

# Frederickson MIC

The Frederickson manufacturing/industrial center is located within urban unincorporated Pierce County, southeast of Tacoma and south of Puyallup. Unincorporated Pierce County had a 2010 population of 366,738, while the county’s total population was 795,225. Joint Base Lewis-McChord is located to the west and southwest of the Frederickson MIC, across SR-7. The area around the center is characterized by low-density rural and suburban development with significant open space. To the south, land outside the urban growth boundary is largely devoted to open space, agriculture, and designated forest. Pierce County Airport - Thun Field is located about 3 miles east of the Frederickson MIC along SR-161.

The Frederickson MIC is one of the principal industrial centers of Pierce County. The county has made significant investments in the center’s infrastructure, and plans to continue this investment in the future to encourage high intensity employment. Existing infrastructure includes 15 miles of roads, five miles of freight rail tracks, and public sewer and water supply. An attractive attribute of the center is the presence of large undeveloped land parcels.

Frederickson has a long history of industrial activity. Before the Port of Tacoma purchased about 500 acres of land in the Frederickson area in 1968, the area had been home to several sawmills and, later, the Columbia Powder Company, an explosives manufacturing plant. The Port of Tacoma has sold off much of its original land holdings and, currently, dozens of industrial operations are located within the Frederickson MIC. The Boeing Company established operations in the center in 1990 with the construction of its skin and spar facility located at the former Columbia Powder Plant site. Other employers in the center include LeMay Enterprises, James Hardie, Medallion Foods, as well as large regional warehouses for IKEA and Whirlpool.

The Frederickson MIC was designated as a manufacturing/industrial center in anticipation of future development. The center includes a significant amount of vacant developable land. With large blocks and large industrial parcel sizes, the Frederickson MIC can accommodate the region’s larger manufacturing and industrial development projects in the future.

### Acreage, Density & Mix of Activity

This area of Frederickson is a medium-sized regional manufacturing/industrial center in terms of total gross acreage (2,837 acres) with a net developable acreage of 2,442 acres (86% of gross acres). Compared to centers as a whole, Frederickson has smaller number of total activity units (4,291), a smaller number of jobs (3,330 total jobs), and mostly employment-oriented activity (78% jobs/22% residents). The center has shown noteworthy growth over the last ten

### 2010 Summary Statistics

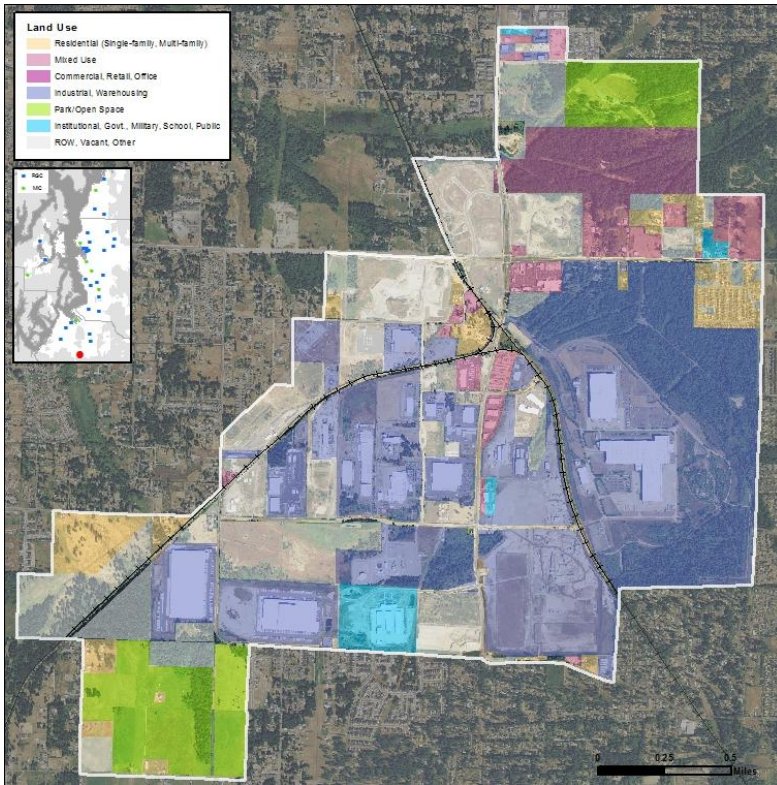
<b>Land use</b>	
Gross acreage	2,837
Average block size (acres)	102.8
Average parcel size (acres)	6.2
<b>Mix of uses</b>	
Population/Employee ratio	2.9 : 10
<b>Population</b>	
Total population	961
Change (2000–2010)	584
<b>Housing</b>	
Total housing units	344
Change (2000–2010)	215
<b>Employment</b>	
Total employment	3,330
Change (2000–2010)	1,580
<b>Transportation</b>	
Employee access to transit	0%
Work-based mode share	
SOV / HOV	90% • 9%
Walk & Bike / Transit	1% • 1%

