivity throughout the City. Physical barriers include the valley wall, the Green/Duwamish River, and highways that separate portions of the City from each other, increasing emergency services response times and cost. Residents value quiet neighborhood streets that exist in an incomplete or disconnected street system. With relatively few "through" streets, many vehicles use the streets that do connect, burdening the adjacent properties and residents. The large volume of vehicles on through-streets also makes it more difficult to walk to destinations such as schools, libraries or shopping.
- u Limited funding to satisfy competing priorities.

- Increasing connectivity is very costly given the need to acquire new rights-of-way, conducting engineering studies and design, and construction costs.
- Criteria for grant funding are most often targeted to Tukwila’s Urban Center or the Manufacturing/Industrial Center because these are the locations where significant employment and residential growth are planned and are supported by regional plans.
- There are unmet needs in other areas of the City, including streets that do not meet City standards, and it is unlikely that the roads would be improved by new development in these already developed areas.

u Reliance on regional agencies, such as the Port of Seattle, Metro and Sound Transit, to serve local needs.

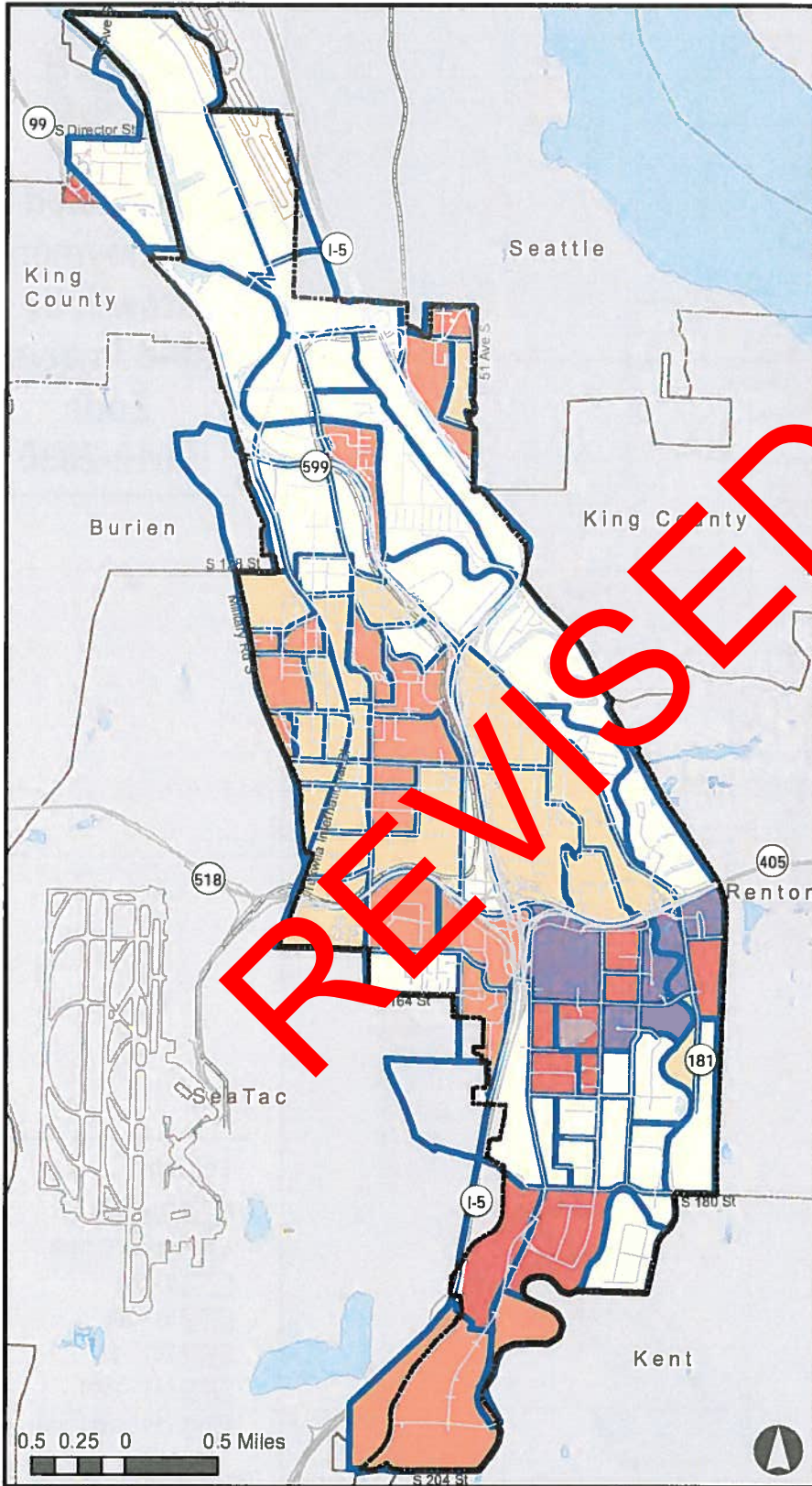
GOALS, POLICIES AND STRATEGIES

The Transportation Element supports the City’s Land Use Element. It demonstrates how the City will maintain and preserve the existing network as well as address deficiencies, while demonstrating how planned growth will be accommodated over the next 20 years per the Office of Financial Management (OFM) and PSRC forecasts.

The household and job forecasts for Tukwila are for an additional 47,8604,800 households and 27,67015,500 jobs by the year 20302031, with most of that occurring in the Southcenter, Tukwila International Boulevard and Tukwila South mixed-use commercial areas. To plan for land use and transportation changes associated with this growth, these households and jobs are assigned to Traffic Analysis Zones (TAZs) based on the availability of vacant and redevelopable lands (*Maps 13-1 and 13-2*).

