To: Planning Commission  
From: Ian Munce, AICP, Planning Services Division  
Subject: Proposed Container Port Element  
(Annual Amendment Application #2014-07)  

Meeting Date: October 16, 2013  
Memo Date: October 10, 2013  

At the next meeting on October 16, 2013, the Planning Commission will review the staff analysis on the 2014 Annual Amendment Application #2014-07 concerning the Proposed Container Port Element.

The proposed amendment is to add a new Container Port Element to the Comprehensive Plan, as mandated by the Growth Management Act. The Container Port Element will establish a policy framework that will ensure that local land use decisions consider the needs of container ports and ensure that container ports and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas.

Attached is the staff analysis report concerning the proposed amendment. The report includes Exhibit A, Proposed Container Port Element, dated September 2013. Staff intends to request the Commission authorize the distribution of the proposal for public review and subsequent discussion during the public hearing process for the 2014 Annual Amendment, tentatively scheduled to occur in February-March 2014.

If you have any questions, please contact me at 573-2478 or imunce@cityoftacoma.org.

Attachment

c: Peter Huffman, Interim Director
I. Description of the Proposed Amendment:

1. Describe the proposed amendment, including the existing and proposed amendatory language, if applicable.

This amendment will create a new element in the Comprehensive Plan that specifically addresses and provides goals and policies relative to the ‘Port Industrial Area’. The Container Port Element will establish a policy framework that will ensure that local land use decisions consider the needs of container ports and ensure that container ports and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas.

2. Describe the intent of the proposed amendment and/or the reason why it is needed.

By adding a new Container Port Element to the Comprehensive Plan, the City seeks to: (1) define and protect the core areas of port and port-related industrial uses within the city; (2) provide reasonably efficient access to the core area through freight corridors within the city limits; and, (3) identify and resolve key land use conflicts along the edge of the core area, and minimize and mitigate, to the extent practicable, incompatible uses along the edge of the core area. This work is mandated by a 2009 addition to the Growth Management Act relating to land use and transportation planning for marine ports in Seattle and Tacoma, and is being accomplished in collaboration with the Port of Tacoma.

3. Describe the geographical areas associated with the proposed amendment. Include such information as: location, size, parcel number(s), ownership(s), site map, site characteristics, natural features, current and proposed Comprehensive Plan land use designations, current and proposed zoning classifications, and other appropriate and applicable information for the affected area and the surrounding areas.
The Draft Container Port Element (September, 2013), attached to this Staff Analysis Report, includes the following:

Figure 1: Container Port and Intermodal Rail Facilities
Figure 2: Tacoma Comprehensive Plan -- Designated Centers
Figure 3: City of Tacoma Zoning Designations
Figure 4: Port Container Core and Transitional Areas

4. **Provide any additional background information associated with the proposed amendment.**

This application is a carry-over from the 2011 Annual Amendment package. Basically, the consultant work was completed in 2012 and the discussions between the City and the Port were placed on hold while the Shoreline Master Program update was finalized.

II. **Analysis of the Proposed Amendment:**

1. **How does the proposed amendment conform to applicable provisions of State statutes, case law, regional policies, the Comprehensive Plan, and development regulations?**

The proposed amendment is mandated by the Growth Management Act. Tacoma and Seattle are required to develop and adopt this new element into their respective Comprehensive Plan.

2. **Would the proposed amendment achieve any of the following objectives?**
   - Address inconsistencies or errors in the Comprehensive Plan or development regulations;
   - Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City’s capacity to provide adequate services;
   - Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
   - Enhance the quality of the neighborhood.

The proposed amendment seeks to protect the Port’s Core Area from encroachment by excluding uses that are incompatible with the basic container port function and establishing a Transition Area around the Core Area that includes a broad array of uses; this array of uses does not include uses, such as residential, that are incompatible with the Core Area. The proposed amendment also seeks to establish a framework for maintaining and upgrading infrastructure and transportation facilities in the Tideflats.

