



ten



# CONTAINER PORT



## CONTAINER PORT GOALS

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**GOAL CP-1** Identify the core port and port-related container industrial area and protect the long-term function and viability of this area (see Figure 41, Container Port Core Area).

**GOAL CP-2** Establish an Industrial/Commercial Buffer Area around the Core Area that will protect the continued viability of the Core Area while providing for a compatible Industrial/Commercial Buffer to development in the larger surrounding area.

**GOAL CP-3** Promote the continued growth and vitality of port and port-related industrial activity.

**GOAL CP-4** 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.

**GOAL CP-5** Provide, protect and preserve the capital facilities and essential public services needed to support activities within and beyond the Core Area.

**GOAL CP-6** Identify, protect and preserve the transportation infrastructure and services needed for efficient multimodal movement of goods within and between the Core Area, Industrial/Commercial Buffer Area, and the regional transportation system.

# TEN

## CONTAINER PORT

### WHAT IS THIS CHAPTER ABOUT?

The goals and policies in this chapter convey the City’s intent to:

- Protect the long-term function and viability of the Port of Tacoma maritime industrial activities and services.
- Provide for a compatible transition for the Port of Tacoma maritime industrial area to development in the larger surrounding area.
- Ensure the provision, protection and preservation of capital facilities and essential public services within the Port of Tacoma maritime industrial area.
- Provide for efficient multimodal movement of goods within, to, and from the Port of Tacoma.
- Protect the habitat and shoreline areas in the Commencement Bay area.

### WHY IS THIS IMPORTANT?

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. Preservation of available industrial waterfront land for port and port-related container and industrial activity is vital to the City’s economy. This element provides policy guidance to help “...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 waterfronts.”

#### Book I: Goals + Policies

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- 2 Urban Form
- 3 Design + Development
- 4 Environment + Watershed Health
- 5 Housing
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#### Book II: Implementation Programs + Strategies

- 1 Shoreline Master Program
- 2 Capital Facilities Program
- 3 Downtown Regional Growth Center Plans
- 4 Historic Preservation Plan