years, adding over 1,500 jobs. At 1.5 activity units per acre, Frederickson is less dense than the 8.1 average for manufacturing/industrial centers.

### Land Use & Urban Form

The major land uses in Frederickson are industrial (48%), commercial (10%) and vacant developable (24%). This may underestimate the amount of vacant developable land, as many companies have purchased land and developed a portion of it with the intent of expanding operations in the future. About 60 percent of the center's 2,442 net acres are in employment-related use. Approximately six percent of the land in the center are exclusively residential uses.

The Frederickson MIC's average parcel size is 6.2 acres, which is similar to the average 7.0-acre size for manufacturing/industrial centers. The center's average block size is 102.8-acre acres, considerably larger than the average 55.4-acre size among manufacturing/industrial centers. Frederickson has a limited network of sidewalks (30% coverage).

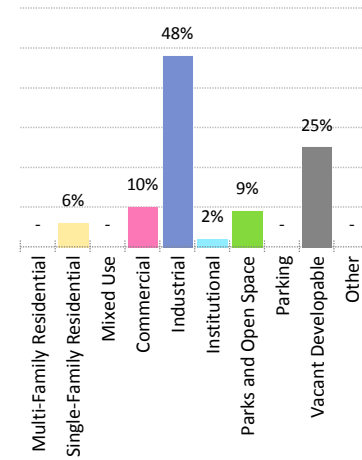


### Population

The total population in the Frederickson MIC is 961, and it has grown by 584 residents over the past 10 years. Inconsistencies between the center and Census blocks boundaries account for some overestimation of population in the center. See Appendix A of the *Regional Centers Monitoring Report* for county assessor estimate of housing units.

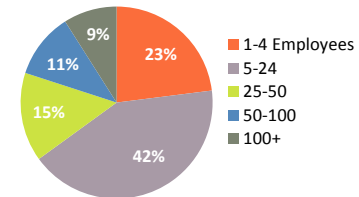
### Current Land Use

(2,442 net acres)



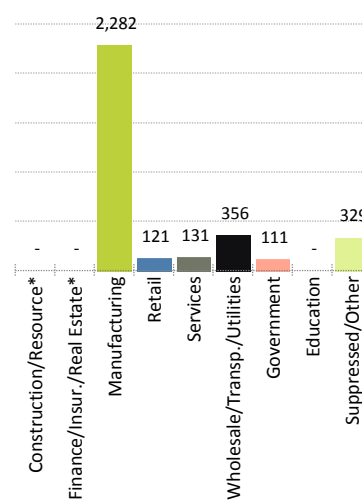
### Size of Businesses

(66 workplaces)



### Jobs by Sector

(3,330 jobs)



### Employment

The total employment in the Frederickson MIC is 3,330, an increase of 1,580 jobs over the past 10 years. The major industry sectors are Manufacturing (69%), Wholesale, Transportation & Utilities (11%) and Suppressed/Other (10%). Of the total number of jobs, the vast majority (89%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers. Some of the largest businesses in this center, in terms of total employment, are the Boeing Company and Toray Composites.