Employment forecasts in the Transportation Element – and used for the Transportation Demand Model – that include 27,67015,500 additional jobs from 2010–2030-2031 are nearly double the growth that current growth targets and forecasts represent (i.e., 15,500 additional jobs by 2031) were updated in a revised transportation model run in 2016. The original Transportation Demand Model run in 2010 was developed using employment forecast information available at the time. Since then, the employment forecast has been was revised downward significantly due to the effects of the great recession on the regional economy. In addition, current forecasts are based to a greater degree on adopted King County Growth Targets for Tukwila.

The City will revise the employment forecast and land use assumptions in the Transportation Element for consistency with land use related elements and adopted growth targets during the next scheduled Transportation Demand Model update in 2016.



Projected Household Growth by Traffic Analysis Zone 2010-2030

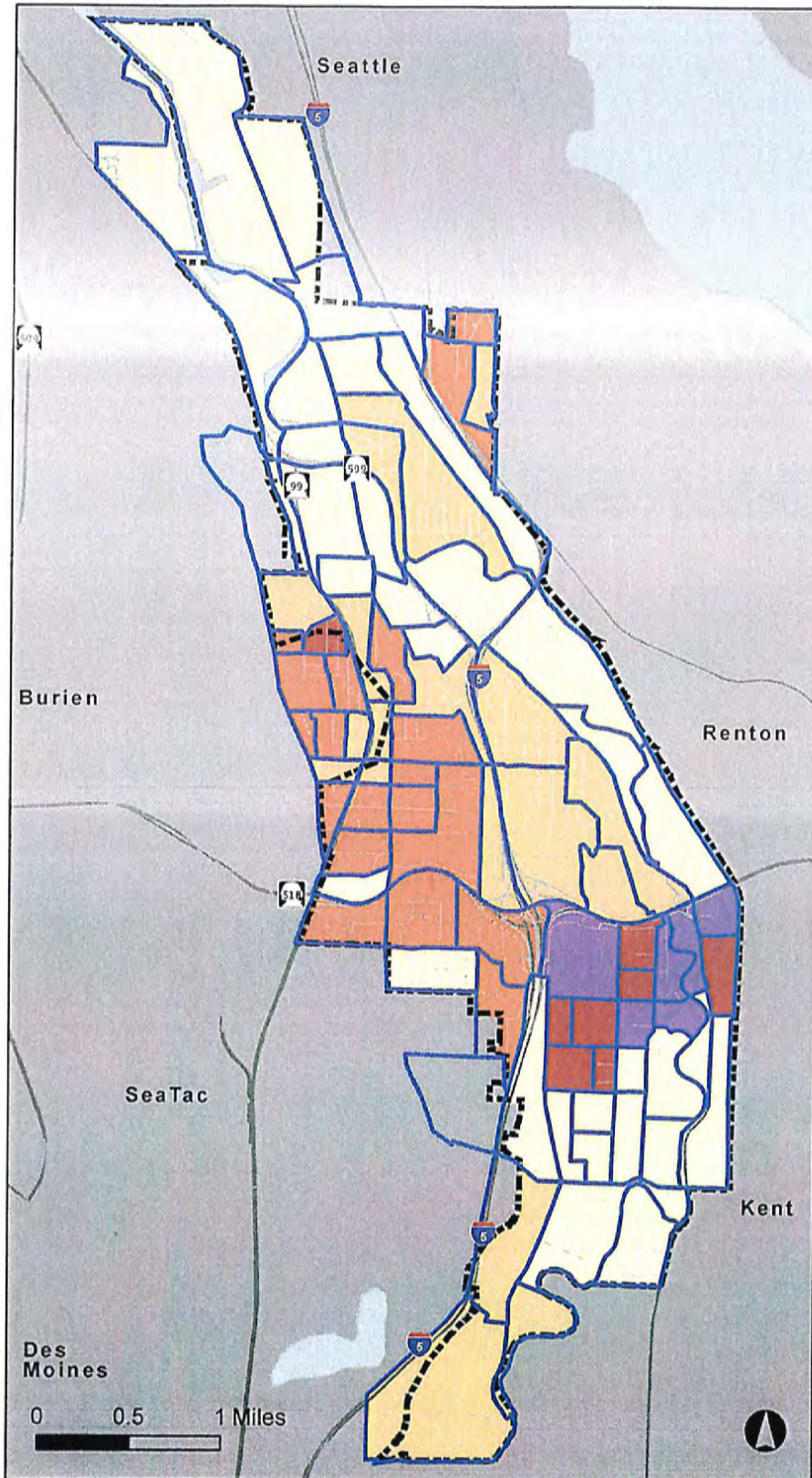
REVISIONS

Legend






- City Limits
- Household Growth
- 0 - 15
- 16 - 50
- 51 - 100
- 101 - 200
- 201 and above