3. **Assess the proposed amendment with the following measures: economic impact assessment, sustainability impact assessment, health impact assessment, environmental determination, wetland delineation study, traffic study, visual analysis, and other applicable analytical data, research and studies.**

The proposed amendment advances the City’s economic development objectives and advances the region’s sustainability, environmental, and health goals by avoiding low density sprawl through a structured approach to concentrating major new investments in Manufacturing and Industrial Centers (MIC), such as the Port of Tacoma MIC.

3. **Describe the community outreach efforts conducted for the proposed amendment, and the public comments, concerns and suggestions received.**
The City and Port have conducted some community outreach and used this feedback in developing the specifics of the Draft Container Port Element.

The Department will conduct an extensive community outreach for the 2014 Annual Amendment Package, including this proposal. Staff has scheduled presentations and briefings with groups such as the Neighborhood Councils, and Chamber of Commerce, through March 2014.

4. **Will the proposed amendment benefit the City as a whole? Will it adversely affect the City’s public facilities and services? Does it bear a reasonable relationship to the public health, safety, and welfare?**

**Yes.** The Container Port Element will establish a policy framework that will ensure that local land use decisions consider the needs of container ports and ensure that container ports and freight corridors continue to function effectively alongside vibrant city waterfronts and adjacent areas.

**No.** To the contrary, the proposed amendment seeks to establish a framework for maintaining and upgrading infrastructure and transportation facilities in the Tideflats.

**Yes.** The proposed amendment advances the region’s sustainability, environmental, and health goals by avoiding low density sprawl through a structured approach to concentrating major new investments in Manufacturing and Industrial Centers (MIC), such as the Port of Tacoma MIC.

**III. Staff Recommendation:**

Staff recommends that the proposed amendment to the Comprehensive Plan as depicted in Exhibit A be distributed for public review and subsequent discussion during the public hearing process (tentatively scheduled to occur in February-March 2014).

**IV. Exhibits:**

A. Draft Container Port Element, September 2013
Draft Container Port Element
September 2013

City of Tacoma
Introduction

In 2009, the Washington State Legislature amended the Growth Management Act to include a requirement for a Port Element in the GMA Comprehensive Plan for cities that contain a marine container port with annual operating revenues in excess of $60 million. The City of Tacoma falls into this category. The legislative intent is “… to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems and to ensure that container ports continue to function effectively alongside vibrant city waterfowrnts.” (RCW 36.70A.085).

Accordingly, the City of Tacoma, in collaboration with the Port of Tacoma, has prepared this Container Port Element. Consistent with state requirements, the element provides policy guidance to achieve the following:

- Protection of core areas of container port and port-related industrial areas within the City;
- Efficient access to the core area through freight corridors within the city limits;
- Protection against potential land use conflicts along the edge of the core area; and
- Identification of key transportation corridor improvements.

Preparation of this element began with an existing conditions analysis1 that provided the land use, plans and policies and transportation context for the element. Based on the existing conditions, potential goals and policies were described in a second white paper2. In addition, a review of draft goals and policies contained in the preliminary Seattle and Tacoma port elements was conducted.3 Together, these background papers provided the basis for development of this draft Comprehensive Plan element.

This element begins with an overview that provides the context for planning in the City of Tacoma container port area. This discussion is followed by goals and policies that address land use, capital facilities and transportation.

Tacoma’s Port

Where is the container port area located?

Port of Tacoma container port activities are concentrated in the Commencement Bay tideflats area, located in Tacoma’s central waterfront. This area has an established history of maritime industrial activity, dating back to the 1800s. Early uses included lumber and shingle mills, as well as shipyards, flour mills, electrometallurgy and electrochemical companies.

2 City of Tacoma. Container Port Element White paper #2: Potential Goals and Policies. 2010
In 1918, the Port of Tacoma was created and began development on 240 acres of tideflats. Docks and warehouses were primary components of early Port facilities. Container handling and shipping facilities were attracted to the location by the natural deepwater conditions provided by Commencement Bay. Over time, industrial and commercial uses associated with maritime industries have become the primary use in this area.

