

Port of Tacoma MIC

The City of Tacoma is the region’s second most populous city and Pierce County’s seat. Tacoma’s location halfway between Olympia and Seattle provides it access to many modes of transportation, natural resources, economical power sources, and a deep, sheltered harbor, all of which have contributed to Tacoma’s development as a successful industrial, commercial and trading center. The modern city has its beginnings in the mid-nineteenth century, when it was designated as Northern Pacific Railroad’s western terminus for its transcontinental railroad in 1873. The city itself was incorporated in 1884. Tacoma continues its tradition as a hub for trade, with the Port of Tacoma among the most important in the nation and the Pacific Rim.

The Port of Tacoma MIC comprises 5,160 acres of waterfront land and adjoining waterways on Tacoma’s Commencement Bay. The center includes the natural deep-water port and industrial lands adjoining Hylebos Waterway, Blair Waterway, Sitcum Waterway, the Puyallup River, Saint Paul Waterway, Middle Waterway, and Thea Foss Waterway. The Port is home to Tacoma and Pierce County’s highest concentration of industrial and manufacturing activity, a major part of which is focused on port and marine terminals, marine cargo, on-dock intermodal rail yards, container terminals, roll-on/roll-off facilities, non-containerized cargo facilities (moving grain, fruit, alumina, and wood chips), automobile import facilities, shipyards, boat building and drydocks. The Port of Tacoma estimates the value of international trade passing through the port in 2011 at \$34.5 billion, with the value of domestic trade estimated at \$3 billion. The industrial development district includes warehousing, transloading, manufacturing, and fabrication and storage on sites close to marine cargo terminals. The Port also operates the Earley Business Center (EBC) at the north end of Alexander Avenue on Commencement Bay. EBC facilities include piers and moorage designed for vessel lay-up, outfitting, maintenance and repair, as well as rail-served manufacturing buildings and yard areas with overhead cranes. The center has excellent connections to two transcontinental railroads and the regional highway system.

Acreage & Mix of Activity

The Port of Tacoma MIC is among the largest regional manufacturing/industrial centers in terms of total gross acreage (5,160 acres) with a net developable acreage of 3,941 acres (76% of gross acres). In terms of its role in the city, the Port of Tacoma MIC contains 16 percent of the city's overall land area, 0.7 percent of the population, 0 percent of the housing, and 9.5 percent of the city's employment. Compared to centers as a whole, the Port of Tacoma has medium number of total activity units (10,550), a large number of jobs (9,250 total jobs), with heavily employment-oriented activity (88% jobs/12% residents). At 2.0 activity units per acre, Port of Tacoma is less dense than the 8.1 average for manufacturing/industrial centers.

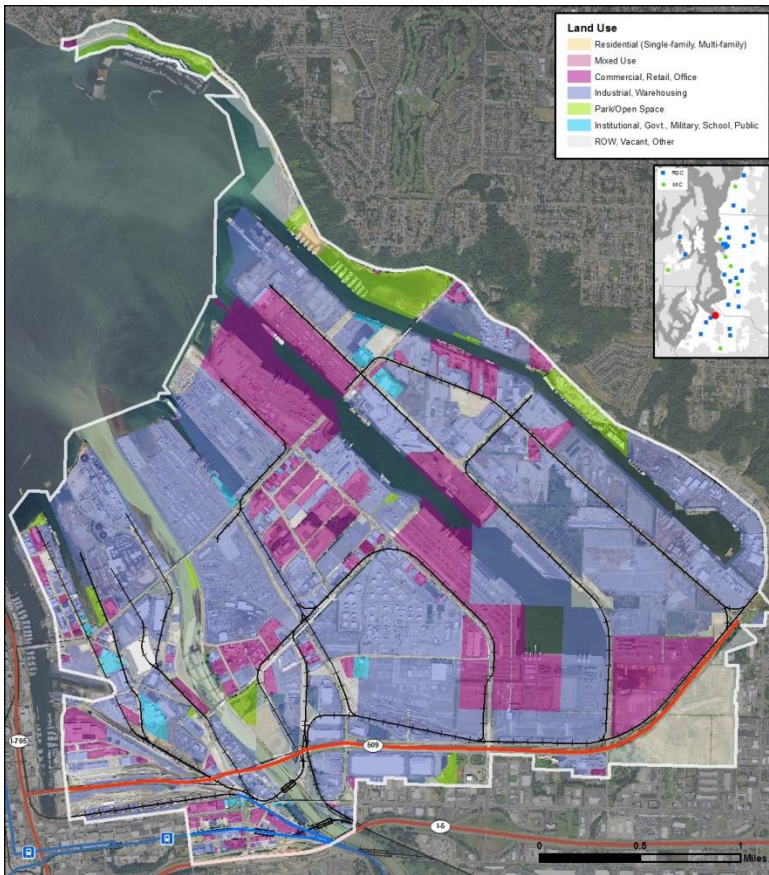
2010 Summary Statistics

Land use	
Gross acreage	5,160
Average block size (acres)	25.0
Average parcel size (acres)	5.0
Mix of uses	
Population/Employee ratio	1.4 : 10
Population	
Total population	1,300
Change (2000–2010)	698
Housing	
Total housing units	25
Change (2000–2010)	-22
Employment	
Total employment	9,250
Change (2000–2010)	-2,653
Transportation	
Employee access to transit	9%
Work-based mode share	
SOV / HOV	84% • 9%
Walk & Bike / Transit	1% • 6%

