

AGENDA

DATE AND TIME: March 24, 2022; 4:00 PM

LOCATION: Please click the link below to join the webinar:

- **Link to join:** <https://www.zoom.us/j/84583176260>
- **Or dial to join:** 253-215-8782
 - **Webinar ID** – 845 8317 6260

A. Approval of Agenda

B. Action Item

1. Draft EIS Guiding Principles and Alternatives

Description: The Steering Committee will consider a recommendation to forward the Draft Alternatives and Committee comments to the City of Tacoma Planning Commission to initiate the EIS Scoping Process. To support this recommendation, staff has attached the Draft Alternatives, potential amendments, as well as additional information requested by the Steering Committee at the January 2022 meeting.

C. Upcoming Agenda

The Steering Committee is expected to begin meeting again in fall of 2022 to begin reviewing the impact analyses and Draft Plan Elements.

D. Other Items of Interest

E. Adjournment

F. Attachments

1. Draft Alternatives
2. Potential Amendments to the Alternatives
3. Response to Questions from January 2022 Steering Committee
4. Approved Work Plan (2.10.2019)
5. Project Timeline
6. Project Next Steps
7. Summary of Non-Interim Tideflats and Industrial Land Use Regulations



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).

TIDEFLATS SUBAREA PLAN AND EIS

DRAFT ALTERNATIVES

Environmental Impact Statement (EIS) Overview

An Environmental Impact Statement is a tool that assists with decision making. The information developed in the EIS will help inform the policy decisions of the Subarea Plan (Plan). However, the EIS is just one component that informs the Plan. There are other supplemental studies, outside the scope of an EIS, that will help inform Plan development. The EIS process provides multiple opportunities to comment on and participate in developing and analyzing information. For the Tideflats Subarea Plan, a Planned Action EIS will be prepared. The Planned Action EIS will streamline permitting and increase predictability for future development in the area.

Guiding Principles

The following guiding principles were developed for the subarea plan and EIS based on the community input received through the visioning process, regional planning framework, and the work plan developed for the effort. The table below outlines the principles, the community benefits tied to each, and the relationship of each principle to the guidance from the regional planning framework, community input, and the work plan.

The Subarea Plan will address these principles. The principles have also helped guide the development of the draft EIS alternatives described later in this document.

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
ENVIRONMENT & HEALTH				
Salmon and shellfish are thriving and plentiful in Commencement Bay, the Puyallup River, Wapato Creek, and Hylebos Creek.	<ul style="list-style-type: none"> Support for Tribal Treaty rights Resilient communities and ecosystems Habitat protection and salmon recovery 	✓	✓	✓
The subarea supports healthy communities and ecosystems with clean air, water, and soil.	<ul style="list-style-type: none"> Cleaner places to live, work, and play Resilient communities and ecosystems 	✓	✓	✓
Employees in the subarea have a safe and healthy work environment.	<ul style="list-style-type: none"> Community health Resilient communities and ecosystems Economic opportunity for a diverse range of community members 	✓	✓	✓

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
An inclusive and equitable growth strategy fulfills environmental justice principles and protects frontline communities from health and human hazards.	<ul style="list-style-type: none"> ▪ Equity and social justice ▪ Community health ▪ Resilient communities and ecosystems 	✓	✓	✓
The subarea offers diverse opportunities to participate in cultural, educational, scientific, and recreational activities.	<ul style="list-style-type: none"> ▪ Community health ▪ Recreation/connect people with nature 		✓	
TRIBAL ASSETS				
Reservation and tribal lands are protected from encroachment, preserving the unique cultural characteristics that support the Puyallup Tribe of Indians' traditional way of life.	<ul style="list-style-type: none"> ▪ Tribal subsistence and cultural practices ▪ Tribal Treaty rights ▪ Open space conservation ▪ Use compatibility 		✓	✓
Cultural and historic resources are protected, elevating the subarea as a	<ul style="list-style-type: none"> ▪ Support for Tribal Treaty rights ▪ Tribal subsistence and cultural practices 	✓	✓	✓