Map 13-1: Projected Household Growth

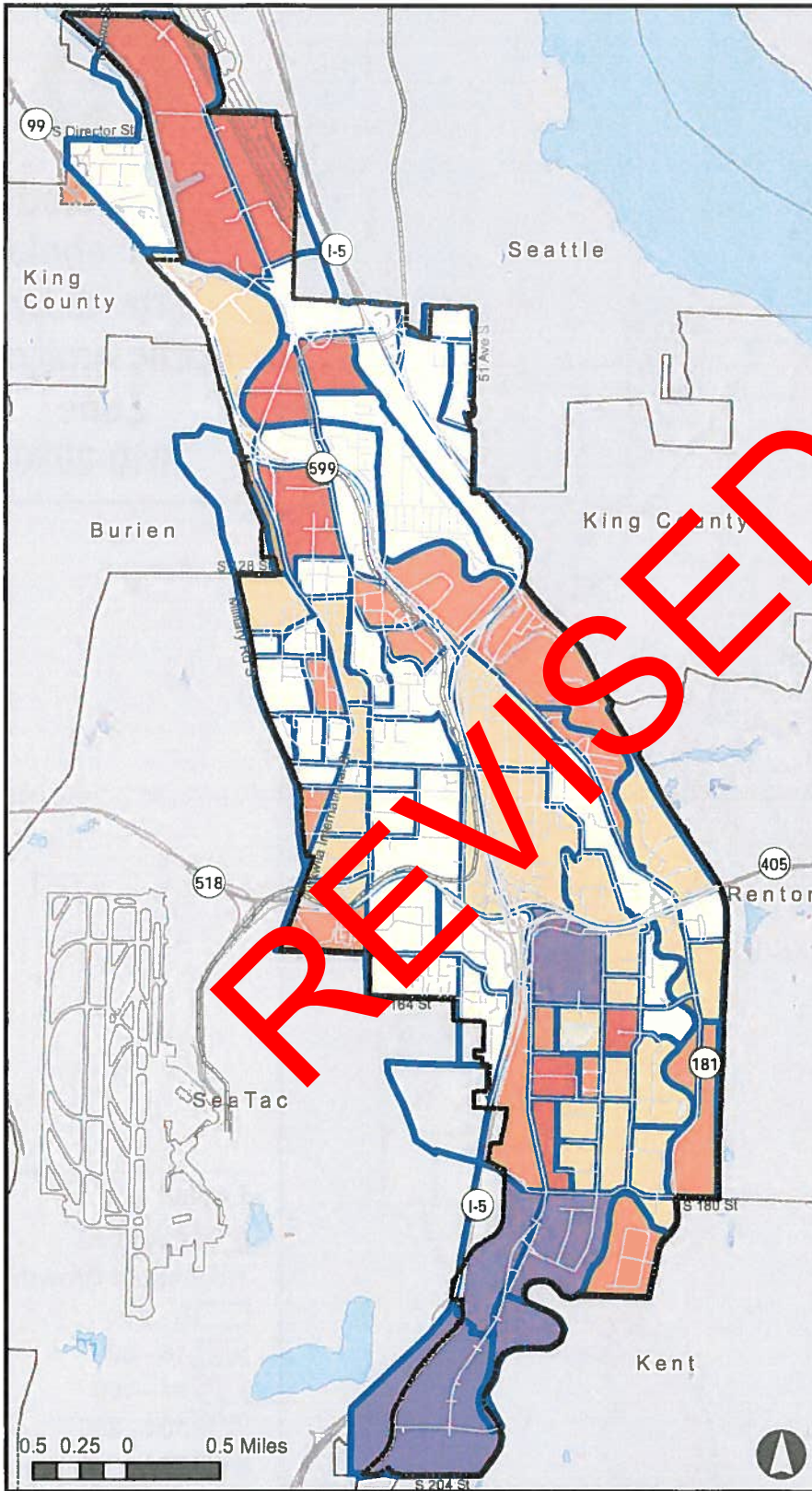
Projected Household Growth by Traffic Analysis Zone 2010-2031



Legend

-  City Limits
- Household Growth**
-  0 - 15
-  16 - 50
-  51 - 100
-  101 - 200
-  201 and above