Currently, the Port is home to a wide mix of industrial uses, including cargo terminals, manufacturers, warehouses, repair facilities, rail yards and others. Some of the largest cargo terminals, especially the container terminals, are owned by the Port of Tacoma, but there are also numerous private facilities that transfer cargo to and from ships and barges. The Port also owns terminals handling bulk products, auto imports, breakbulk cargoes, and heavy-lift cargoes.

What are the Port of Tacoma facilities?

With ownership of approximately 2,725 acres, the Port of Tacoma is a major landowner in the Commencement Bay Tideflats area operating and leasing significant piers, docks, wharfs, cargo handling equipment, and related upland facilities. Ownership also includes shoreline public access sites, habitat mitigation sites and open space.

Currently, the Port of Tacoma Comprehensive Scheme of Harbor Improvements does not include plans to significantly add to its operational areas. Accordingly, this element envisions that use of existing facilities will be maximized and that the Port will continue to pursue strategic opportunities to consolidate existing holdings, with no major new acquisitions. In order to provide future flexibility, Policy CP-9 in this element supports ongoing monitoring of cargo market demand, developing technologies and other key factors affecting port and port-related industrial needs.

Major container and intermodal rail facilities in the Tideflats area are shown in Figure 1 and include:

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deep water terminals for containerized cargo</strong></td>
<td></td>
</tr>
<tr>
<td>APM Terminal</td>
<td>2 berths; 5 container cranes</td>
</tr>
<tr>
<td>Olympic Container Terminal</td>
<td>1 berth; 4 container cranes</td>
</tr>
<tr>
<td>Husky Terminal</td>
<td>2 berths; 4 container cranes</td>
</tr>
<tr>
<td>Pierce County Terminal</td>
<td>2 berths; 7 container cranes</td>
</tr>
<tr>
<td>Washington United Terminal</td>
<td>2 berths; 6 container cranes</td>
</tr>
<tr>
<td>TOTE Terminal</td>
<td>3 piers; Roll on/Roll off (Ro/Ro) operation</td>
</tr>
<tr>
<td><strong>Deep water terminals for bulk and breakbulk cargo</strong></td>
<td></td>
</tr>
<tr>
<td>Terminal 7</td>
<td>Non-containerized cargo</td>
</tr>
<tr>
<td>Blair Terminal</td>
<td>Autos</td>
</tr>
<tr>
<td>East Blair One (EB1)</td>
<td>Non-containerized cargo</td>
</tr>
</tbody>
</table>
The terminals in Tacoma handle a variety of waterborne and intermodal cargo, and this diversity helps to reduce the volatility of individual cargo types. For example, in 2010, container traffic was at a low point due to the economic downturn, but grain exports were near record volumes. Log exports disappeared from Tacoma for several years, but are now strong again.

### Economic Impact of Container Port Activities

#### What is the level of cargo activity at the Port?

In 2009, Tacoma’s total cargo tonnage equaled 17.4 million tons, making it 32nd largest among all U.S. ports. Tacoma’s role in foreign exports is especially important; in 2009 Tacoma’s export tonnage ranked 10th in the U.S. According to Port of Tacoma statistics, containerized trade accounts for over half of the total tonnage moving through the Port.
Manufacturers and farmers from throughout Washington import and export a wide variety of products through the Port of Tacoma, generating jobs in Tacoma and throughout the state. The major export commodities include agricultural products, food products, machinery, petroleum products, waste/scrap, paper, chemicals, transportation equipment, other forestry products, fish and seafood products, among others. Imports include electronic components, components for equipment manufacturing, retail goods, and goods and equipment for Joint Base Lewis McChord, as well as other installations in the region.

How does the Port contribute to the economy?

The marine cargo terminal trade plays a vital role in the Tacoma and Pacific Northwest economy, contributing thousands of jobs and millions of dollars in revenues and state and local
taxes to the region. A 2005 Port of Tacoma economic impact study, provides specific data describing the magnitude of the economic impact of the Port on the local and regional economy. As described in this report, economic impacts associated with container port activity can be summarized in terms of employment, income, revenue and taxes. Key findings described in this report are listed below.

