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Land Use and Economic Development

TRANSPORTATION AND INFRASTRUCTURE GUIDING PRINCIPLES

GUIDING PRINCIPLE 13: Industrial lands are preserved and valued, protecting the increasingly rare and valuable industrial and manufacturing lands and working waterfront from encroachment.

GUIDING PRINCIPLE 14: The Port of Tacoma Manufacturing Industrial Center (MIC) is a center of global trade and a hub for local, and regional economic activity protecting and enhancing port-related investments and supporting diverse jobs.

GUIDING PRINCIPLE 15: The subarea is a leader in the green economy promoting industries that meet environmental goals and facilitate a transition to carbon-free energy.

GUIDING PRINCIPLE 16: The subarea offers expanded access to jobs with diverse career pathways and entry points.

GUIDING PRINCIPLE 17: The subarea has effective buffers with neighboring communities that demonstrates how a world class port can thrive alongside growing and vibrant urban neighborhoods.

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- 1 Introduction
- 2 Policies
- 3 Priority Actions and Regulatory Recommendations

6.1 INTRODUCTION

The purpose of this chapter is to provide policy guidance, priority implementation actions, and regulatory recommendations to guide land use and economic development decisions that support the vision for the Tacoma Tideflats Subarea.

6.2 POLICIES

GUIDING PRINCIPLE 27: Industrial lands are preserved and valued, protecting the increasingly rare and valuable industrial and manufacturing lands and working waterfront from encroachment.

Policy LUED-78: Protect the long-term function and viability of the port related industrial area and retain the Manufacturing Industrial Center (MIC or Center) and the Seaport Core district(s) boundaries to help ensure that protection (see [Figure 72](#)).

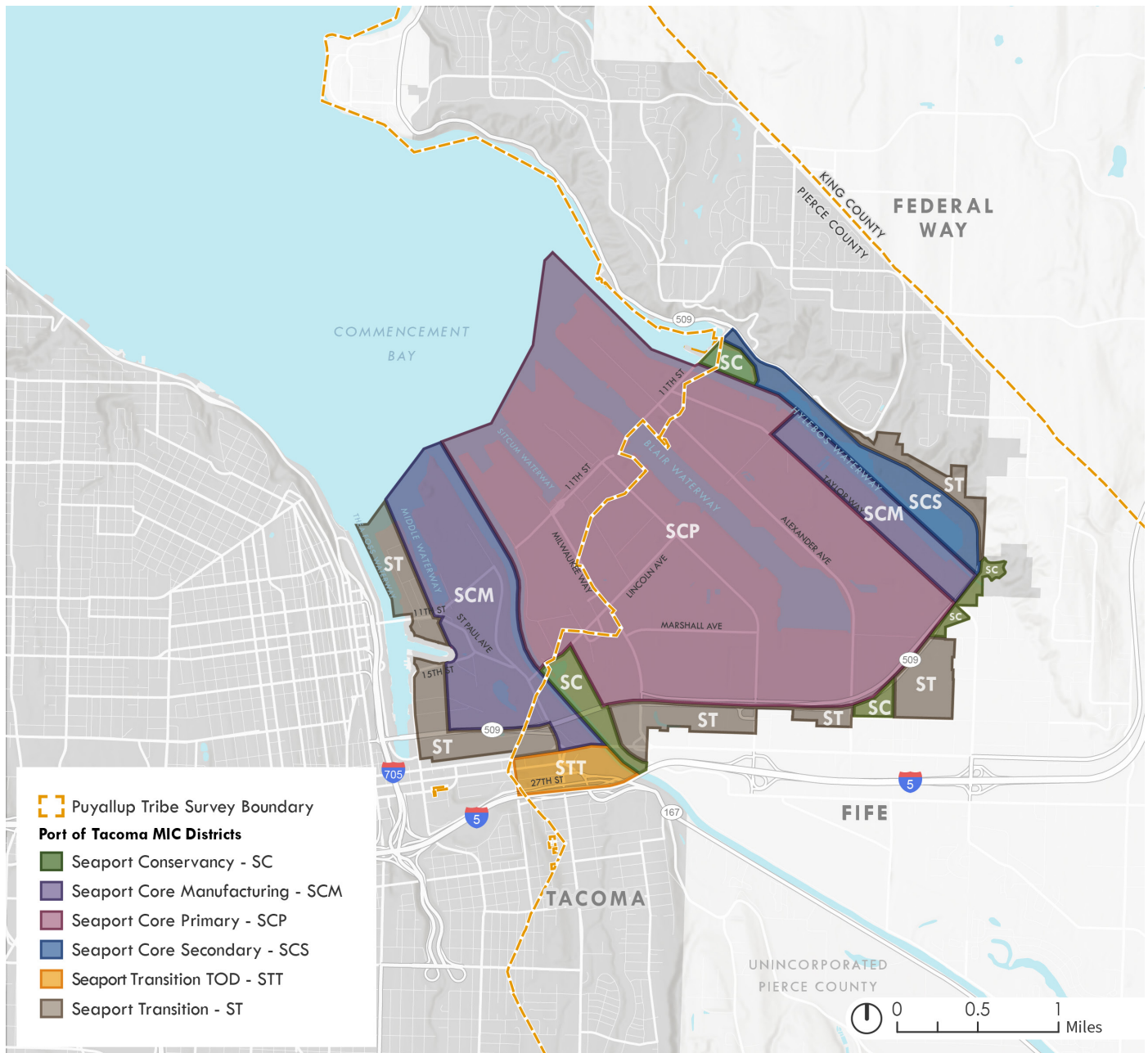
Policy LUED-79: Prioritize, protect, and preserve existing and planned port uses, port-related container and industrial uses, and rail-related uses. Uses should consist primarily of cargo port terminal, port-related container and industrial activity, compatible manufacturing, industrial-related office, cargo yard, warehousing, transportation facilities, and other similar uses.