Revised Map 13-1: Projected Household Growth

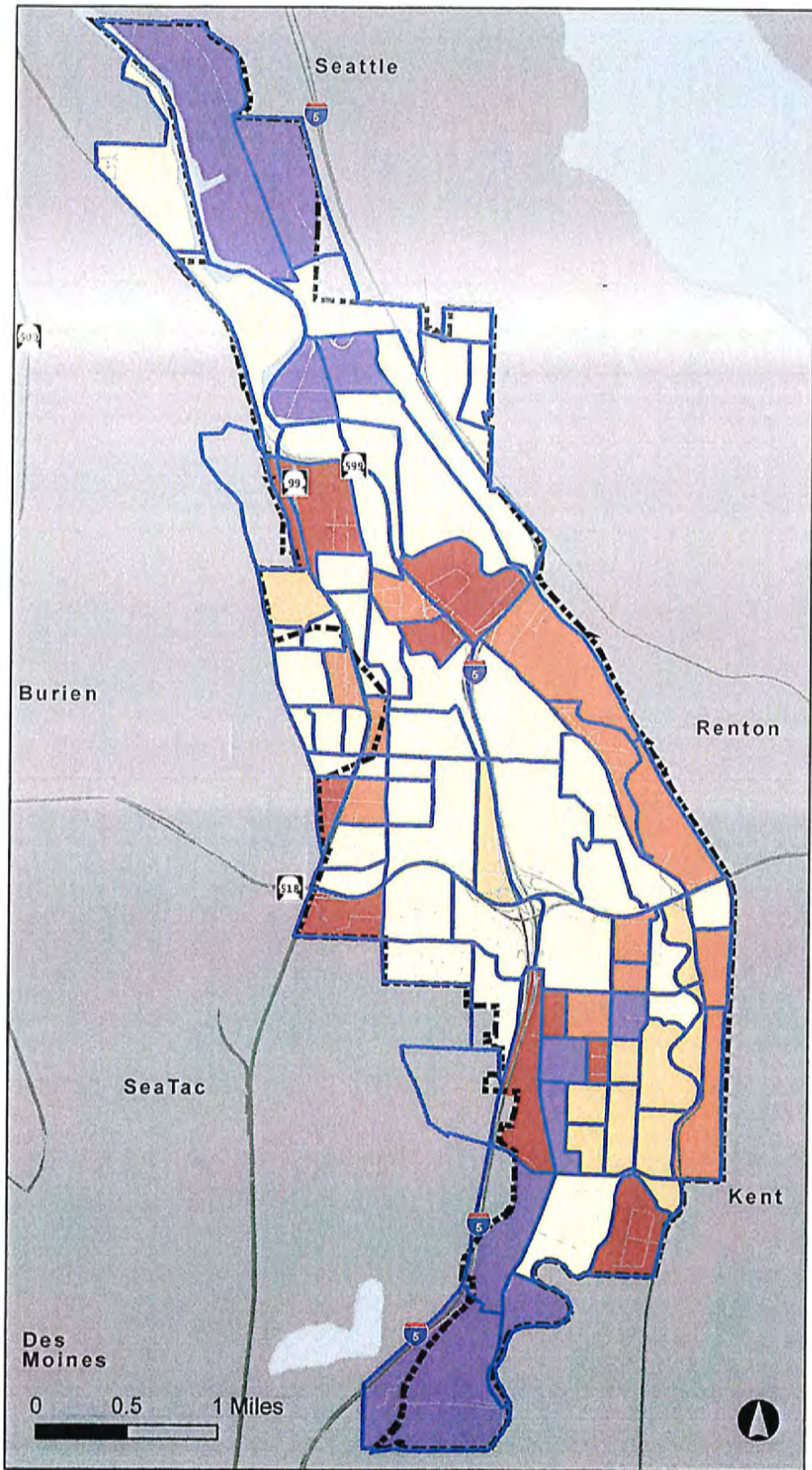


**Projected
Employment
Growth by
Traffic Analysis
Zone
2010-2030**

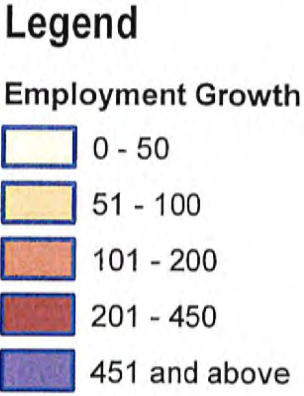
Legend

- City Limits
- Employment Growth**
- 0 - 50
- 51 - 200
- 201 - 450
- 451 - 1500
- 1501 and above

Map 13-2: Projected Employment Growth



**Projected
Employment
Growth by
Traffic
Analysis
Zone
2010-2031**



Revised Map 13-2: Projected Employment Growth

WHAT IS TRANSPORTATION CONCURRENCY?

The Washington State Growth Management Act requires the City to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years. This is done to make sure the City can provide the transportation improvements needed to maintain its adopted standards of service and so that conditions do not degrade with the addition of the new households and workers in the City.

Implementation Strategies

- Implement sidewalk ordinance.
- Implement subdivision ordinance.
- Implement Street Network Plan.
- Emergency vehicle criteria in street design standards.
- Prioritize neighborhood quality design features when reducing street facilities (e.g., removal of one lane of parking before removal of sidewalk).
- Traffic Calming Program.
- Develop methods to incentivize and encourage coordinated development between adjacent commercial properties, including shared driveways and direct vehicular access between parking lots.

LEVEL OF SERVICE

The projected growth numbers in Tukwila and surrounding areas were used in the Background Report for the Transportation Element of the Comprehensive Plan Update to anticipate traffic volumes and levels of service in ~~2030~~ (and add 2031.) The Level of Service (LOS) analysis is one of the ways the City plans and budgets for future transportation projects.

The City balances the fiscal constraints of its financing plan for transportation programs and projects with planned growth and existing needs. To do this, Tukwila monitors LOS on arterial streets to examine the existing performance of the system and anticipated impacts of planned land use growth, to determine what adjustments will need to be made to maintain adopted LOS standards concurrent with new development. Properly applied and monitored, LOS standards for the transportation network ensure that mobility, vitality and quality of life for the city is maintained. For the ~~2030~~ (and add - 2031) planning horizon, significant new capacity will be required to accommodate future growth throughout the city, although the majority of the project capacity needs are in the Southcenter area.

RELATED INFORMATION

[Transportation Background Report](#)

[Walk and Roll Non-motorized Transportation Plan](#)

[Commute Trip Reduction \(CTR\) Program and Plan](#)

[Growth and Transportation Efficiency Center \(GTEC\) Plan](#)

[Tukwila Transit Network Plan](#)

ADD: Fehr & Peers 12/30/2016 Memo on Tukwila 2031 Land Use Revision - Travel Demand Modeling Response to PSRC Comments



MEMORANDUM

Date: December 30, 2016
To: Robin Tischmak and Bob Giberson, City of Tukwila
From: Carmen Kwan and Chris Breiland, Fehr & Peers
Subject: **Tukwila 2031 Land Use Revision – Travel Demand Modeling Response to PSRC Comments**

SE16-0498

The Puget Sound Regional Council (PSRC) reviewed the City of Tukwila's draft Comprehensive Plan Elements in 2013 and identified that the land use growth forecast by 2031 in the Transportation Element was higher than current PSRC growth assumptions. In response to this comment, the forecast land use growth was revised to be consistent with PSRC assumptions and the City's travel demand model was re-run. This document details the analysis process and summarizes the new model results. The transportation capital improvement projects previously proposed were also reviewed to identify if any changes in the project list would be necessary based on the new growth forecasts.

BACKGROUND

The City of Tukwila updated the Transportation Element of the Comprehensive Plan between 2010 and 2012, in part because of a major planned development in the southern portion of the city that could potentially impact the long-term transportation needs for the City. At that time, the PSRC regional land use forecasts had not yet been adjusted to account for the magnitude of the 2008-2009 recession and resulting slowdown in the real estate market nationwide. In general, the earlier PSRC land use forecasts predicted more growth by 2031 than the current (2016) land use forecasts. The other elements of the Tukwila Comprehensive Plan were updated during the 2013-2015 period and incorporated the more recent (lower) growth forecasts from the PSRC. The rest of this memorandum describes the method used to align the Transportation Element growth forecasts with the rest of the Comprehensive Plan.



ANALYSIS METHODOLOGY

The previous analysis completed for the Transportation Element assumed a growth of 27,665 jobs and 4,905 households by 2031. PSRC’s review noted that this employment growth for the City of Tukwila is almost double the current forecast of 15,500 job growth between 2010 and 2031. PSRC also forecasts a slightly lower number of households in the city by 2031 (4,800 new households).

Land Use Revision

In response to these comments, the 2031 land use assumptions were revised and the City’s travel demand model was re-run to evaluate how traffic forecasts would change from the previous 2031 analysis (prepared with the higher growth forecasts). Key assumptions are listed below:

- Land use forecasts were revised to match the Land Use Vision (LUV.1) Dataset, the most recent land use forecasts released by the PSRC in September 2015.
- Land use growth assumptions in the Southcenter Subarea of Tukwila remained relatively consistent with the Southcenter Regional Growth Center EIS analysis prepared in 2014. Growth was adjusted elsewhere in the City based on the LUV.1 Dataset.