- Marine terminal activities at the Port of Tacoma generated approximately 9,400 jobs. Of this total, more than 6,600, or 70% of direct port jobs, were related to containers.
- When induced and indirect jobs were included, the total number of jobs generated by marine terminal activities was estimated at more than 16,000. In addition, an estimated 97,000 related jobs relied on or use the marine terminals.
- The marine terminal activities at the Port of Tacoma generated more than $421 million in direct payroll, at an average of approximately $47,000 per worker. For every $1.00 in direct payroll, there was an estimated additional $1.19 associated with indirect and induced impacts in Washington State.
- Cargo movement at the Port of Tacoma was estimated to generate nearly $1.5 billion in direct revenue. Of this total, an estimated $1.25 billion was generated by containerized cargo.
- Estimates of the annual state and local taxes generated by the Port of Tacoma totaled $107.5 million with approximately $82.4 was collected by the state, $11.5 million by the county and $13.6 million by local government.

Preservation of these important economic benefits through a collaborative planning process is a key goal for the City and the Port of Tacoma.

**Goals and Policies**

As vital as container port economic activity is, it could be vulnerable to pressure for land use conversion, and currently is negatively affected by traffic congestion. Infrastructure needs and larger economic conditions are also issues of concern. Preservation of valuable natural features and habitat are also key to the health of Commencement Bay. The Container Port element provides land use policies to promote land use consistency and to minimize and mitigate land use conflicts along the edges of the core area; economic development policies to promote continued economic vitality; natural environment policies to support continued preservation of the environment; capital facilities policies to ensure adequate facilities and services are provided within and beyond the Core Area; and transportation policies to ensure continued efficient freight access and mobility.

**Core Area Vision and Principles**

For the Core Area, this element envisions a strong and vibrant container port and port related industrial center in Tacoma’s Commencement Bay, supported by appropriate levels of service for capital facilities and other infrastructure and an efficient truck and rail transportation

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network. Key planning principles that guide the goals and policies for the Core Area are as follows:

- Uses should be prioritized as follows: (1) cargo facilities and activities, (2) water dependent port uses, (3) water related port uses, and (4) other uses permitted in Port Maritime Industrial zoning.
- The Port of Tacoma should have the opportunity to work cooperatively with the City of Tacoma in setting level of service standards for utilities and transportation.
- The Port of Tacoma should take the lead in ensuring that future developments pay for the costs of those capital improvements necessary for the proper functioning of the Core Area.

**Transition Area Vision and Principles**

For the Transition Area, this element envisions a healthy and attractive industrial and commercial area that provides a buffer between the Core Area and the surrounding area. By providing a buffer, the Transition Area protects the Core Area from land use conflicts and ensures it long-term continued viability. Key Transition Area planning principles that guide the goals and policies include:

- Uses shall complement, and not impede the development of, Core area functions and uses.
- Industrial uses shall continue to be recognized as a vital part of the Transition Area.
- Land use and development standards shall be designed so as to accommodate the utilities and transportation needs of the Core Area.

**Land Use**

The Commencement Bay Tideflats area is regionally and locally recognized as an important industrial center. In 2002, the Puget Sound Regional Council designated the Tideflats area a regional Manufacturing/Industrial Center (MIC).

Consistent with the regional designation, the Comprehensive Plan Growth Strategy and Development Concept element designates the tideflats area as an MIC, defined as an area of high intensity development, high activity patterns and high traffic generation (see Figure 2).

The City’s Land Use Regulatory Code (Tacoma Municipal Code, Title 13) implements the MIC land use designation through the Port Maritime and Industrial (PMI) zoning designation (see Figure 3). The PMI zone provides for “…uses which rely on the deepwater berthing to transport raw materials for processing or manufacture, or transport of finished products; and freight mobility infrastructure, with the entire area served by road and rail corridors designed for large, heavy truck and rail loads “(TMC 13.06.400.B).
The policies contained within the Container Port element are consistent with and supplement related policies in the City’s Comprehensive Plan and implementing regulations. Goals and policies are also consistent with the Port of Tacoma Comprehensive Scheme of Harbor Improvements.

