

# Container Port Element in Washington's Growth Management Act

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# Governor's Container Ports Initiative

- Created in 2006
- Intended to improve rail and container port freight mobility
- Port of Seattle and the Port of Tacoma combined are the third largest load center for containers in North America with about \$70 billion in goods flowing between these two ports











# Governor's Container Port Initiative

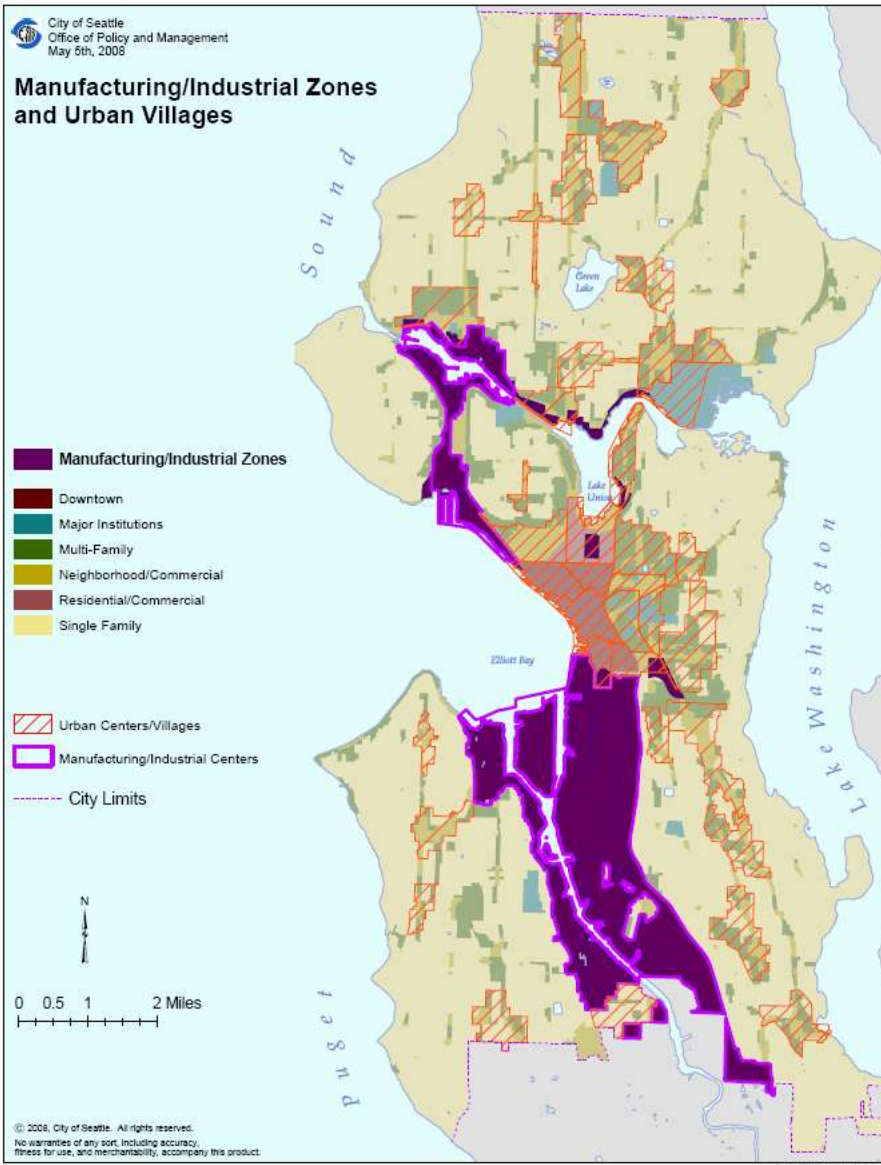
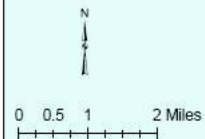
- Ports of Seattle and Tacoma have a complex system of marine terminals, truck and train corridors and industrial and warehouse support services
- State and local land use laws did not require the protection of industrial lands and freight corridors
- As a result, the integrity of these areas were threatened by gentrification of neighboring areas

# Governor's Container Port Work Group

- Comprised of representatives from ports, cities, state transportation agencies, and governor's office
- Achieved consensus on the need to address industrial land gentrification issues through the planning process instead of the permitting process