Policy LUED-80: Prohibit uses that would negatively affect the availability of land for the primary port and port-related cargo and industrial function of the Seaport Core Primary district. Encourage aggregation of industrial land for future development as cargo port terminals and supporting uses.

Policy LUED-81: Clearly identify and prohibit uses that are entirely incompatible with the districts. 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 LUED-82: Reduce the potential for land use conflicts between industrial development and surrounding nonindustrial uses by providing for adequate buffer and transitional areas, and clear public commitment to continuation of Port and port-related cargo and industrial uses in the designated Seaport Core districts.

Policy LUED-83: Do not allow unrelated uses to gradually encroach on the Seaport Core districts through incremental development and modifications of the 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 LUED-84: In the Seaport Core Primary, Seaport Core Secondary, and Seaport Core Manufacturing districts, 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 uses to be developed in a manner that protects the environment and preserves public health and safety from a citywide and regional perspective.

Figure 72. Port of Tacoma Manufacturing/Industrial Center (MIC) Districts

Source: Steering Committee Discussion, 2024; Seva Workshop, 2024

Policy LUED-85: 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 Seaport Core districts 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 Seaport Core districts.

Policy LUED-86: Within the Seaport Core Primary district, 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 LUED-87: In order to ensure that the Seaport Core districts 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 related industrial needs.

Policy LUED-88: Ensure transit-oriented development in the Seaport Transition TOD district around high-capacity transit station areas in and near the subarea is compatible with industrial uses and supports the economic vitality of the MIC.

GUIDING PRINCIPLE 28: The Port of Tacoma Manufacturing Industrial Center (MIC) is a center of global trade and a hub for local, and regional economic activity protecting and enhancing port-related investments and supporting diverse jobs.

Policy LUED-89: Promote the continued growth and vitality of port and port related industrial activity.

Policy LUED-90: Achieve the following employment growth target by 2044: 17,250 net total jobs by working together on workforce and economic development.

Policy LUED-91: Work together to target and recruit new businesses that support port and port-related industrial activity.

Policy LUED-92: Identify and consider opportunities to remove obstacles to development and to incentivize businesses that support container port and port-related industrial activity.

Policy LUED-93: Seek opportunities, such as speaking engagements, articles and others, to highlight economic development success stories in the port area.

Policy LUED-94: Formalize collaboration among participating governments on regional economic development to create connections between firms, organize government agencies and economic development actors, and present a unified interdisciplinary voice to external partners.