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
site of cultural practices for the Puyallup Tribe of Indians.	<ul style="list-style-type: none"> Open space conservation 			
TRANSPORTATION & INFRASTRUCTURE				
Climate science and greenhouse gas impacts are integrated into plans, programs, and investments. The subarea is more climate resilient by identifying and protecting vital infrastructure subject to future impact to climate change.	<ul style="list-style-type: none"> Long term resilience/ Resilient communities and ecosystems Regional and local economic competitiveness 	✓	✓	✓
Proactive investment in infrastructure supports mobility, economic development, environmental protection, and climate resiliency.	<ul style="list-style-type: none"> Jobs and sustainable livelihoods Resilient communities and ecosystems Sustainable development Minimizes transportation conflicts Reduces emissions Supports business Prioritized local investment in the Center 	✓	✓	✓

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
	<ul style="list-style-type: none"> Regional and local economic competitiveness 			
LAND USE & ECONOMIC DEVELOPMENT				
Industrial lands are preserved and valued , protecting the increasingly rare and valuable industrial and manufacturing lands and working waterfront from encroachment.	<ul style="list-style-type: none"> Household prosperity Entrepreneurialism Access to career paths that have a low barrier for entry, opportunities to upskill, and pay living wages Resilient local economy, including tribal economy Regional and local economic competitiveness 	✓	✓	✓

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
	<ul style="list-style-type: none"> ▪ Improved jobs housing balance, resulting in lesser commute times ▪ Diverse career pathways and entry points ▪ Healthy tax base to support schools, libraries, parks, social services and other government programs 			
<p>The Port of Tacoma 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.</p>	<ul style="list-style-type: none"> ▪ Regional and local economic competitiveness ▪ Improved jobs housing balance, resulting in lesser commute times, greater household prosperity ▪ Diverse career pathways and entry points ▪ Healthy tax base to support schools, libraries, parks, social services, and other government programs 	✓	✓	✓

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
	<ul style="list-style-type: none"> ▪ Prioritized local investments in the Center ▪ Economic opportunity for a diverse range of community members ▪ Community investments by businesses, tribe, and Port 			
The subarea is a leader in the green economy promoting industries that meet environmental goals and facilitate a transition to carbon-free energy.	<ul style="list-style-type: none"> ▪ New economic opportunities ▪ Community health ▪ Resilient communities and ecosystems 		✓	
The subarea offers expanded access to jobs with diverse career pathways and entry points.	<ul style="list-style-type: none"> ▪ Economic opportunity for a diverse range of community members ▪ Community investments by businesses, tribe, and Port 	✓	✓	✓

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
The subarea has effective buffers with neighboring communities that demonstrates how a world class port can thrive alongside growing and vibrant urban neighborhoods.	<ul style="list-style-type: none"> ▪ Community health and livability ▪ Sustainable and innovative development ▪ Equity and social justice ▪ Resilient communities and ecosystems ▪ Prevents new environmental injustices 	✓	✓	✓
IMPLEMENTATION				
Ongoing coordinated problem solving among stakeholders with a shared sense of responsibilities and priorities, and proactive leadership among the partners.	<ul style="list-style-type: none"> ▪ Resilient communities and ecosystems ▪ Sustainable and innovative development ▪ Coordinated decision-making related to habitat restoration, economic development, jobs and training, infrastructure investments, and legislative priorities. 	✓	✓	✓

Guiding Principles	Community Benefits	Regional Planning Framework	Community Input	Work Plan
Ongoing collaboration and dialogue among governments, agencies, communities, and businesses implements the subarea plan.	<ul style="list-style-type: none"> ▪ Predictability ▪ Tacomans are aware of the diverse range of industries and businesses in the subarea and value the economic, cultural, and environmental contributions of the area ▪ Less controversy over activities ▪ Stability 		✓	✓

Draft EIS Alternative Concepts

The following are the Draft EIS alternative concepts for the Tideflats subarea. As a first step, the identification of guiding principles helps frame and shape how alternatives are structured. As noted earlier, the project team developed the guiding principles using community input received during Visioning, the regional planning framework, and the Work Plan expected outcomes for the Plan.