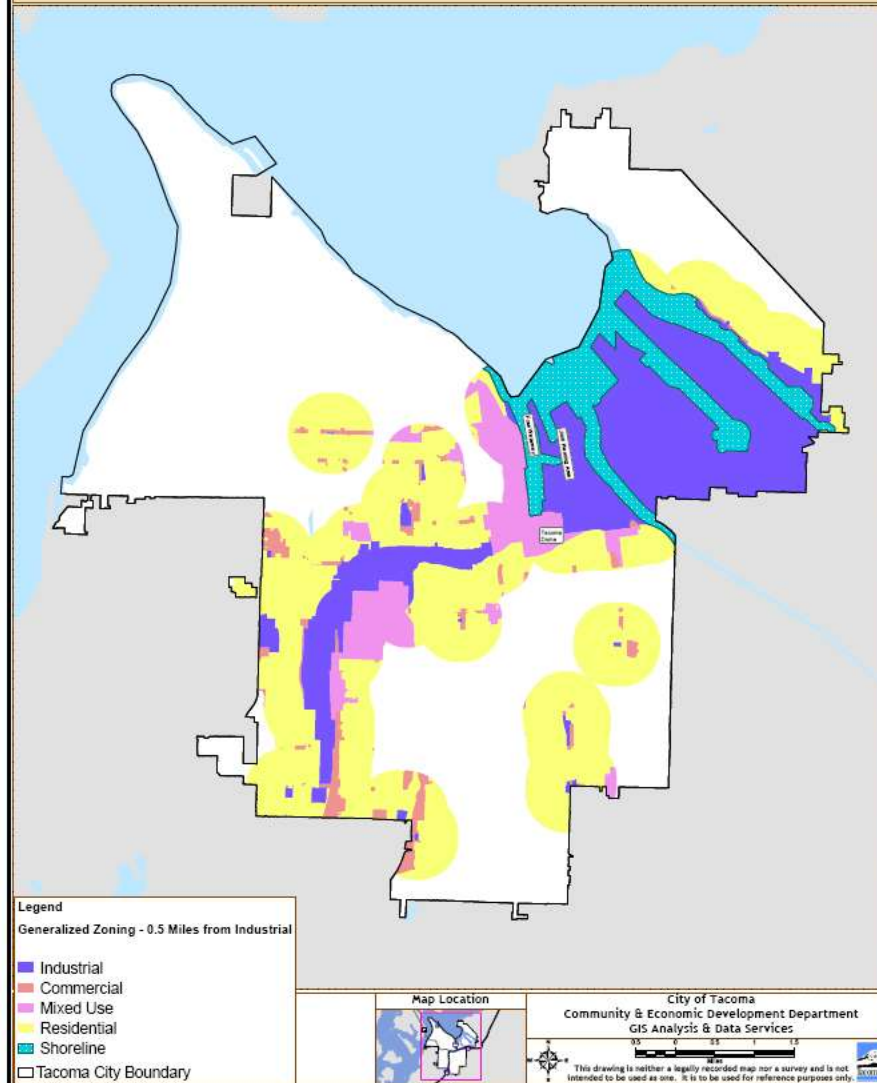
## Manufacturing/Industrial Zones and Urban Villages

-  Manufacturing/Industrial Zones
-  Downtown
-  Major Institutions
-  Multi-Family
-  Neighborhood/Commercial
-  Residential/Commercial
-  Single Family
-  Urban Centers/Villages
-  Manufacturing/Industrial Centers
-  City Limits