Land Use & Urban Form

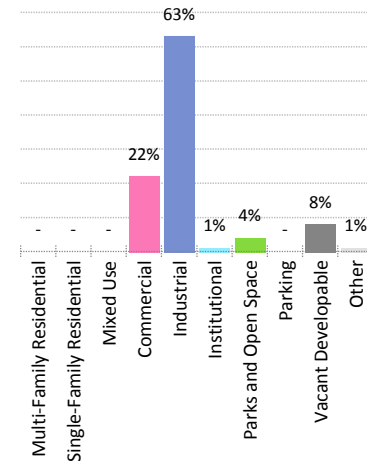
The major land uses in Port of Tacoma are industrial (63%), commercial (22%) and vacant developable (8%). About 86 percent of the center’s 3,941 net acres are in employment-related use.

The Port of Tacoma MIC’s average parcel size is 5 acres, which is smaller than the average 7.0-acre size for manufacturing/industrial centers. The center’s average block size is 25.0 acres, smaller than the average 55.4-acre size among manufacturing/industrial centers. Port of Tacoma has a partial network of sidewalks (30% coverage).



Current Land Use

(3,941 net acres)



Population

The total population in the Port of Tacoma MIC is 1,300, an increase of 698 residents over the past 10 years. Much of this growth can be attributed to development of new group quarters facilities at the Tacoma Northwest Immigration Detention Center.

Employment

The total employment in the Port of Tacoma MIC is 9,250, and it has decreased by 2,653 jobs over the past 10 years. The major industry sectors are Wholesale, Transportation & Utilities (37%), Manufacturing (36%) and Services (13%). Of the total number of jobs, almost three-quarters (77%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers.

Housing

Port of Tacoma has 25 total housing units, with a density of essentially 0 housing units per gross acre. Over the past 10 years, housing has decreased by 22 units (an 47% decrease in residences).

Transportation

For work-based trips, the Port of Tacoma MIC'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 6 percent in transit and 1 percent in walk/bike. The total daily trips from Port of Tacoma are slightly focused on destinations in regional centers (15% of all trips); this includes trips that stay within the center (2%) and trips that go to other centers (13%).

Employee access to transit in the Port of Tacoma MIC is very limited access, with 9 percent of employees within a 1/4 mile walk to a transit stop. For the 1/2 mile walkshed, the center has somewhat less limited levels of employee access to transit (27%).

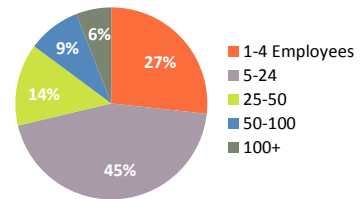
Plan Overview & Comparison to Center Plan Checklist

The city'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.

The Port of Tacoma MIC does not currently have a dedicated subarea plan or comprehensive plan element, but the center is addressed through policies throughout the city's comprehensive plan. This analysis covers the comprehensive plan policies that directly address the Port of Tacoma MIC and other applicable industrial land policies. The city intends to incorporate a Container Port element in its comprehensive plan in fulfillment of new state requirements, which will include policies applicable to the MIC.

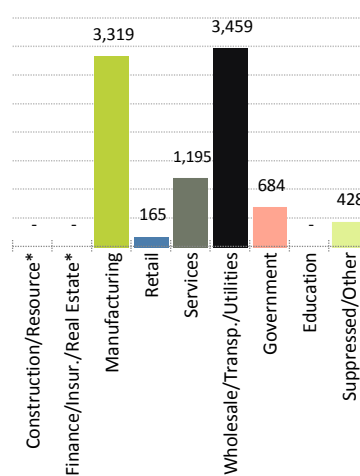
Size of Businesses

(308 workplaces)

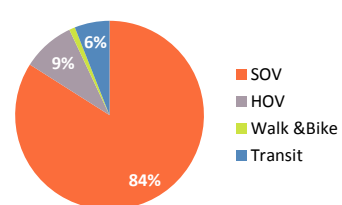


Jobs by Sector

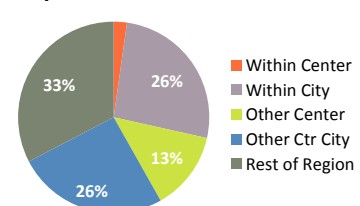
(9,236 jobs)



Mode Shares



Trip Destinations



Several of the Regional Manufacturing/Industrial Center Plan Checklist items are addressed through comprehensive plan policies. The plan discusses the economic role of the center and includes a general vision to remain as a major employment center for the city and the region. Several environmental policies speak to protecting the ecosystem in Commencement Bay in the context of existing industrial uses, referencing the *Tacoma Port Industrial Area - Wetland Study*. The plan identifies the regional designation of the center and includes a map of the boundaries. Also included are several policies regarding landscaping, maintenance and compatible design to mitigate impacts of industrial activities.

The plan addresses 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 subarea plan. As the city moves forward on planning for the center, employment growth targets and additional detail on environmental topics should be incorporated. Economic development strategies to support or maintain manufacturing could be incorporated in future planning; incompatible land uses are currently strictly regulated through port maritime/industrial zoning. The comprehensive plan includes policy to prioritize improvements to manufacturing/industrial and mixed-use centers, but capital facilities planning and financing are not specifically called out. In addition, transportation policies regarding freight, employee commuting or mode split goals should be addressed in future planning.