Some EIS alternatives considerations:

- The three Alternatives presented here are intended to convey a **range** that will be tested and evaluated in the EIS. All alternatives assume the subarea remains a Manufacturing Industrial Center (MIC).

- Alternatives are responsive to the five participating governments and the variety of input, the results of the public Visioning process, and state and regional policy.
- Impacts have not been assessed at this stage, impact analysis will be performed as part of EIS.
- Alternatives are conceptual, they provide high-level direction, but are not yet parcel or use specific.
- The purpose of alternatives is to present options to decision-makers and the public in a meaningful way.
- Alternatives should be distinct and different enough to allow for meaningful comparison and should represent a range of reasonable options; it is not necessary to consider every possible option.
- The final subarea plan need not be identical to any single alternative but must be within the range of alternatives considered. The subarea plan can mix and match and pull elements from each alternative.
- Identifying a preferred alternative is not required but can be designated at any point in process.
- A 'no action' alternative is required and provides a benchmark for comparison with 'action' alternatives.
- Agencies are encouraged to describe alternatives as different ways to meet objectives. Alternatives may, however, emphasize or weight benefits and outcomes differently.
- Some information, such as a fiscal analysis, will inform and influence the plan but is not included in the EIS.

Draft EIS Alternative Concepts Comparison Table

The following table compares the alternatives across characteristics.

Exhibit 1. Themes for Alternatives

Characteristics	Alternative 1 (No Action)	Alternative 2 (Action)	Alternative 3 (Action)
Employment Growth – How many new jobs are planned for the Tideflats	2,000 new jobs – Based on existing trends	10,000 new jobs – PSRC Planning Target	10,000 new jobs – PSRC Planning Target
Employment Density – How many jobs per acre of land are supported in the Tideflats	Less	More – Similar overall growth target as alternative 3 but maintaining greater industrial land supply	Most – This alternative represents highest overall employment density, with same overall growth target as alternative 2, but with more land in restoration/conservation status

Characteristics	Alternative 1 (No Action)	Alternative 2 (Action)	Alternative 3 (Action)
Industrial Use Concentration – Percent of uses within the Tideflats that are considered industrial versus non-industrial	More – The baseline zoning restricts non-industrial uses in the core area while allowing some flexibility for non-industrial uses in certain districts	Most – This alternative represents greater restrictions on non-industrial activity in heavy industrial zoning districts	Less – This alternative represents a greater allowance for non-industrial uses within the Transition Areas
Land Area in Industrial Zoning Classification – How much Tideflats land area is zoned PMI, M-2, M-1 or S-10.	Most	More – Some industrially zoned lands shift to conservation classification consistent with existing restoration sites, or as new restoration occurs; Transition Areas remain industrially zoned	Less – More industrial land supply is converted for restoration, sea level rise adaptation; Portland Ave Transition Area becomes more traditional TOD with industrial use allowance
Land Area Zoned for Heavy Industry – How much of the Tideflats area remains zoned for heavy industrial versus light industrial uses	Most – Core Areas and Buffer Areas are zoned for Heavy Industrial Uses; Light Industrial zoning is limited	More – Some Transition Areas become Light Industrial	Least – All Transition Areas become Light Industrial