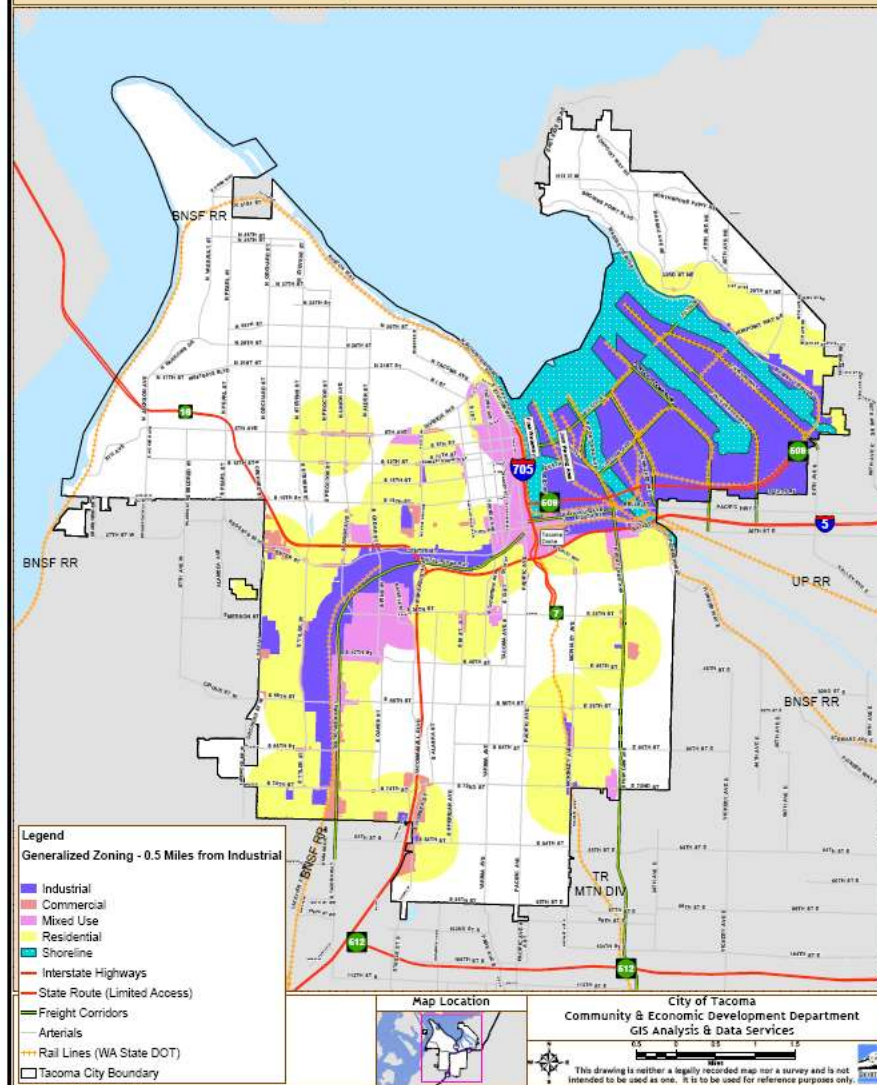




## City of Tacoma - Generalized Zoning



# City of Tacoma - Generalized Zoning & Transportation Routes





# Pressures to Convert Industrial Lands

- 2007 – City of Seattle received permit applications for nearly 800,000 sq. feet of retail and office projects in the two most intense industrial zones
- Significant pressure to locate incompatible uses in the Duwamish area, e.g. “Liveable SODO” planning process

# Tax Impacts and Land Use

- Commercial uses generally yield more retail tax dollars per acre than industrial lands, however, port activities reap significant excise tax levies
- Family wage jobs offered by industrial uses
- Washington is the most trade-dependent state

# Freight Corridors

- No cohesive protection for freight corridors
- Incremental encroachment by commercial uses on freight corridors
- Conflicts between cars and trucks

# Conclusions of Work Group

- Protect operations of existing marine terminals
- Preserve key truck and train transportation corridors
- Maintain nearby industrial support services such as warehouses and cargo logistics centers

# Designate, Improve, and Protect Key Freight Corridors

- Amend the definition of “facilities of state-wide significance” to include key local freight corridors
- Identify key freight corridors in the city comprehensive plan
- Develop a long term investment strategy for designated freight corridors in TIP and port district comprehensive scheme

# State Land Use Law Changes

## RCW 36.70A.085

### Growth Management Act

- Creation of a “container port element” for the city’s comprehensive plan
- Cities with marine container port with excess of 60 million in annual operating revenue must include a container port element
- Cities with a port district with operating revenues of 20 million or more may include a marine industrial port element
- Collaboration between the Port and the City
- Establish policies and programs that define and protect core areas of the port and freight corridors

# Port Element Requirements

- Define and protect core areas of port and port-related industrial uses
- Provide “reasonably efficient access to core industrial area through freight corridors.”
- Identify and resolve key land use conflicts along the edge of the core area and minimize and mitigate incompatible uses

# Port Elements Must Be:

- Completed by the city according to the schedule for other GMA comprehensive plan elements
- Consistent with the economic development, transportation, and land use elements of the city's comprehensive plan and consistent with the capital facilities plan



# Approaches to Developing Port Elements

- Creation of a port overlay district
- Use of industrial land banks
- Use of buffers and transition zones between incompatible uses
- Use of joint transportation funding agreements
- Use of policies to encourage the retention of valuable warehouse and storage facilities

# Approaches, cont.

- Use of limitations on the location, size or both of nonindustrial uses in the core area and surrounding areas
- Use of other approaches by agreement between the city and the port

# Links

- Governor's Container Port Initiative Report -  
<http://www.ofm.wa.gov/reports/ContainerPorts.pdf>
- Appendices to the Report -  
[http://www.ofm.wa.gov/reports/ContainerPorts\\_Appendices.pdf](http://www.ofm.wa.gov/reports/ContainerPorts_Appendices.pdf)
- RCW 36.70A.085 -  
<http://apps.leg.wa.gov/rcw/default.aspx?cite=36.70A.085>
- City of Seattle draft port element -  
[http://www.seattle.gov/council/comp\\_plan/2011/2011att\\_a\\_marin.pdf](http://www.seattle.gov/council/comp_plan/2011/2011att_a_marin.pdf)