

Paine Field/Boeing Everett MIC

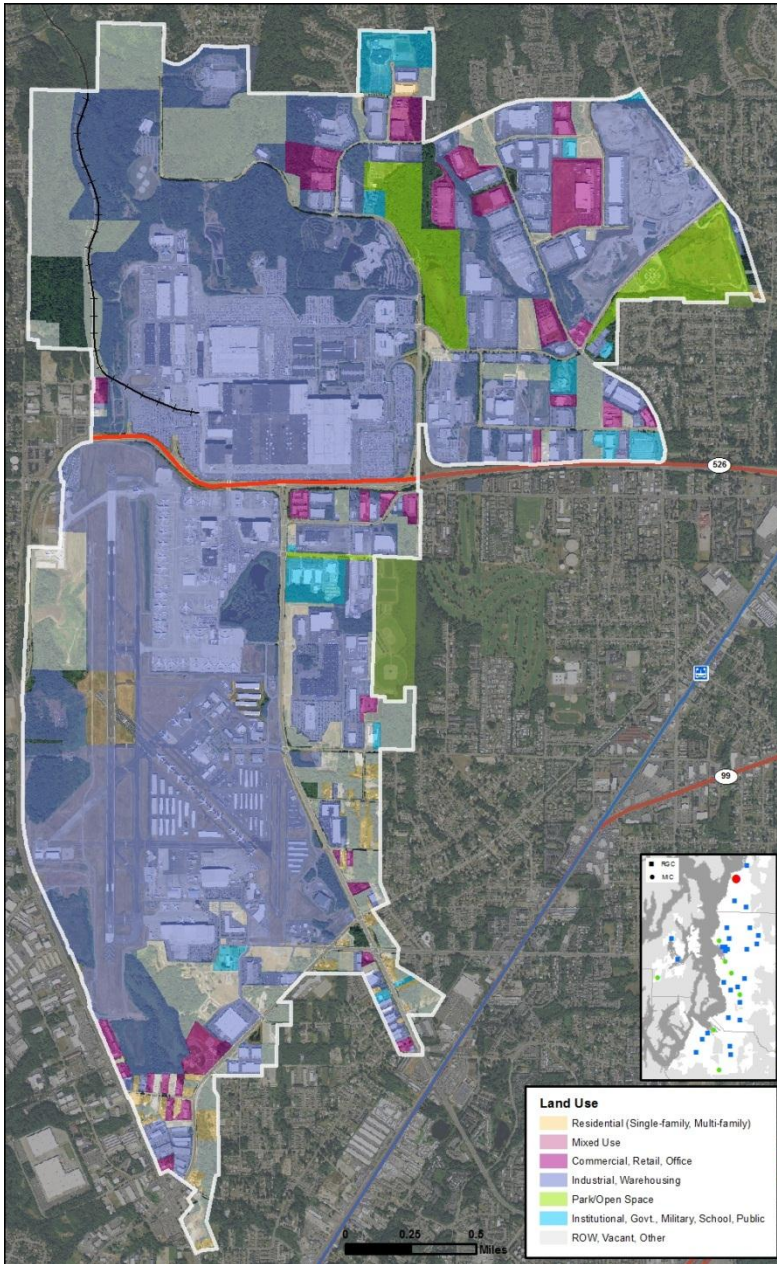
With a 2010 population of 103,019 residents, Everett is the largest city in Snohomish County. The city is home to a large historic central business district, a major port, and one of the state's largest industrial centers – the Paine Field airport area – which contains a major Boeing aircraft manufacturing facility. The city as a whole has one of the region's larger employment bases with about 82,000 covered jobs. The city supports a healthy economy, composed of a variety of economic sectors, such as aerospace, telecommunications, computer technology, electronics, health care, tourism, education and government, and numerous small businesses. The City of Everett has a strong industrial past, including lumber and shingle mills, wood products manufacturers, iron works, shipbuilders, fisheries, canneries, a brewery and a shoe factory. The city has continued to try to diversify its economy to be less dependent upon the cyclical fluctuations of single industries, as can be seen in the arrival of electronics corporations and increasing numbers of service industries.

Paine Field began in as one of five Works Progress Administration projects designed to create jobs and construct new airports in the U.S. In 1941, the partially completed facility was taken over by the Army Air Corps and developed as an interceptor base during World War II. In 1946, the Air Corps deactivated Paine Field, and the property and buildings were deeded to Snohomish County in 1948. Since the end of World War II, Paine Field has been Snohomish County's largest general aviation airport. In 1966, the Boeing Company negotiated an agreement with Snohomish County to use the airport, and constructed the Everett 747 plant. Boeing's facilities have expanded at several points to accommodate additional production.