*Sitcum Waterway*



*Husky Terminal on  
the Blair Waterway*

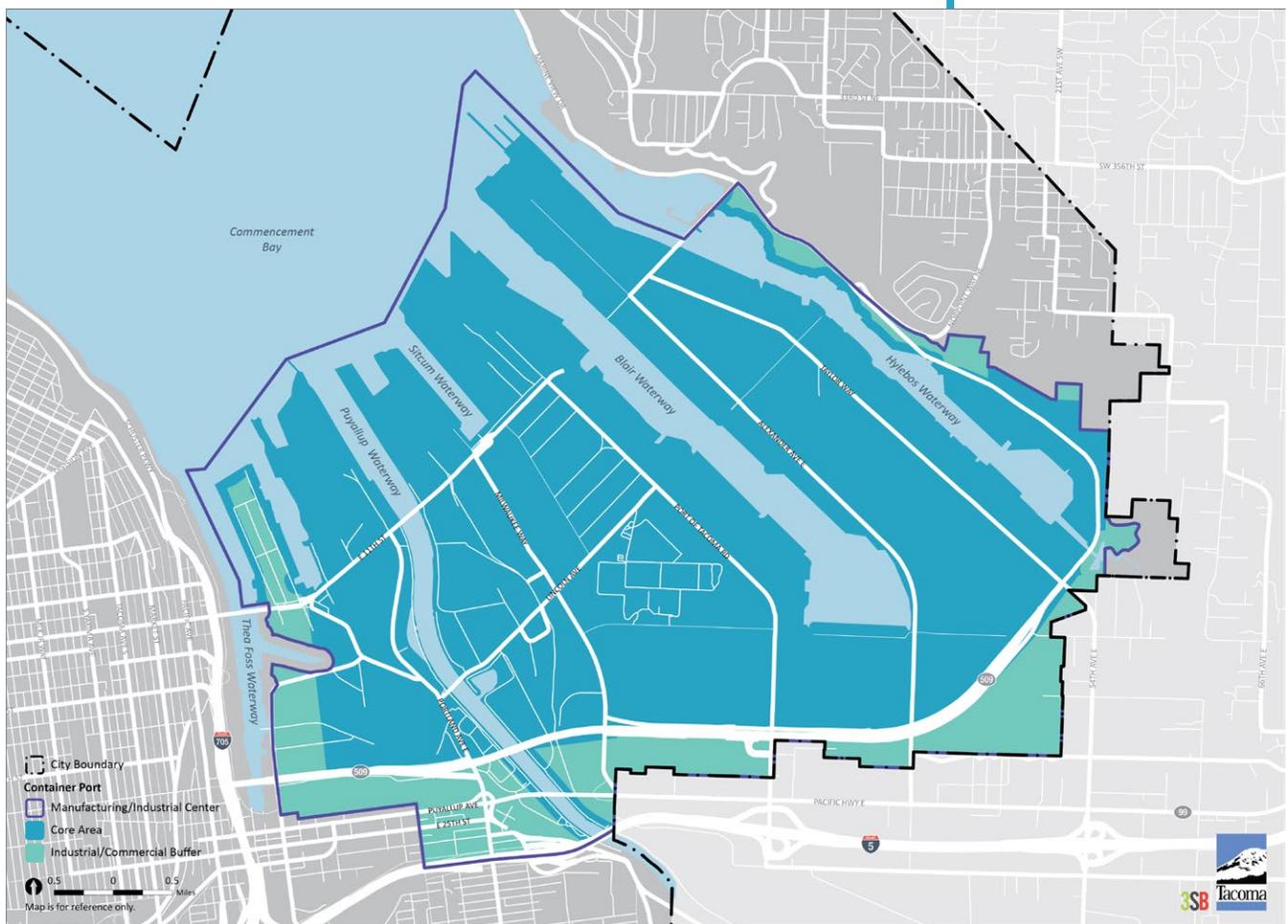
This element describes how the City of Tacoma and Port of Tacoma can work collaboratively to ensure the continued long-term viability of the Port, while providing for effective buffers and transition to surrounding non-industrial uses and protecting Commencement Bay, a unique shoreline environment containing river deltas, tidal creeks, freshwater and salt marshes.

## GOALS + POLICIES

### CORE MARITIME INDUSTRIAL AREA

**GOAL CP-1** Identify the core port and port-related container industrial area and protect the long-term function and viability of this area (see Figure 41, Container Port Core Area).

**Policy CP-1.1** Prioritize, protect and preserve existing and planned port uses, port-related container and industrial uses and rail-related uses. Uses



**FIGURE 41.** Container Port Core and Industrial/Buffer Areas

*Core Area uses*



*Rail yard*



*APM Terminal facility on  
the Sitcum Waterway*



*Log export facility at  
West Hylebos 1 Pier*

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.

**Policy CP-1.2** 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.

**Policy CP-1.3** 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.

**Policy CP-1.4** Reduce the potential for land use conflicts between industrial development and surrounding nonindustrial uses by providing for adequate Industrial/Commercial Buffer areas, and clear public commitment to continuation of Port and port-related cargo and industrial uses in the designated Core Area.

**Policy CP-1.5** 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.

**Policy CP-1.6** 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.

**Policy CP-1.7** 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.

**Policy CP–1.8** Within the Core Area, the Port should assume a greater role in setting level of service and concurrency standards as established in the Public Facilities and Services Element.

**Policy CP–1.9** 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.

## INDUSTRIAL/COMMERCIAL BUFFER AREA

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**GOAL CP–2** Establish an Industrial/Commercial Buffer Area around the Core Area that will protect the continued viability of the Core Area while providing for a compatible Industrial/Commercial Buffer to development in the larger surrounding area.

**Policy CP–2.1** Work in collaboration with adjacent jurisdictions, including Pierce County and the City of Fife, to ensure a good Industrial/Commercial Buffer from the Core Area to larger surrounding areas.