GUIDING PRINCIPLE 29: The subarea is a leader in the green economy promoting industries that meet environmental goals and facilitate a transition to carbon-free energy.

Policy LUED-95: Prioritize high quality living wage jobs that balance environmental sustainability and economic competitiveness.

Policy LUED-96: Promote innovative green building practices in design, materials selection, construction, and maintenance. This may include promotion

of the use of clean electricity, promotion of the use of light-emitting diode (LED) lighting, and consideration of Leadership in Energy and Environmental Design (LEED) for commercial buildings in excess of 100,000 square feet.

Policy LUED-97: Encourage retrofitting of existing buildings to reduce building energy use.

Policy LUED-98: Support existing businesses that are greening and recruit new green industries, implement the City's Green Economy Strategy, and consider updating land use policies or expanding infrastructure if needed to support them. Priority sectors include maritime, green energy, industrial symbiosis, and green building technologies sectors.

Policy LUED-99: Focus on economic opportunities out of public and private sector efforts to decarbonize the economy.

Policy LUED-100: Use the purchasing power of regional partners to support new and innovative products and processes.

Policy LUED-101: Strengthen partnerships with institutions of higher education to foster innovation. Coordinated and proactive investment in infrastructure supports mobility, economic development, environmental protection, and climate resiliency.

GUIDING PRINCIPLE 30: The subarea offers expanded access to jobs with diverse career pathways and entry points.

Policy LUED-102: Consider coordinating or facilitating an industrial development workforce program in partnership with businesses, educational institutions, trade associations, and residents to reduce the workforce development burden of individual businesses and expand employment opportunities for the community.

Policy LUED-103: Work with governmental partners and local businesses to retain existing jobs and to provide job retraining programs to support new industries as they develop in the center over time.

Policy LUED-104: Invest in upskill/reskill efforts for current workforce, create pathways into jobs that do not require college degrees, provide supports to students, and help employers redesign hiring practices to remove barriers.

GUIDING PRINCIPLE 31: The subarea has effective buffers with neighboring communities that demonstrates how a world class port can thrive alongside growing and vibrant urban neighborhoods.

Policy LUED-105: Establish transitional zones such as Seaport Core Conservancy (SC) and Seaport Transition (ST) around the Seaport Core districts that will protect the continued viability of the district while providing for a compatible transition to development in the larger surrounding area.

Policy LUED-106: Collaborate with adjacent jurisdictions, including Pierce County and the City of Fife, to ensure effective transition areas from the Seaport Core and Transition districts to larger surrounding areas.

Policy LUED-107: Protect natural buffers, such as steep slopes, or vegetated areas and water bodies to help buffer and separate incompatible uses. Ensure that unrelated uses in the transitional zones or natural buffer areas are not allowed to gradually encroach on the Seaport Core district(s) boundary. The transitional zones and buffer areas should remain of sufficient size to provide long-term protection of the Seaport Core districts.

Policy LUED-108: Development standards for industrial and commercial activities in the transitional zones should ensure compatibility with the activity levels and physical character of adjacent less intensive community character.

Policy LUED-109: Recognizing the importance of industrial activity to the local and regional economy, industrial uses in the transitional zones should be preserved and promoted. Industrial uses, including non-water related industry, is compatible with and can support maritime industrial uses in the Seaport Core districts, as well as contributing to the region's economy as a whole.

Policy LUED-110: While the transitional zones may allow a wider range of uses than the Seaport Core districts, incompatible uses that would be impacted by the potential noise, odor and visual character of industrial areas should continue to be prohibited. This includes residential or other sensitive uses.

Policy LUED-111: Establish development or performance standards to allow for continued viability of the transitional zones, while protecting the livability of adjacent areas.

6.3 PRIORITY ACTIONS AND REGULATORY RECOMMENDATIONS

Updating Regulations

Action A-87: Work with adjacent jurisdictions in the adoption of new zoning districts, development regulations, and use restrictions within the tideflats, to further the intent of Policy LUED-105 – LUED 111.

Streamlining Regulations and Processes

Action A-88: Work with regulatory agencies to create an approval process for projects meeting economic development goals articulated in the subarea plan. This could be a designated in-water location with streamlined permitting to allow for research, demonstration, testing, and evaluation of new technologies.