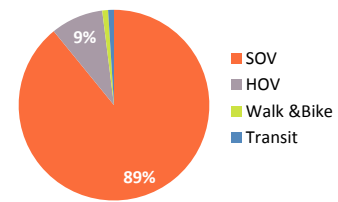
### Housing

Frederickson has 344 total housing units, with a density of 0.1 housing units per gross acre. Over the past 10 years, housing has increased by a 215 units. Inconsistencies between the center and Census blocks boundaries account for some overestimation of housing in the center. See Appendix A of the *Regional Centers Monitoring Report* for county assessor estimate of housing units.

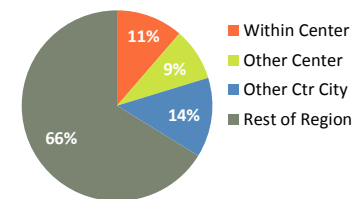
### Transportation

For work-based trips, the Frederickson regional center's travel characteristics are different from the MICs as a whole, with more single-occupant vehicle (SOV) and fewer transit trips. The MIC average SOV share is 78 percent, while the center's share is 90 percent. The MICs average non-SOV mode share is 22 percent, with 10 percent in transit and 3 percent in walk/bike. Frederickson's non-SOV share is 11 percent, with 1 percent in transit and 1 percent in walk/bike. The total daily trips from Frederickson are moderately focused on destinations in regional centers (20% of all trips); this includes trips that stay within the center (11%) and trips that go to other centers (9%).

#### Mode Shares



#### Trip Destinations



In terms of employee access to transit, Frederickson has no access, with 0% of employees within a 1/4 or 1/2 mile walk to a transit stop. While transit service is not available, Frederickson is one of the highest-demand areas for Pierce Transit van pools.

### Plan Overview

The *Frederickson Community Plan* was adopted in 2003 and most recently updated in 2008 and is included as a component of the Pierce County Comprehensive Plan. The plan addresses an area larger than the MIC –the MIC area only occupies about 40% of the planning area. The plan addresses future growth in the Frederickson community while maintaining high quality of life and protecting the environment, transportation options, and diverse and sustainable economic center serving the broader Pierce County.

### Comparison to Center Plan Checklist

The county's primary center planning document was reviewed to evaluate the extent to which the plan addresses topics in the PSRC Regional Center Plan Checklist. This policy-level review of the current plan is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements.

Several of the Regional Manufacturing/Industrial Center Plan Checklist items are addressed in the manufacturing/industrial center subarea plan. The plan mirrors the elements of a comprehensive plan, with land use, transportation, community character, and economy elements particularly of note. Sensitivity to environmental features within Frederickson and the MIC is woven throughout the plan. The plan begins with a strong vision statement committing Frederickson to be "a diverse, healthy, and sustainable economic

center for the community and Pierce County.” Zoning and land use within the MIC preserve industrial uses while buffering neighboring uses from residual impacts. A monitoring program is outlined that will ensure that sufficient land is zoned for and occupied by industrial uses. The plan outlines both rail and truck freight access and commits to maintaining both road and rail facilities. Recent improvements to rail service have been completed. The plan commits the county to work with transit operators to add public transportation options to the center.

The plan addresses many aspects of the Regional Manufacturing/Industrial Center Plan Checklist, though, there are aspects that the subarea plan does not address or that could be strengthened in future updates. While the plan includes policies addressing the industrial portion of the Frederickson community, the plan could be strengthened by directly referencing the designated MIC and including policies that relate directly to the center. Center-specific employment targets, mode split goals, and a market analysis should be developed for the area. Information on public service improvement financing and projects (beyond roads) could be included to address aspects of the checklist.

#### **Planning Challenges & Implementation Strategies**

As noted by the county in its April 2013 presentation to the Growth Management Policy Board, Frederickson’s challenges include lower than expected job densities, funding for transportation improvements and more stringent air quality requirements to address federal standards.

The county has employed strategies to address challenges and plan for the success of its manufacturing/industrial center, including financial incentives such as amortization of sewer system development charges up to 15 years, reduction of transportation impact fees for certain types of businesses, assistance for Executive Priority Projects, and latecomer agreements to recover infrastructure costs. Planning and design strategies have included a no net loss policy for EC zoned lands, developing an access management plan, and planning for corridors and connectors.