Characteristics	Alternative 1 (No Action)	Alternative 2 (Action)	Alternative 3 (Action)
Land Area in Transition Category – Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-industrial uses and performance standards to address off site impacts.	Least – Current One Tacoma Plan policies identify Industrial/Commercial Buffers along the periphery of the Tideflats MIC. These areas are predominantly zoned for heavy industrial use	More – Utilizes a combination of heavy industrial and light industrial transition areas	Most – Transition areas are combination of light industrial and transit oriented manufacturing, Transit Oriented Development (TOD) is planned around Portland Ave Station
Housing – The degree to which the alternatives allow housing	More – Housing is allowed in the M1 zone	Least – No housing allowed anywhere	Most – Housing encouraged close to transit and in proximity to downtown; housing types limited to workforce housing, live-work.
Economic Flexibility – The degree to which the alternatives limit the range of industrial economic activity	Most Industrial Flexibility – Least restrictions on industrial uses	More Industrial Flexibility – Greater focus on industrial employment. Industrial uses with higher employment densities are encouraged	Less Industrial Flexibility in Core Area, more flexibility in Transition Areas – Core Areas of the port are reserved for Container/Port activities and related industrial and commercial support

Characteristics	Alternative 1 (No Action)	Alternative 2 (Action)	Alternative 3 (Action)
			services. Other shoreline areas support water-oriented uses.
Fish and Wildlife Habitat Restoration – Amount of land area restored for fish and wildlife habitat as a result of either mitigation or other restoration efforts.	Less – Restoration typically occurs as a result of permit by permit mitigation; – No overall restoration plan in place to guide efforts.	More – Restoration efforts are coordinated and sites for mitigation are identified in advance of permitting – More shoreline buffer enhancement occurs, and intermittent larger habitat sites established	Most – Restoration efforts are coordinated and sites for mitigation are identified in advance of permitting – Restoration occurs concurrent with sea level rise adaptation – Proactive investments in restoration occur
Shoreline Access and Recreation – The ability of the general public to see, touch, and enjoy the waters of the state.	Less – Public Access Plans are coordinated and sites are identified – Implementation relies on permit by permit review and grants	More – Greater coordination among public sector and private sector – Access expands in conjunction with Transition Areas and restoration efforts – Priority completion of SR-509 Shared Use Path	Most – Proactive investment – Complete system buildout

Characteristics	Alternative 1 (No Action)	Alternative 2 (Action)	Alternative 3 (Action)
Sea Level Rise Adaptation Measures	No Overall Strategy – Generally, permit by permit and project by project approach.	Emphasizes protective and accommodative adaptation measures to preserve industrial lands and protect essential public facilities	Emphasizes proactive accommodation and managed retreat
Transportation Network – Planned multimodal transportation networks and priority projects	– Planned Transportation Network and Priority Projects are consistent across alternatives. Network impacts, mitigation measures, and new priority projects will be evaluated as part of the EIS and considered as part of the Plan draft. – Generally, permit by permit and project by project mitigation approach – Other grant based investments	– Planned Transportation Network and Priority Projects are consistent across alternatives. Network impacts, mitigation measures, and new priority projects will be evaluated as part of the EIS and considered as part of the Plan draft. – Coordinated mitigation agreements to streamline permitting – Shared priority projects among partner governments – Transportation projects consider sea level rise resiliency	– Planned Transportation Network and Priority Projects are consistent across alternatives. Network impacts, mitigation measures, and new priority projects will be evaluated as part of the EIS and considered as part of the Plan draft. – Proactive investments in transportation improvements to facilitate growth and development consistent with the Plan
Decarbonization	2050 Goal	2040 Goal	2030 Goal

Source: BERK, 2022.