Action A-89: Pursue intergovernmental tools to promote economic development such as the Economic Free Trade Zone for industries that complement the Port and industrial activity and have less environmental impact.

Priority Sector: Maritime

Action A-90: Support the maritime sector through these actions:

- > Continue to invest in critical port and maritime infrastructure to maintain and increase Tacoma's competitive advantages.
- > Simplify the regulatory and permitting process to improve clarity and predictability in marine infrastructure projects.
- > Secure funding to develop and support vessels and shoreside infrastructure for electric operations and cleaner low-carbon fuels.

- > Invest in supportive facilities (boat ramps, fish processing facility) for seafood production, ranging from fishing and finfish and shellfish aquaculture to seafood packaging and seafood market operations.
- > Convene firms, technical experts, and policymakers to help manufacturing firms understand emerging opportunities in the maritime sector and develop new products/processes.
- > Translate commitments to decarbonization into market opportunities for local firms, including by finding demonstration projects for local startups (including those graduating from the Maritime Blue incubator or the Cascadia CleanTech Accelerator).
- > Fund programming, e.g., an emerging talent fellowship that provides industry exposure for college students of color.

Priority Sector: Green Energy

Action A-91: Support the development of a **green energy sector** through these actions:

- > Create a **Green Hydrogen Center of Excellence** to coordinate strategy development, create project partnerships, and pursue state and federal funding opportunities. This can be led by TPU and be comprised of city departments, Port of Tacoma, local business organizations, and academic institutions whose work involves energy innovation or management.
- > Build on **ongoing experimentation in and around the Port** to make sure Tacoma is the best place in the country to deploy innovative green hydrogen technologies and test and refine them in partnership with public sector entities.
- > Work with regional partners to proactively create **inclusive workforce development programs relevant to the green hydrogen economy**, even if these jobs have not yet materialized. If these programs are designed in advance they can be used as business attraction tools.
- > Connect firms with opportunities to engage with public sector entities (including the City, Tacoma Public Utilities (TPU), the Port, UW-Tacoma, Joint Base Lewis-McChord, and others) in pilot projects and procurement.

Priority Sector: Industrial Symbiosis

Action A-92: Support the development of an **industrial symbiosis sector** through these actions:

- > Scan the Tideflats for sets of businesses that could engage in industrial symbiosis (especially using waste heat), secure state funding for demonstration projects, and support existing efforts like the Materials Marketplace.
- > Identify small contractors/entrepreneurs with the capability and interest in re-tooling for the green economy.

Priority Sector: Green Building Technology

Action A-93: Support the development of a green building technologies sector through these actions:

- > Help construction firms pursue embodied carbon certification or otherwise invest in process innovation and help green building technology manufacturers invest in product development.
- > Use public agency procurement to help local firms test new processes and products. Push for commitments to green procurement to create demand for green economy firms.

Anti-Displacement

Action A-94: Offer capacity-building services including loan funds, technical assistance, and training courses for small businesses in priority sectors at risk of displacement.

Action A-95: Support relocation of existing businesses that are aligned with the Subarea's Plan's goals and may be displaced from the MIC. These include potential relocation from the Core to the Transition Areas within the MIC or from the MIC to elsewhere in Tacoma.

Business and Entrepreneurship Support

Action A-96: Attract business services to the subarea to support and scale existing businesses and attract new businesses.

Action A-97: Work together to apply for grants to prepare industrial sites for growth.

Action A-98: Create cooperative spaces that support entrepreneurship and growth for existing businesses.

Workforce Development

Action A-99: Invest in workforce development and career connected learning for youth, for careers in priority sectors.

- > Dedicate funding to maritime, green energy, and green building specific training, education and workforce development including expansion of apprenticeships and youth programs.
- > Grow and sustain programs that guide youth, especially from underrepresented communities, toward careers in the priority sectors.

Action A-100: Invest in workforce intermediaries to customize apprenticeships, increase adoption, and provide wraparound support. Strengthen and broaden the efforts of service providers (such as Workforce Central, AJAC, Impact Washington, etc.).