A summary of the assumed land use growth is presented in **Table 1**. The revised 2031 forecasts show that the land use assumptions are consistent with PSRC growth assumptions of 4,800 households and 15,500 jobs between 2010 and 2031. The revised 2031 land use has a decrease of 105 households and 14,140 jobs compared to the previous analysis. Land use growth assumptions by TAZ are in **Attachment A**.

TABLE 1. CITY OF TUKWILA LAND USE ASSUMPTIONS

| Scenario | Total Households and Jobs | Growth from 2010 |
|------------------------|-----------------------------------|---|
| 2013 Base Year | 7,435 Households, 47,540 Jobs | +35 Households, +1,970 Jobs ¹ |
| Revised 2031 Forecasts | 12,200 Households, 61,070 Jobs | +4,800 Households, +15,500 Jobs |

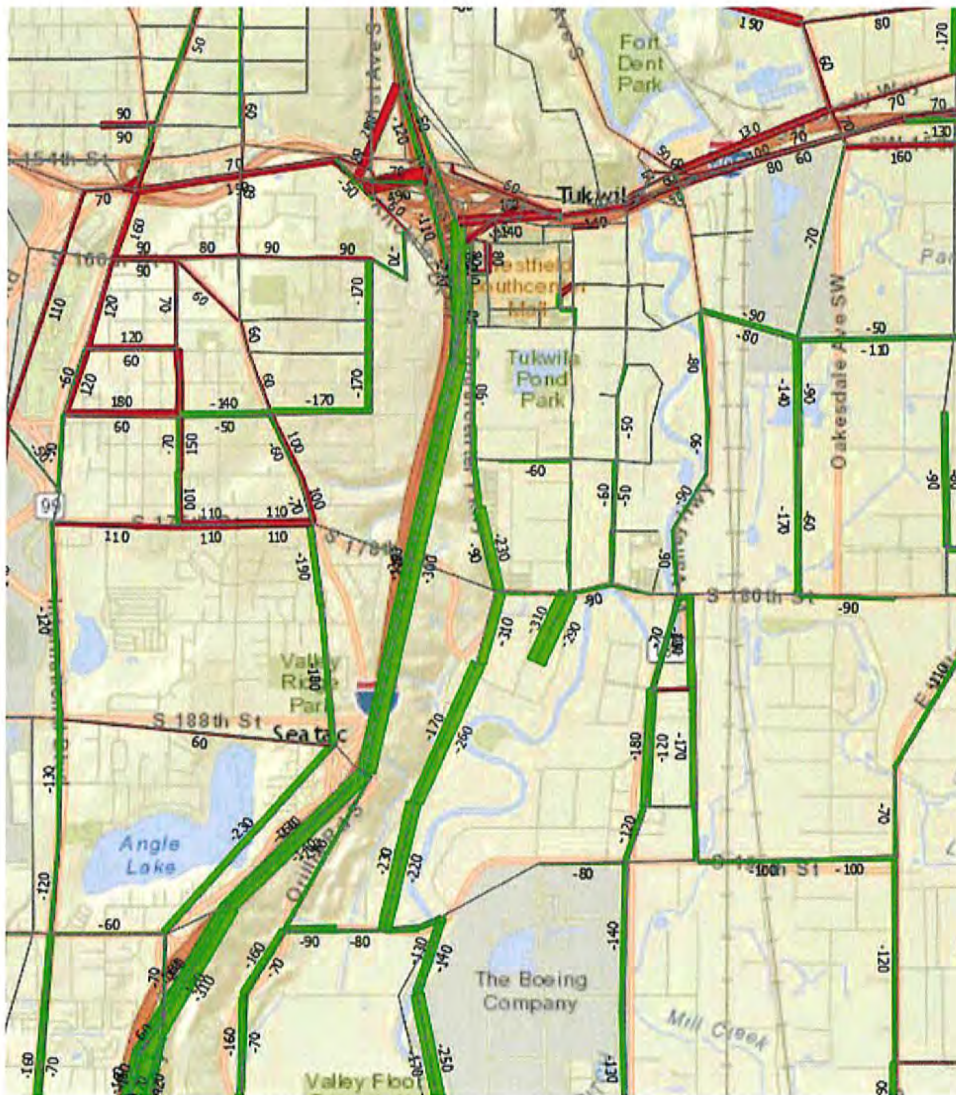
¹2010 to 2013 household and job growth estimates are from PSRC’s Covered Employment Estimates and Residential Building Permit Summaries. Source: City of Tukwila, PSRC, Fehr & Peers, 2016.



MODELING RESULTS

The City's travel demand model was re-run with the revised land use growth assumptions described earlier. An example travel demand model difference plot of the change in PM peak hour traffic volume per travel lane is shown in **Figure 1**. The green bars show a decrease in vehicle traffic and the red bars show an increase in vehicle traffic compared to the previous 2031 analysis.

FIGURE 1. 2031 TRAVEL DEMAND MODEL DIFFERENCE PLOT



Source: Fehr & Peers, 2016.



While there is some model "noise" in the difference plot results where some routes have minor increase or decrease in vehicle volumes compared to before, the overall observations from the new travel model runs are summarized below.