**Policy CP–2.2** In general, natural buffers, such as change in topography, vegetated areas and water bodies are preferred as a means to buffer and separate incompatible uses. The Industrial/Commercial Buffer Area designation is needed only where the existing geography does not provide an effective buffer. Ensure that unrelated uses in the Industrial/Commercial Buffer Area are not allowed to gradually encroach on the Core Area boundary. The industrial/Commercial Buffer Area should remain of sufficient size to provide a long-term buffer for the Core Area.

**Policy CP–2.3** Development standards for industrial and commercial activities in the Industrial/Commercial Buffer Area should ensure



*Steep bluff west of the TEMCO grain elevator*



Port of Tacoma boat tour during Tacoma Maritime Fest



ZIM Djibouti navigates down the Blair Waterway to Washington United Terminals

compatibility with the activity levels and physical character of adjacent less intensive community character.

**Policy CP-2.4** Recognizing the importance of industrial activity to the local and regional economy, industrial uses in the Industrial/Commercial Buffer 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.

**Policy CP-2.5** While the Industrial/Commercial Buffer 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.

**Policy CP-2.6** Establish development or performance standards to allow for continued viability of the Industrial/Commercial Buffer Area, while protecting the livability of adjacent areas.

## ECONOMIC GROWTH

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**GOAL CP-3** Promote the continued growth and vitality of port and port-related industrial activity.

**Policy CP-3.1** Work in partnership with the Port of Tacoma to target and recruit new businesses that support port and port-related industrial activity.

**Policy CP-3.2** Identify and consider opportunities to remove obstacles to development and to incentivize businesses that support container port and port-related industrial activity.

**Policy CP-3.3** 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.

**Policy CP-3.4** 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.

## ENVIRONMENTAL QUALITY

**GOAL CP-4** 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.

**Policy CP-4.1** Encourage the use of low impact development standards and stormwater features.

**Policy CP-4.2** 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.

**Policy CP-4.3** 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.

*Restored habitat at the Place of Circling Waters, located at the mouth of Hylebos Creek*





Fire station 6

## PUBLIC FACILITIES + SERVICES

**GOAL CP-5** Provide, protect and preserve the capital facilities and essential public services needed to support activities within and beyond the Core Area.

**Policy CP-5.1** 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.

**Policy CP-5.2** 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.

**Policy CP-5.3** 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

**GOAL CP-6** Identify, protect and preserve the transportation infrastructure and services needed for efficient multimodal movement of goods within and between the Core Area, Industrial/Commercial Buffer Area, and the regional transportation system.

**Policy CP-6.1** Coordinate with state and local agencies to emphasize the importance of regional freight truck 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)<sup>1</sup> as well as



Local freight business

<sup>1</sup> Washington State Department of Transportation (WSDOT). 2007. *Freight and Goods Transportation System 2007 Update*.



Container yard

the roads that connect the Port to the regional road System, i.e. first/last mile connector routes.

**Policy CP-6.2** Support improvements to 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 Industrial/Commercial Buffer Area.

**Policy CP-6.3** 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.

**Policy CP-6.4** Emphasize freight truck mobility on Heavy Haul Routes. Coordinate with the Port to develop strategies to minimize truck queues and other traffic elements that could interfere with mobility along these routes.

**Policy CP-6.5** Place high priority on preservation of existing roads that serve freight movement within the Core Area and Industrial/Commercial Buffer 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.



At-grade rail crossing



Cargo



Freight trucks at the intersection of SR 509 and 54th Ave E

***Policy CP-6.6*** 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.

***Policy CP-6.7*** Support recommendations from the Tideflats Area Transportation Study (TATS), for improvements that will preserve and enhance freight mobility in the region.

***Policy CP-6.8*** Coordinate with state, regional and adjacent local jurisdictions to seek joint funding opportunities for projects that enhance freight mobility in the region, including the completion of SR 167 and the I5-Port of Tacoma Road Interchange Reconfiguration project.