Action A-101: Connect existing and desired firms to apprenticeships. Outreach to targeted firms to identify firms that are good candidates for apprenticeship. Identify intermediaries who can function as part of the team doing initial outreach



Apprenticeships

Misconceptions about apprenticeship—that it only applies to the trades, or that it requires union participation—often limit firm participation. Proactive efforts to educate firms about the low cost and high value of apprenticeship as well as the external supports available to help them implement programs is needed. In the near-term, this work should focus on generating interest in existing registered apprenticeships in target sectors that can be easily modified to include green skills training.

These include:

- > Manufacturing: Industrial maintenance technician (AJAC)
- > Logistics (industrial symbiosis): operations specialist (AJAC)

or be immediately engaged to provide follow-up assistance to firms interested in apprenticeship.

Action A-102: Create or scale **pre-apprenticeship** programs that align with desired sectors for the Tideflats to ensure that there is a pipeline of talent into full apprenticeships that is representative of the demographics of Tacoma's emerging workforce (e.g., aged 18 to 30).

Action A-103: Invest in Workforce Central's ability to fund (directly or through nonprofits) robust **wrap-around supports and stipends to pre-apprenticeship participants**. Pre-apprenticeship participants have high employment rates upon completion. Tacoma has several promising pre-apprenticeship models to build upon:

- > Manufacturing: AJAC's Manufacturing Academy
- > Construction: Palmer Scholars, ANEW

Action A-104: Collaborate with workforce development providers and stakeholders to promote and retain jobs in the MIC.

Action A-105: Create development regulations that maintain effective transition areas and buffers.

Action A-106: Support and promote land owners who are cleaning up contaminated sites.

Regulatory Recommendations

Seaport Core Primary (SCP) District

The SCP district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCP implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and