Alternative 1

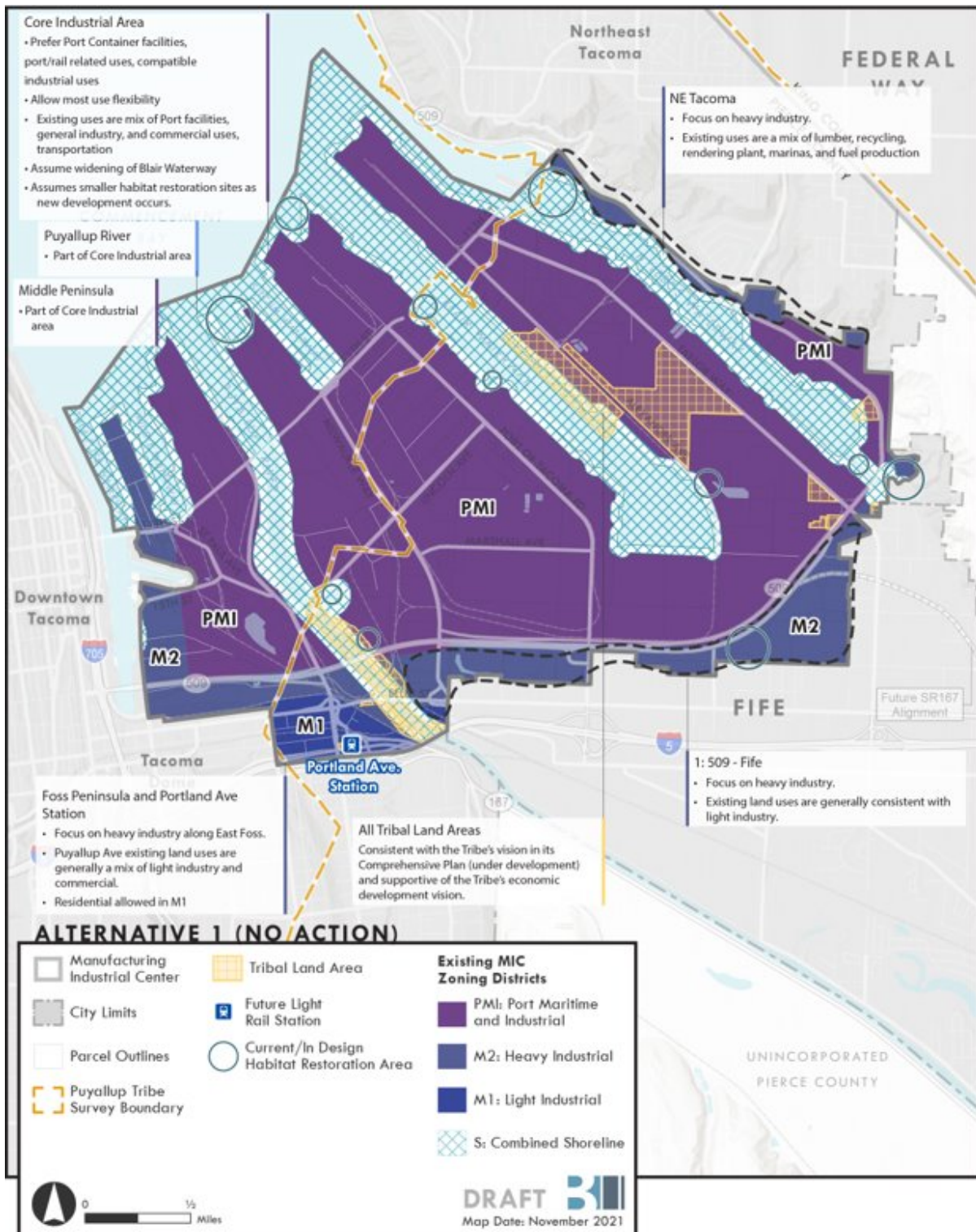
Alternative 1 represents the baseline (called the No Action Alternative in EIS terms) or the policies, regulations, and programs in effect when the EIS process is initiated, and a Determination of Significance is issued. This Alternative assumes that future growth will occur under the policies and regulations in place.

Alternative 1 maintains existing zoning, with the most extensive heavy industrial zoning among the three alternatives. Based on existing employment growth rates, it emphasizes current competitive advantages while allowing most flexibility for emerging markets and other commercial uses. See **Exhibit 2**

Investments in traffic operations, fish and wildlife habitat, and shoreline access and recreation are in response to development permits or grants. Sea level rise is addressed on a site- or project-specific basis.