- **The 2031 forecasted traffic volumes are not expected to grow as much within the City of Tukwila compared to the previous analysis.** The slightly lower vehicle traffic growth is reasonable based on the reduction of approximately 14,100 jobs and 100 households throughout the City by 2031 compared to the previous analysis. The new 2031 model run's slightly lower traffic growth is minor as there is only a three percent decrease in vehicle-miles-travelled (VMT) on City streets during the PM period compared to the previous analysis (excluding freeways).
- **Most of the forecasted traffic volume decreases are south of S 180th Street.** This is expected as the growth near Southcenter Regional Growth Center did not change much from the earlier analysis, and most of the employment reduction was in the Tukwila South area, where growth is not as rapid as was anticipated in the earlier forecasts. Overall, City staff felt this area had the least amount of momentum for growth compared to the rest of the City.
- **No changes are recommended to the proposed transportation capital improvement projects.** A review of the previously recommended projects was completed based on the new model run results. In general, all the projects identified in the Transportation Element are recommended to remain because:
 - Most of the street extension projects were recommended to reduce block size and improve mobility for all modes. These projects would improve street grid connectivity, improve the walkability by breaking up large blocks, and potentially improve emergency response times. While there is a minor decrease in vehicle volumes in the new model run compared to the previous results, projects are recommended to remain to help the City achieve the desired urban form and street network connectivity pattern.
 - Intersection improvements at various intersections such as adding turn pockets are still recommended as the model shows that turning volumes that triggered the additional turn lanes will not decrease enough to eliminate the need for the additional lanes.
 - Many projects were identified to enhance pedestrian and/or bicycle facilities. While growth is slightly lower with the new land use forecasts, the need for a



comprehensive and connective pedestrian and bicycle network is not altered by the revised land use forecasts.

CONCLUSION

A new travel model run was completed with revised 2031 land use growth reallocated to be consistent with PSRC's vision of 15,500 new jobs and 4,800 new households between 2010 and 2031 in Tukwila. Based on the results of the new travel model run, no changes to the Transportation Element project list are recommended. While the traffic growth by 2031 is not expected to be as high as the previous analysis (VMT is lower by three percent), most of the proposed transportation improvement projects are recommended to remain as they were proposed for reasons beyond expanding capacity, including breaking up large blocks for more walkable/bikeable neighborhoods, and filling in missing gaps in the pedestrian and bicycle networks.

Attachment:

Attachment A: Land Use Totals by TAZ & TAZ Map

Attachment A: Land Use Assumptions and TAZ Map

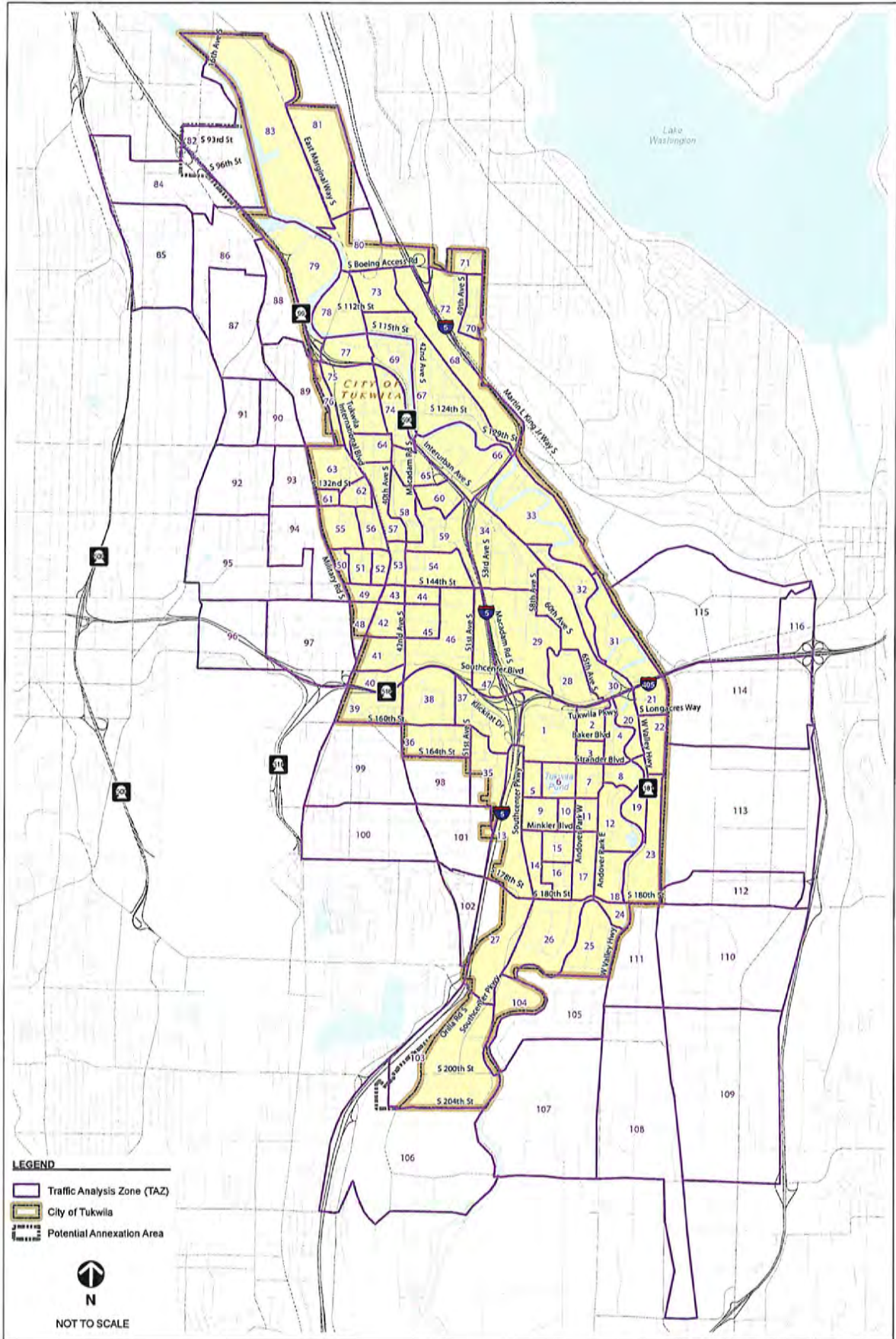
Revised City of Tukwila Travel Demand Model Land Use