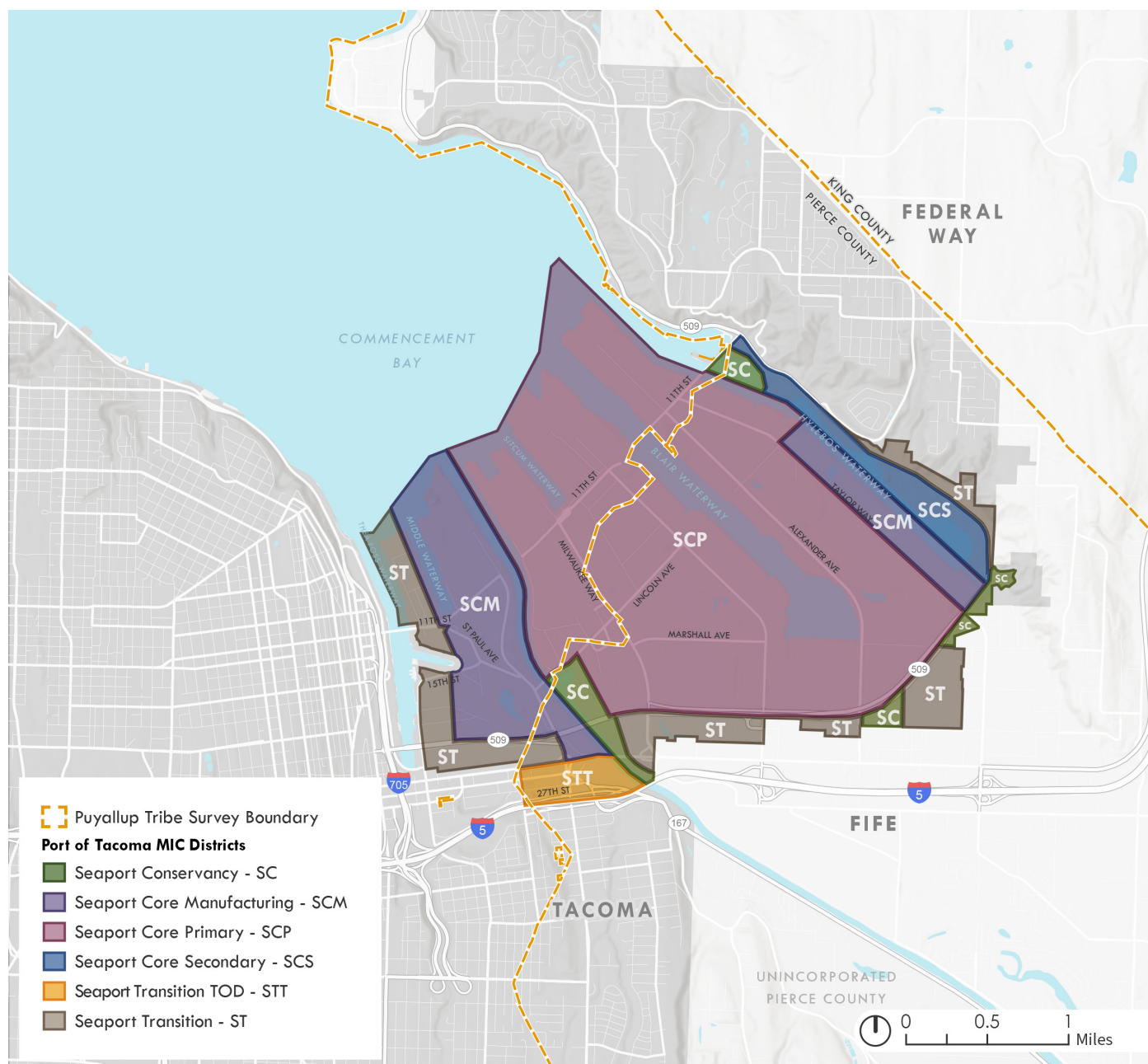


Figure 73. Port of Tacoma Manufacturing/Industrial Center (MIC) Districts

Source: Steering Committee Discussion, 2024; Seva Workshop, 2024

international shipping. Use priorities include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and rail yards. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

Seaport Core Manufacturing (SCM) District

The SCM district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCM implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCM include cargo shipping terminals, seaport-related container and industrial activity, seaport-related office, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and intermodal yards. SCM is distinguished from SCP by allowing compatible basic manufacturing of raw materials and uses which rely on the deep water berthing to transport raw materials for processing or manufacture and distribution, as well as uses involved with final assembly, processing, fabrication, and packaging. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

Seaport Core Secondary (SCS) District

The SCS district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCS implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCS include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, and intermodal yards. SCS is distinguished from SCP by allowing compatible final manufacturing, research and development, limited cultural establishments related to and which may rely on or be related to the seaport. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

Seaport Transition (ST) District

The ST district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The ST district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center. The ST district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary and not detrimental to either existing or proposed seaport uses or neighboring commercial or residential districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Housing is allowed only for caretakers of allowed uses.

Seaport Transition TOD (STT) District

The STT district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The STT district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center (MIC). The STT district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary to either existing or proposed seaport uses, neighboring commercial, or residential districts and is distinguished from the ST district by allowing uses compatible with high-capacity transit located in the district such as multi-family housing. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads, but it is also understood that there will be a higher level of pedestrian and bicycle activity in the STT district.

Seaport Conservancy (SC) District

The SC district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The SC district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Use priorities in SC are habitat preservation intending to protect the long-term function and viability of key wetland, fish and wildlife habitat, and drainage districts.