With approximately 42,000 covered jobs, the world's largest manufacturing building, and Snohomish County's major airport, the Paine Field/Boeing Everett MIC is a powerful economic engine for the central Puget Sound Region. Paine Field is one of the region's largest and busiest airports, and serves as home base for the Boeing Company's 747, 767, 777 and 787 aircraft production center. According to WSDOT, the airport is home to over 600 based aircraft, and in 2012 generated an estimated \$19 billion economic impact in the region and the state. An important component of this activity is the flight testing, FAA aircraft certification, and customer delivery of large passenger and air cargo jet aircraft which are built at the adjoining Boeing plant. Much of the development and activity that occurs in the center is related to aviation; aircraft production, maintenance, testing, flight training, business and corporate aviation, and military aviation activities. The center is generally bounded by Mukilteo Speedway (SR-525) on the west and Beverly Park Road on the south, and takes in the properties of Paine Field, the Boeing Company, and the SW Everett Industrial Area. Overall, the center comprises 4,241 acres, or 6.6 square miles. Of this total, the airport comprises 1,284 acres, Boeing Company holdings comprise approximately 1000 acres, while the Seaway Center Industrial Development occupies the majority of the remaining land in the center.

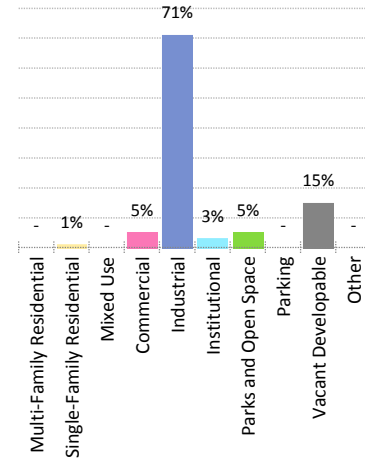
2010 Summary Statistics

Land use	
Gross acreage	4,241
Average block size (acres)	94.2
Average parcel size (acres)	11.2
Mix of uses	
Population/Employee ratio	.4 : 10
Population	
Total population	1,690
Change (2000–2010)	-1,370
Housing	
Total housing units	582
Change (2000–2010)	-551
Employment	
Total employment	42,413
Change (2000–2010)	7,831
Transportation	
Employee access to transit	23%
Work-based mode share	
SOV / HOV	84% • 9%
Walk & Bike / Transit	2% • 5%



Current Land Use

(4,002 net acres)



Acreage, Density & Mix of Activity

The Paine Field/Boeing Everett MIC is a larger regional manufacturing/industrial center in terms of total gross acreage (4,241 acres) with a net developable acreage of 4,002 acres (94% of gross acres). Compared to centers as a whole, Paine Field/Boeing Everett has larger number of total activity units (44,103), a very large number of jobs (42,413 total jobs), with almost fully employment oriented activity (96% jobs/4% residents). At 10.4 activity units per acre, Paine Field/Boeing Everett MIC is more dense than the 8.1 average for manufacturing/industrial centers.

Land Use & Urban Form

The major land use in Paine Field/Boeing Everett MIC is industrial (72%); the remaining parcels are largely vacant developable (15%). About 79 percent of the center’s 4,002 net acres are in employment-related use. Approximately one percent of the land in the center is exclusively residential use.

Paine Field/Boeing Everett MIC's average parcel size is 11.2 acres, which is larger than the average 7.0-acre size for manufacturing/industrial centers. The center’s average block size is 94.2 acres, larger than the average 55.4-acre size among manufacturing/industrial centers. Paine Field/Boeing Everett has a moderate network of sidewalks (67% coverage).

Population

The total population in the Paine Field/Boeing Everett MIC is 1,690, a decrease of 1,370 residents over the past 10 years.

Employment

The total employment in the Paine Field/Boeing Everett MIC is 42,413, and it has increased by 7,831 jobs over the past 10 years. The major sector in the center is Other/Suppressed (85%). Of the total number of jobs, the vast majority (89%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers. The Boeing Company and auxiliary aerospace manufacturing companies are major employers in the center.

Housing

The Paine Field/Boeing Everett has 582 total housing units, with a density of 0.2 housing units per gross acre. Over the past 10 years, housing has decreased by 551 units (49% decrease in residential population).