The land use goals and policies are organized into two sections to address (1) the core area and (2) the transition area. Goals and policies for the core area identify an area in which cargo activities are the primary use and focus on protecting port-related cargo and industrial uses and rail-related uses within this area. Transition area goals and policies identify an area immediately adjacent to the core area and provide for a compatible transition to the larger surrounding area.

Core Area Goal

**Identify the core port and port-related container industrial area and protect the long-term function and viability of this area.**

The City recognizes the important role that the Port of Tacoma plays in regional employment and economic development. Identification and long-term preservation of the Core Area ensures that the Port of Tacoma facilities and related industrial uses will have room to thrive in the City.

Figure 4 shows the Core Area, which contains current port, current port-related cargo and industrial uses, and those areas recognized by both the City and the Port as likely to be needed for these uses within the next 20 years. The designated Core Area consists of the following areas:

- Existing Port Maritime Industrial (PMI) zoning designation;
- Those portions of the S-9 and S-10 shoreline districts adjacent to the PMI zoning designation; and
- The TEMCO grain terminal, located on a narrow shelf of land between Schuster Parkway and Commencement Bay.

Other than the TEMCO grain terminal site, the Core Area does not include any portions of the S-7 Shoreline District.

The following policies are intended to make sure that Core Area is preserved now and in the future for port maritime and related industrial uses while respecting the rights of all property owners.
Figure 4

Port Container Core and Transitional Areas
Core Area Policies

CP-1 Port and Port-Related Cargo and Industrial Uses
Within the designated Core Area, prioritize, protect and preserve existing and planned port uses, port-related container and industrial uses and rail-related uses. Uses should consist primarily of cargo port terminal, port-related container and industrial activity, compatible manufacturing, industrial-related office, cargo yard, warehousing, transportation facilities, and other similar uses.

CP-2 Port and Port-Related Cargo and Industrial Land
Preservation of available industrial waterfront land for port and port-related container and industrial activity is vital to the City's economy. Prohibit uses that would negatively affect the availability of land for the primary port and port-related cargo and industrial function of the Core Area. Encourage aggregation of industrial land for future development as cargo port terminals and supporting uses.

CP-3 Incompatible Core Area Uses
Clearly identify and prohibit uses that are entirely incompatible with the Core Area uses. Examples may include those that attract people to the area for non-industrial purposes or that would be incompatible with typical industrial area impacts (noise, truck movement, etc.). These may include residential, general retail, temporary lodging or other similar uses.

CP-4 Land Use Buffers
Reduce the potential for land use conflicts between industrial development and surrounding non-industrial uses by providing for buffers, adequate transition areas, and clear public commitment to continuation of Port and port-related cargo and industrial uses in the designated Core Area.

To the west, the railroad tracks and steep bluff rising above Dock Street to the neighborhoods to the west provide a clear transition and buffer to the industrial area. Similarly, to the east, the steep bluff rising above Marine View Drive provides a clear transition from the industrial area to the residential development at the top of the bluff. In both these areas, the existing geography provides a very effective buffer and no additional transition area is necessary.

CP-5 Core Area Boundary
Do not allow unrelated uses to gradually encroach on the Core Area through incremental development and modifications of the Core Area boundary. Consider boundary adjustments only in collaboration with the Port of Tacoma and as part of a comprehensive review of long-term port and port-related cargo and industrial land needs.
CP-6 Noise, Odor, and Visual Character

In the Core Area, allow for localized impacts associated with industrial activities, including noise, odor and visual character, that are appropriate and expected in heavy industrial areas but would not be allowed in other parts of the city. Noise and odor may be associated with transportation and manufacturing facilities. Visual character may include outdoor storage, relatively large building mass and impervious surface area. While localized impacts are permitted, continue to require Core Area industrial uses to be developed in a manner that protects the environment and preserves public health and safety from a citywide and regional perspective.