EXAMPLE USES ALLOWED					
PORT OF TACOMA MANUFACTURING/INDUSTRIAL CENTER (MIC)					
Use	Seaport Core Primary SCP	Seaport Core Manufacturing SCM	Seaport Core Secondary SCS	Seaport Transition ST	Seaport Transition TOD STT
Pre-existing uses that existed prior to the subarea plan – subject to development standards TMC 13.06.010 L.	✓	✓	✓	✓	✓
Boat and ship building, storage, and maintenance	✓	✓	✓	✓	
Caretaker housing unit	✓	✓	✓	✓	
Cargo and container marshalling and storage (includes imported autos)	✓	✓	✓	✓	
Cement and asphalt batching plant**		✓			
Chemical manufacturing and plant**		conditional			
Cleaner fuel infrastructure**	conditional	conditional			
Commercial bakery		✓	✓	✓	✓*
Craft production				✓	✓
Food processing		✓	✓*	✓*	
Heavy vehicle and driver services, and fueling	✓	✓	✓	✓	✓
Laundry and dry-cleaning plants**		✓	✓*		
Log yard, lumber yard, sawmill (no chemical treatment) **	✓	✓	✓*		
Manufacturing - basic processing from raw materials		✓	✓*		
Manufacturing - final assembly, processing, fabrication, packaging		✓	✓	✓	✓*
Manufacturing – water dependent on shoreline properties	✓	✓	✓	✓	
Marina			✓	✓	
Marine fueling	✓*	✓*	✓*		
Rail yards and services	✓	✓	✓	✓	✓
Recycling facilities - industrial waste, food, metal	conditional	✓*	conditional		
Seaport terminal	✓	✓	✓		
SYMBOLOLOGY		TERMS			
✓ Use is allowed.		Conditional: new use requires review and approval of a Conditional Use Permit (CP) and includes special review criteria.			
* Performance standards apply, such as being located indoors and limitations when within proximity to certain uses.		Ancillary: use is allowed subordinate to and supporting an allowed principal seaport-oriented use.			
** Use must be located outside shorelines with no discharge to water.		Seaport related: refers to activities that have a nexus to marine waters.			

Figure 74. Port of Tacoma Manufacturing/Industrial Center (MIC) Example Allowable Uses by District

Source: Steering Committee Discussion, 2024; Seva Workshop, 2024

EXAMPLE USES ALLOWED					
PORT OF TACOMA MANUFACTURING/INDUSTRIAL CENTER (MIC)					
Use	Seaport Core Primary SCP	Seaport Core Manufacturing SCM	Seaport Core Secondary SCS	Seaport Transition ST	Seaport Transition TOD STT
Storage of bulk or raw materials	✓	✓	✓*		
Truck and chassis parking related to seaport operations	✓	✓	✓	✓	
Urban horticulture – industrial scale		✓	✓	✓	
Warehouse and transload facility	✓	✓	✓	✓	
Wholesale heavy equipment and construction supply		✓	✓	✓	
Daycare – limited in size			ancillary	ancillary	✓
Cultural and historical establishments – seaport related		ancillary	✓	✓	✓
Eating/drinking establishments – limited in size	✓	✓	✓	✓	✓
Housing – multifamily with commercial or industrial					✓
Hotel and motel					✓
Medical facilities – limited in size	✓	✓	✓	✓	✓
Offices - related to a seaport use and limited in size	✓	✓	✓	✓	✓
Recreation - passive and open space	✓	✓	✓	✓	✓
Religious assembly – limited in size				✓	✓
Research and development related to seaport	ancillary	✓	✓	✓	✓
Retail – limited and seaport related		ancillary	ancillary	✓	✓
Vehicle fueling and services	ancillary	ancillary	✓	✓	✓
Workforce training and hiring services for seaport and related trades	✓	✓	✓	✓	✓
Habitat preservation and mitigation sites	✓	✓	✓	✓	✓
Utilities, water, sewer, power, internet, stormwater & decant facilities	✓	✓	✓	✓	✓
Seaport Conservancy (SC) Allowed Uses					
Coastal resilience flood plain management projects Educational/informational signage Habitat mitigation and restoration Passive recreation and public access (non-motorized)			Rail tracks and Roads Tribal Treaty protected uses and resources Utilities		
SYMBOLOLOGY			TERMS		
✓ Use is allowed.			Conditional: new use requires review and approval of a Conditional Use Permit (CP) and includes special review criteria.		
* Performance standards apply, such as being located indoors and limitations when within proximity to certain uses.			Ancillary: use is allowed subordinate to and supporting an allowed principal seaport-oriented use.		
** Use must be located outside shorelines with no discharge to water.			Seaport related: refers to activities that have a nexus to marine waters.		

The following new uses would **not** be allowed in the subarea:

- > Adult entertainment
- > Animal rendering facilities
- > Animal slaughter and husbandry
- > Auto wrecking yard
- > Cannabis growing and processing
- > Golf course
- > Hospital
- > Institutions (jail, rehab, nursing homes...)
- > Ministorage
- > Pulp and Paper mill
- > Surface mine
- > Tire related manufacturing and processing