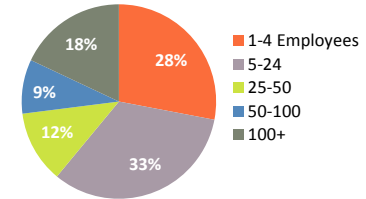
Transportation

For work-based trips, the Paine Field/Boeing Everett regional center's travel characteristics are somewhat different from the region as a whole, with more single-occupant vehicle (SOV) and fewer transit trips. The region’s SOV share is 76 percent, while the center's share is 84 percent. The region's non-SOV mode share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center’s non-SOV share is 16 percent, with 5 percent in transit and 2 percent in walk/bike. The total daily trips from the Paine Field/Boeing Everett MIC are moderately focused on destinations in regional centers (21% of all trips); this includes trips that stay within the center (14%) and trips that go to other centers (8%).

In terms of employee access to transit, the Paine Field/Boeing Everett MIC has limited access, with 23 percent of employees within a 1/4 mile walk to a transit stop. For the 1/2 mile walkshed, the center has moderate levels of employee access to transit (50%).

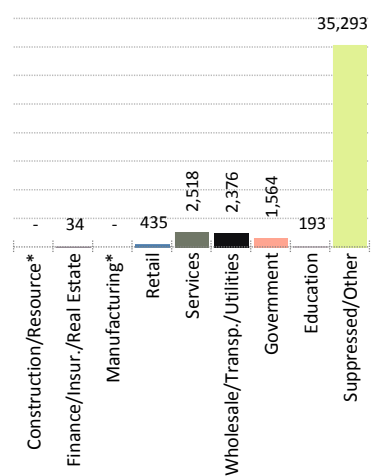
Size of Businesses

(383 workplaces)

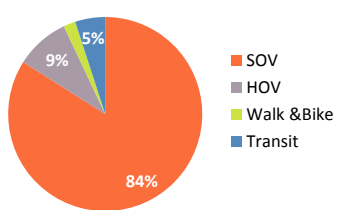


Jobs by Sector

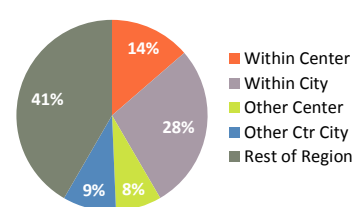
(41,413 jobs)



Mode Shares



Trip Destinations



Plan Overview & Comparison to Center Plan Checklist

The center's primary 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. The Paine Field/Boeing Everett MIC is addressed through in policies throughout both Everett and Snohomish County's comprehensive plans. This analysis covers the Everett and Snohomish County comprehensive plan policies that directly address the Boeing/Paine Field Everett MIC and other applicable industrial land policies.

In 1996, Everett was one of the first jurisdictions to establish a Subarea Plan and EIS for its manufacturing/industrial center, addressing both GMA and SEPA requirements to facilitate planning and development in the center. The plan addresses development scenarios and mitigation, with the objectives to improve environmental protection, streamline permitting, and increase predictability for property owners.

Several of the Regional Manufacturing/Industrial Center Plan Checklist items are addressed through comprehensive plan policies. Everett and Snohomish both include intent to maintain the strong manufacturing/industrial center for employment and industrial development. The key regional role of the center is described. Policies are included to avoid incompatible land uses to encourage development complementary to industrial activities and protect industrial lands from encroachment. Everett includes a policy to develop design standards for industrial areas to minimize impacts on neighboring areas. Snohomish County includes strategies to support manufacturing and industry through committing financial resources, improving transportation access, effective marketing, considering creation of foreign trade zones, considering creation of a Port of Snohomish County, and supporting development of a technology corridor. Everett includes policy to promote increased transit service for industrial areas to encourage employees to use public transit and for all industrial developments to be designed to promote easy access for employees using public transit.

The plans address several items on the Manufacturing/Industrial Center Plan Checklist, though there are topics that the comprehensive plan does not address or that could be strengthened through a dedicated MIC plan element. As the city moves forward on planning for the center, employment growth targets and mode split goals should be incorporated, and additional detail on environmental topics included in the MIC checklist should be considered. Information on public service improvement financing and projects, freight strategies, and background information on the transportation network in the context of the MIC should be included to address aspects of the checklist.

Planning Challenges & Implementation Strategies

As noted by Everett in its November 2012 presentation to the Growth Management Policy Board, the Paine Field/Boeing Everett MIC's challenges include achieving higher job densities given warehouse uses, protecting industrial land for future job growth, and lack of funding for aerospace supportive transportation improvements.

Everett recognizes the significant assets of the center, including its location with excellent transportation access and strong existing concentration of industry. The city has employed strategies to address challenges and plan for the success of its manufacturing/industrial center, including a Planned Action Environmental Impact Statement to streamline environmental review, review of industrial zone standards, and updating a transportation study for the area.