CP-7 Collaboration

Continue to work in close collaboration with the Port of Tacoma to ensure that port and port-related cargo and industrial uses remain viable and that land use development along the edges of the Core Area is thoughtfully planned to avoid land use conflicts and incompatibility. Consider collaborative efforts to develop landscape and street standards that recognize the special working character of the Core area.

CP-8 Public Service Standards

Within the Core Area the Port should assume a greater role in setting level of service and concurrency standards under City Comprehensive Plan Policies CF-APFS-1, 2, and 3 and in addressing funding responsibilities under City Comprehensive Plan Policy CF-FCF-2. This could be achieved through a stand-alone Port Comprehensive Plan, and/or a City sub-area plan.

CP-9 Maritime Industrial Planning

In order to ensure that the Core Area continues to serve future port needs, encourage the Port of Tacoma to develop and periodically update a comprehensive long-range maritime development program that assesses future cargo market demand, developing technologies, geographic constraints and other factors affecting future intermodal cargo opportunities, and land and capital investment necessary to permit Tacoma to continue to serve port and port-related cargo and industrial needs.

Transition Area Goal

Establish a transition area around the Core Area that will protect the continued viability of the Core Area while providing for a compatible transition to development in the larger surrounding area.

The transition area shown in Figure 4 provides a protective buffer around the core area, helping to ensure the continued long-term viability of the core maritime industrial uses and providing a compatible transition to the larger surrounding area. Existing zoning of the transition area is sufficient to protect the core area functions.
Transition Area Policies

**CP-10  Transition Area Collaboration**
The City of Tacoma should work in collaboration with adjacent jurisdictions, including Pierce County and the City of Fife, to ensure a good transition from the Core Area to larger surrounding areas.

**CP-11  Transition Area Function**
In general, natural buffers, such as change in topography, vegetated areas and water bodies are preferred as a means to transition and separate incompatible uses (see Policy CP-4). The Transition Area designation is needed only where the existing geography does not provide an effective buffer.

The City should ensure that unrelated uses in the Transition Area are not allowed to gradually encroach on the Core Area boundary. The Transition Area should remain of sufficient size to provide a long-term buffer for the Core Area.

**CP-12  Transition Area Uses**
The Transition Area contains a mix of industrial, auto-oriented commercial and retail uses that will provide an appropriate transition between the Core Area and nearby residential or pedestrian-oriented commercial zones. Development standards for industrial and commercial activities in the Transition Area should ensure compatibility with the activity levels and physical character of adjacent less intensive community character.

**CP-13  Retention of Industrial Uses**
Industrial activity and development is an essential component of the transition area. Recognizing the importance of industrial activity to the local and regional economy, industrial uses in the transition area should be preserved and promoted. Industrial uses, including non-water related industry, is compatible with and can support maritime industrial uses in the core area, as well as contributing to the region’s economy as a whole.

**CP-14  Incompatible Transition Area Uses**
While the Transition Area provides for a wider range of uses than the Core Area, incompatible uses that would be impacted by the potential noise, odor and visual character of industrial areas should continue to be prohibited. This may include residential or other sensitive uses.

**CP-15  Transition Area Character**
Establish development or performance standards to allow for continued viability of the industrial/commercial area, while protecting the livability of adjacent areas.
Economic Development

Port and port-related industrial activities play a vital role in the Tacoma and Pacific Northwest economy, contributing thousands of jobs and millions of dollars in revenues and state and local taxes to the region. The Comprehensive Plan Economic Development Element provides broad guidance for container port activities, noting the role of the City of Tacoma as “…an internationally competitive business center located in the Puget Sound region.” Consistent with this vision, the economic development goal and policies listed below provides additional guidance for the port and port-related industrial area. The goal and policies are consistent with and supplement the Comprehensive Plan Economic Development Element.

Promote the continued growth and vitality of port and port-related industrial activity.

CP-16 Partnership with the Port of Tacoma
Work in partnership with the Port of Tacoma to target and recruit new businesses that support port and port-related industrial activity.