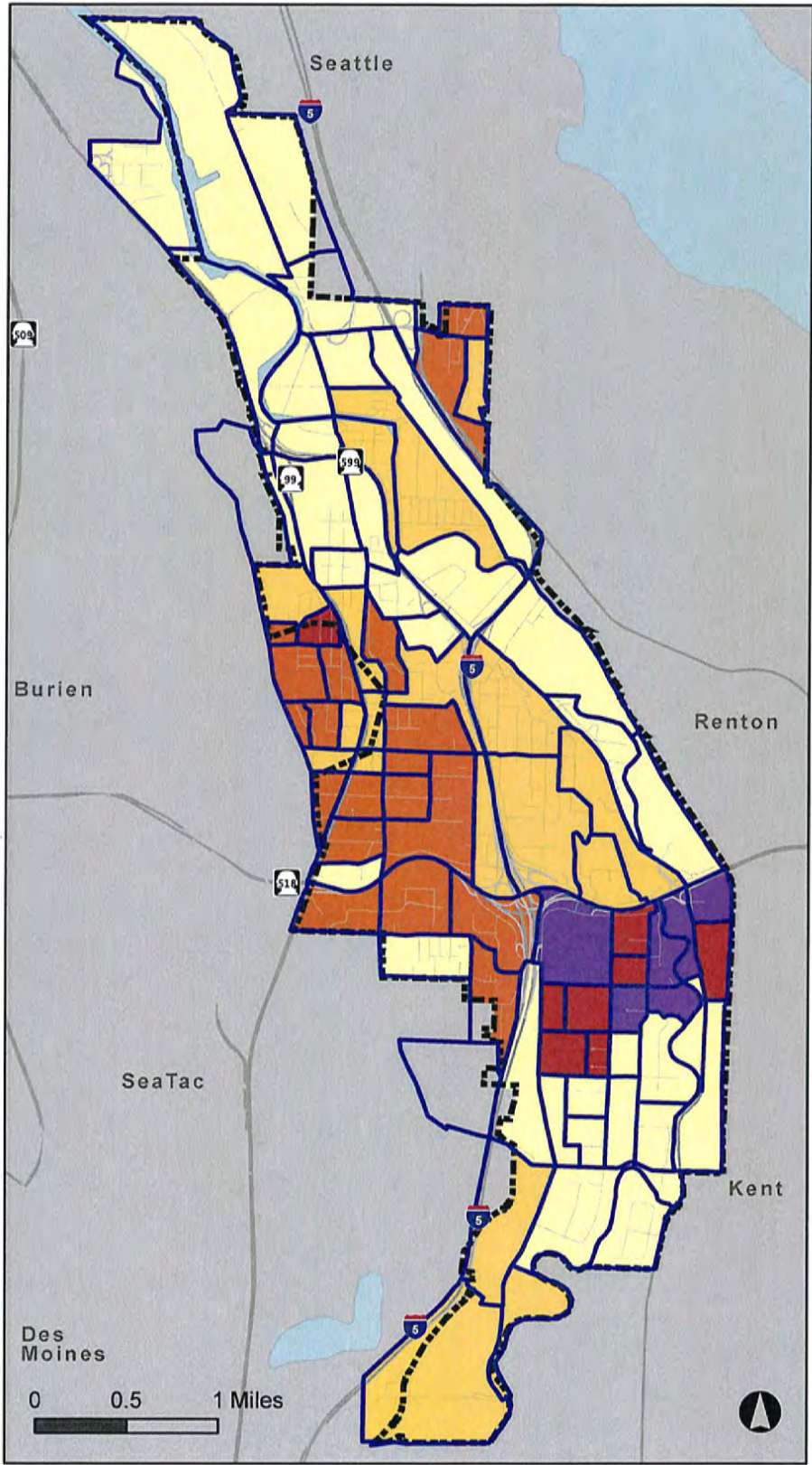
| | City of Tukwila | |
|------------------------------------|-----------------|---------------|
| | Households | Employment |
| 2013 Base Year | 7,435 | 47,540 |
| Old 2031 Land Use | 12,340 | 75,205 |
| <i>Previous 2013 - 2031 Growth</i> | <i>4,905</i> | <i>27,665</i> |

| | | |
|--|--------------|---------------|
| New 2031 Revision | 12,200 | 61,070 |
| 2010 - 2013 Growth (PSRC Estimates) | 35 | 1,970 |
| 2013 - 2030 Growth | 4,765 | 13,530 |
| 2010 - 2030 Total Growth | 4,800 | 15,500 |