CP-17 Incentives for Port and Port Related Industry
Identify and consider opportunities to remove obstacles to development and to incentivize businesses that support container port and port-related industrial activity.

CP-18 Workforce Program
Consider coordinating an industrial development workforce program for local citizens. Act as a facilitator between businesses, educational institutions, trade associations and residents in order to reduce the workforce development burden of individual businesses and expand employment opportunities for citizens.

CP-19 Port Area Promotion
In order to build on the port area’s reputation as a prime location of port related industry, seek opportunities, such as speaking engagements, articles and others, to highlight economic development success stories in the port area.

Environment

The Commencement Bay area is a unique environment containing shoreline, river deltas, tidal creeks, freshwater and salt marshes, naturalized creeks and river channel corridors. Major water features include Commencement Bay, Puyallup River, Hylebos Waterway, Hylebos and Wapato Creeks and numerous wetland areas. These areas provide valuable habitat for many species of birds and fish, including the marbled murrelet and the White River spring run Chinook salmon. The goal and policies below supplement the Comprehensive Plan Environment Policy Element, providing additional guidance for the Commencement Bay core port area.

Goal

Work in partnership with the Port of Tacoma and other property owners to promote protection, restoration and enhancement of native vegetative cover, waterways, wetlands and buffers.
CP-20 Low Impact Development Standards
Encourage the use of low impact development standards and stormwater features.

CP-21 Commencement Bay Environmental Improvement
Partner with the Port of Tacoma and other interested stakeholders to establish environmental improvement goals for Commencement Bay, including providing for greater baywide diversity of ecosystems, restoration of historic functions and improvement of physical conditions. Support efforts to identify funding mechanisms and legislative support for strategies to achieve these goals.

CP-22 Greenhouse Gas Emissions
Consider development of measures, such as LID development standards, energy efficient lighting technologies, and transportation design features, to reduce greenhouse gas emissions in the port area.

Capital Facilities

The Comprehensive Plan Capital Facilities Element addresses overall capital facility needs in Tacoma, including the container Tideflats area. Facilities and services to ensure efficient movement of cargo and support for industrial and manufacturing services are critical to ensure a thriving port area. In addition, multiple public and private agencies overlap in the provision of transportation and utility services to this area. In order to ensure adequate and efficient provision of services to this area, active consultation and coordination amongst the multiple agencies is critically important.

The Funding for Capital Facilities section of the Capital Facilities Element recognizes that funding to provide adequate facilities and services can be limited and seeks to pursue all available revenue sources, including partnering with existing and future developments to cover necessary costs of the services and facilities that support them. Specifically, CF-FCF-1 requires review of existing revenue sources and pursuit of all available funding sources for the development of capital improvement projects in order to optimally use limited City resources and meet existing and future needs. CF-FCF-2 requires that the City ensure that existing and future developments pay for some or all of the costs of capital improvements or new facilities that are deemed necessary, by reason of their respective developments, to reduce existing deficiencies or replace obsolete facilities.

The following goal and policies are intended to supplement general policies in the Capital Facilities Element with specific capital facility policy guidance in the container port area.

Goal

Provide, protect and preserve the capital facilities and essential public services needed to support activities within and beyond the Core Area.

High quality and reliable physical systems and facilities are a necessary component of both Port and City operations. The following policies supplement the guidelines and direction provided in the Capital Facilities element, specifically to achieve quality maintenance and improvement of capital facilities and services within and beyond the Core Area.
Policies

CP-23 Capital Facilities within the Core Area
Partner with the Port to identify required new infrastructure, facilities and services needed to support port activities within the Core Area, as well as priorities for maintenance and preservation of existing infrastructure, facilities and services. By partnering with the Port, the City can make sure that future infrastructure investments are targeted and prioritized to meet the needs of the Port and the Core Area.

CP-24 Utility access within the Core Area
Coordinate with the Port to identify the location and jurisdiction of major utility easements that are located in the Core Area; and develop and implement a utility access plan to ensure that utility providers have access at all times to all major utilities.