| Subarea | TAZ | 2013 Base Year | | 2031 Land Use Revision Consistent with PSRC Land Use Vision | | Old 2031 Land Use | |
|---------|-----|----------------|--------|--|-----------|-------------------|-----------|
| | | TOTALS | | TOTALS | | TOTALS | |
| | | HH | EMP | Total HH | Total EMP | Total HH | Total EMP |
| | | 7,435 | 47,540 | 12,200 | 61,070 | 12,340 | 75,205 |
| x | 1 | 0 | 6,166 | 217 | 7,754 | 224 | 7,754 |
| x | 2 | 0 | 734 | 136 | 866 | 140 | 866 |
| x | 3 | 0 | 294 | 136 | 426 | 140 | 426 |
| x | 4 | 0 | 943 | 295 | 984 | 305 | 984 |
| x | 5 | 0 | 518 | 155 | 801 | 160 | 801 |
| x | 6 | 0 | 378 | 143 | 528 | 148 | 528 |
| x | 7 | 0 | 749 | 302 | 1,219 | 312 | 1,219 |
| x | 8 | 0 | 551 | 229 | 592 | 236 | 592 |
| x | 9 | 0 | 931 | 143 | 1,607 | 148 | 1,607 |
| x | 10 | 0 | 1,004 | 143 | 1,276 | 148 | 1,276 |
| x | 11 | 0 | 550 | 0 | 618 | 0 | 618 |
| x | 12 | 0 | 1,063 | 0 | 1,131 | 0 | 1,131 |
| x | 13 | 2 | 702 | 0 | 1,106 | 0 | 1,106 |
| x | 14 | 0 | 1,172 | 0 | 1,645 | 0 | 1,645 |
| x | 15 | 0 | 559 | 0 | 626 | 0 | 626 |
| x | 16 | 0 | 271 | 0 | 339 | 0 | 339 |
| x | 17 | 0 | 604 | 0 | 672 | 0 | 672 |
| x | 18 | 0 | 1,139 | 0 | 1,206 | 0 | 1,206 |
| x | 19 | 1 | 316 | 1 | 367 | 21 | 551 |
| x | 20 | 2 | 181 | 332 | 270 | 343 | 270 |
| x | 21 | 0 | 248 | 291 | 278 | 300 | 278 |
| x | 22 | 0 | 255 | 192 | 358 | 198 | 358 |
| | 23 | 3 | 928 | 0 | 1,088 | 3 | 1,152 |
| x | 24 | 0 | 713 | 0 | 781 | 0 | 781 |
| | 25 | 0 | 1,100 | 0 | 1,328 | 0 | 1,325 |
| | 26 | 1 | 1,115 | 1 | 1,165 | 113 | 3,552 |
| | 27 | 4 | 86 | 52 | 603 | 113 | 3,552 |
| | 28 | 113 | 525 | 156 | 531 | 156 | 596 |
| | 29 | 1,080 | 111 | 1,107 | 144 | 1,104 | 270 |
| | 30 | 563 | 281 | 596 | 282 | 596 | 281 |
| | 31 | 0 | 781 | 12 | 915 | 12 | 940 |
| | 32 | 8 | 950 | 8 | 1,108 | 8 | 1,335 |
| | 33 | 88 | 128 | 100 | 287 | 100 | 353 |
| | 34 | 558 | 370 | 588 | 371 | 588 | 529 |
| | 35 | 132 | 5 | 228 | 6 | 200 | 5 |
| | 36 | 224 | 56 | 234 | 56 | 224 | 56 |

| | | | | | | | |
|--|-----|-----|-------|-----|-------|-----|-------|
| | 37 | 5 | 0 | 83 | 0 | 68 | 0 |
| | 38 | 127 | 6 | 205 | 17 | 188 | 6 |
| | 39 | 214 | 252 | 273 | 489 | 252 | 472 |
| | 40 | 353 | 13 | 353 | 13 | 384 | 93 |
| | 41 | 271 | 188 | 323 | 188 | 304 | 268 |
| | 42 | 162 | 75 | 225 | 199 | 212 | 184 |
| | 43 | 95 | 49 | 132 | 81 | 124 | 78 |
| | 44 | 35 | 7 | 102 | 13 | 96 | 7 |
| | 45 | 66 | 6 | 136 | 12 | 128 | 6 |
| | 46 | 475 | 36 | 540 | 41 | 508 | 36 |
| | 47 | 18 | 239 | 34 | 314 | 32 | 311 |
| | 48 | 123 | 267 | 192 | 537 | 168 | 518 |
| | 49 | 279 | 141 | 299 | 176 | 308 | 170 |
| | 50 | 85 | 8 | 179 | 8 | 148 | 8 |
| | 51 | 158 | 18 | 216 | 18 | 192 | 18 |
| | 52 | 149 | 150 | 169 | 170 | 176 | 179 |
| | 53 | 114 | 42 | 149 | 161 | 164 | 151 |
| | 54 | 89 | 40 | 148 | 44 | 152 | 40 |
| | 55 | 98 | 18 | 184 | 18 | 160 | 18 |
| | 56 | 158 | 17 | 224 | 194 | 200 | 247 |
| | 57 | 188 | 58 | 222 | 105 | 216 | 221 |
| | 58 | 64 | 2 | 120 | 3 | 128 | 2 |
| | 59 | 158 | 22 | 201 | 35 | 220 | 22 |
| | 60 | 20 | 721 | 20 | 949 | 20 | 945 |
| | 61 | 34 | 12 | 116 | 12 | 96 | 12 |
| | 62 | 112 | 4 | 222 | 4 | 184 | 4 |
| | 63 | 77 | 234 | 102 | 315 | 100 | 306 |
| | 64 | 104 | 52 | 119 | 52 | 116 | 92 |
| | 65 | 71 | 135 | 81 | 333 | 100 | 389 |
| | 66 | 0 | 3,125 | 0 | 3,365 | 0 | 3,351 |
| | 67 | 392 | 274 | 414 | 275 | 404 | 277 |
| | 68 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 69 | 109 | 1 | 140 | 2 | 172 | 1 |
| | 70 | 128 | 4 | 156 | 4 | 152 | 4 |
| | 71 | 41 | 5 | 107 | 12 | 104 | 5 |
| | 72 | 13 | 35 | 78 | 35 | 76 | 35 |
| | 73 | 0 | 250 | 0 | 860 | 0 | 1,200 |
| | 74 | 15 | 2,341 | 13 | 2,391 | 15 | 2,381 |
| | 75 | 10 | 1,582 | 9 | 1,825 | 10 | 2,532 |
| | 76 | 13 | 101 | 12 | 308 | 13 | 327 |
| | 77 | 0 | 807 | 0 | 850 | 0 | 847 |
| | 78 | 0 | 2,540 | 0 | 3,444 | 0 | 3,490 |
| | 79 | 0 | 213 | 0 | 213 | 0 | 394 |
| | 80 | 0 | 500 | 0 | 502 | 0 | 500 |
| | 81 | 0 | 361 | 0 | 958 | 0 | 1,312 |
| | 83 | 17 | 6,110 | 17 | 6,976 | 17 | 7,061 |
| | 103 | 16 | 2 | 52 | 607 | 113 | 3,552 |
| | 104 | 0 | 0 | 34 | 605 | 78 | 3,552 |





Legend

-  City Limits
- Household Growth**
-  0 - 15
-  16 - 50
-  51 - 100
-  101 - 200
-  201 and above