CP-25 Standards for New Utilities in the Core Area
Establish and implement design standards for new roadway infrastructure and developments in the Core Area that will include utility corridors and utility access plans.

Transportation

Provision of an effective multimodal transportation system is of vital importance for port operations and for port-related activities. Reliable systems of roadways and railways, as well as connections between them, accommodates a variety of cargo types and destinations, and allows for flexibility in the Port's cargo base as demand for different types of cargoes rises or falls.

Roadways and railways that support port operations are owned and maintained by numerous agencies in addition to the City of Tacoma, including the Port, other cities, counties, Washington State, and private providers such as Burlington Northern Santa Fe and Union Pacific railroads. Cooperation and coordination between jurisdictions is essential for preservation and efficient utilization of existing infrastructure that supports port and port-related operations, and also for future expansion of infrastructure needed support these activities as they grow.

Planning, design and construction of transportation facilities typically takes years, so future land use planning is essential to ensure that infrastructure will be in place at the time it is needed. In addition, transportation infrastructure can be costly, and often requires a variety of funding sources. Identification of future transportation needs through a comprehensive planning process provides a sound basis for identifying projects before they are needed, aids inter-jurisdictional coordination, and greatly enhances the ability for a project to receive funding from sources such as state and federal grants.

Goal

Identify, protect and preserve the transportation infrastructure and services needed for efficient multimodal movement of goods within and between the Core Area, Transition Area, and the regional transportation system.
An efficient multimodal transportation system is vital to the operation and economic viability of the Port. It is important that existing infrastructure and services that support Port activities be maintained, and that adequate resources are available to improve the transportation system as needed to support future growth. The following policies supplement the guidelines and direction provided in the Transportation element, specifically to achieve the goal of continued development and improvement of transportation facilities and services needed to support port-related freight access and mobility.

**Policies**

**CP-26 Regional Freight Truck Corridors**

Figures 5 and 6 identify Regional Freight Truck Corridors, which the City has identified as critical to efficient movement of goods between the Core Area, Transition Area, and the regional highway system outside the city limits. Coordinate with state and local agencies to emphasize the importance of these corridors to state and local economic health, and support improvements planned on these corridors that enhance freight mobility. These corridors are those designated with a T-1 tonnage classification (carrying over 10 million tons of freight per year) by the Washington State Department of Transportation (WSDOT)\(^5\) as well as the roads that connect the Port to the regional road system.

**CP-27 Heavy Haul Routes**

Figure 6 identifies the freight truck corridors that are designated as Heavy Haul Routes, as they are critical to efficient movement of goods within and between the Core Area and Transition Area. Improvements that are planned in these corridors will receive additional priority scoring under the “Enhance Freight Mobility” project prioritization criterion described in the Transportation element.

Figure 5
Regional Freight Truck Corridors
To be added
Figure 6
Heavy Haul Routes

To be added
CP-28  Intermodal Connections
Support and encourage intermodal facilities and the transport of cargo via rail to help minimize the roadway traffic impacts related to growth in Port throughput.

CP-29  Mobility on Heavy Haul Routes
Emphasize freight truck mobility on Heavy Haul Routes (see Figure 6). Coordinate with the Port to develop strategies to minimize truck queues and other traffic elements that could interfere with mobility along these routes.

CP-30  Pavement Maintenance
Place high priority on preservation of existing roads that serve freight movement within the Core Area and Transition Area; and encourage the use of reinforced Portland Cement Concrete pavement along Heavy Haul Routes to maintain improved roadway conditions over longer periods of time.

CP-31  Freight Transportation System Management
Identify and prioritize improvements in efficiency to the roadway system, such as traffic signal timing and phasing improvements, which will improve roadway freight operations without requiring major capital investment.

CP-32  Key Freight Transportation Corridor Improvements
Support recommendations from the Tideflats Area Transportation Study (TATS), for improvements that will preserve and enhance freight mobility in the region.

CP-33  Intergovernmental Funding of Transportation Projects
Coordinate with state, regional and adjacent local jurisdictions to seek joint funding opportunities for projects that enhance freight mobility in the region.