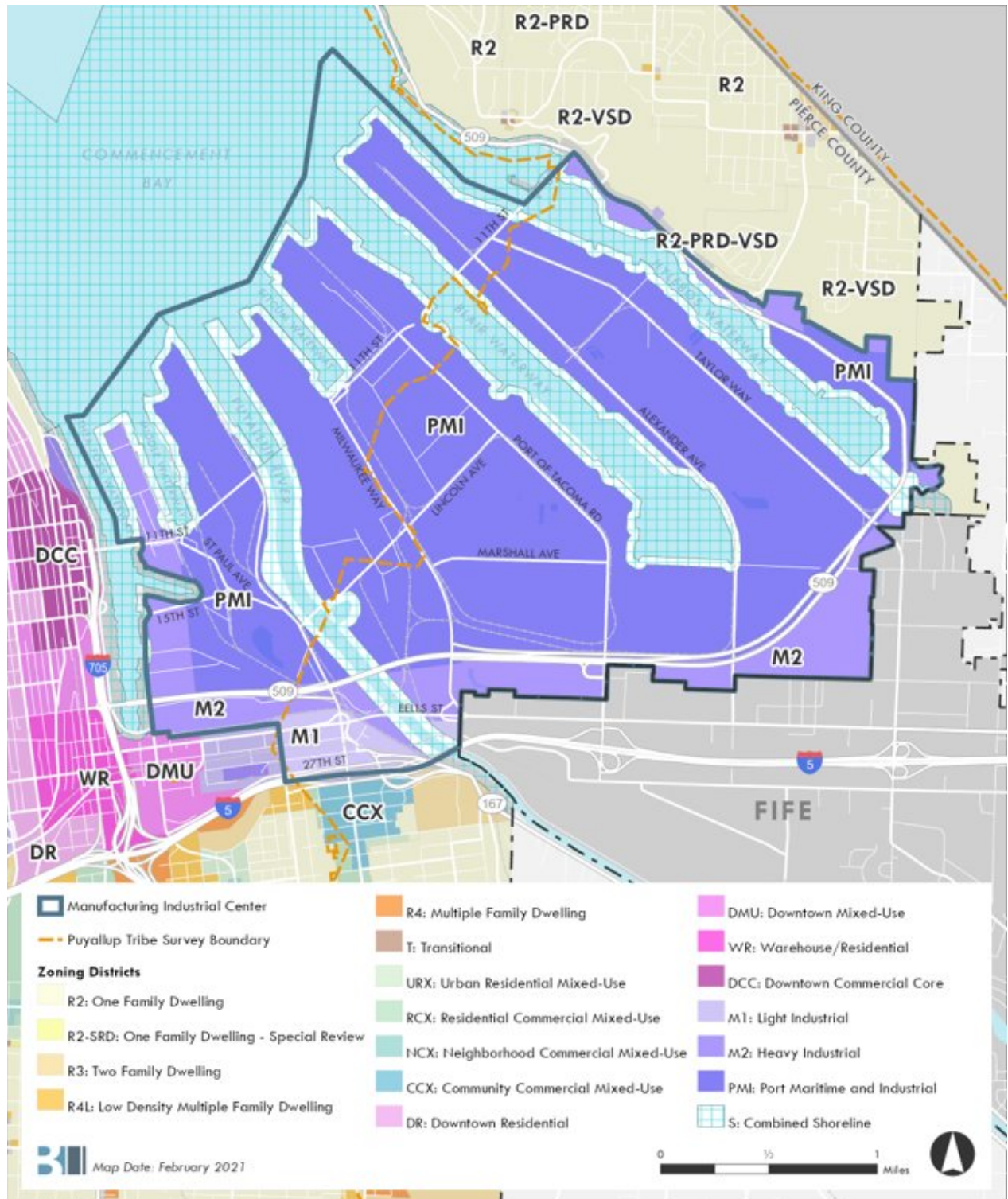
This Alternative will maintain the policies in the City of Tacoma's adopted Comprehensive Plan. This includes the existing Core and buffer areas and other policies of the Container Port Element. See **Exhibit 3**

Exhibit 2. Alternative 1 – Existing Land Use Designations



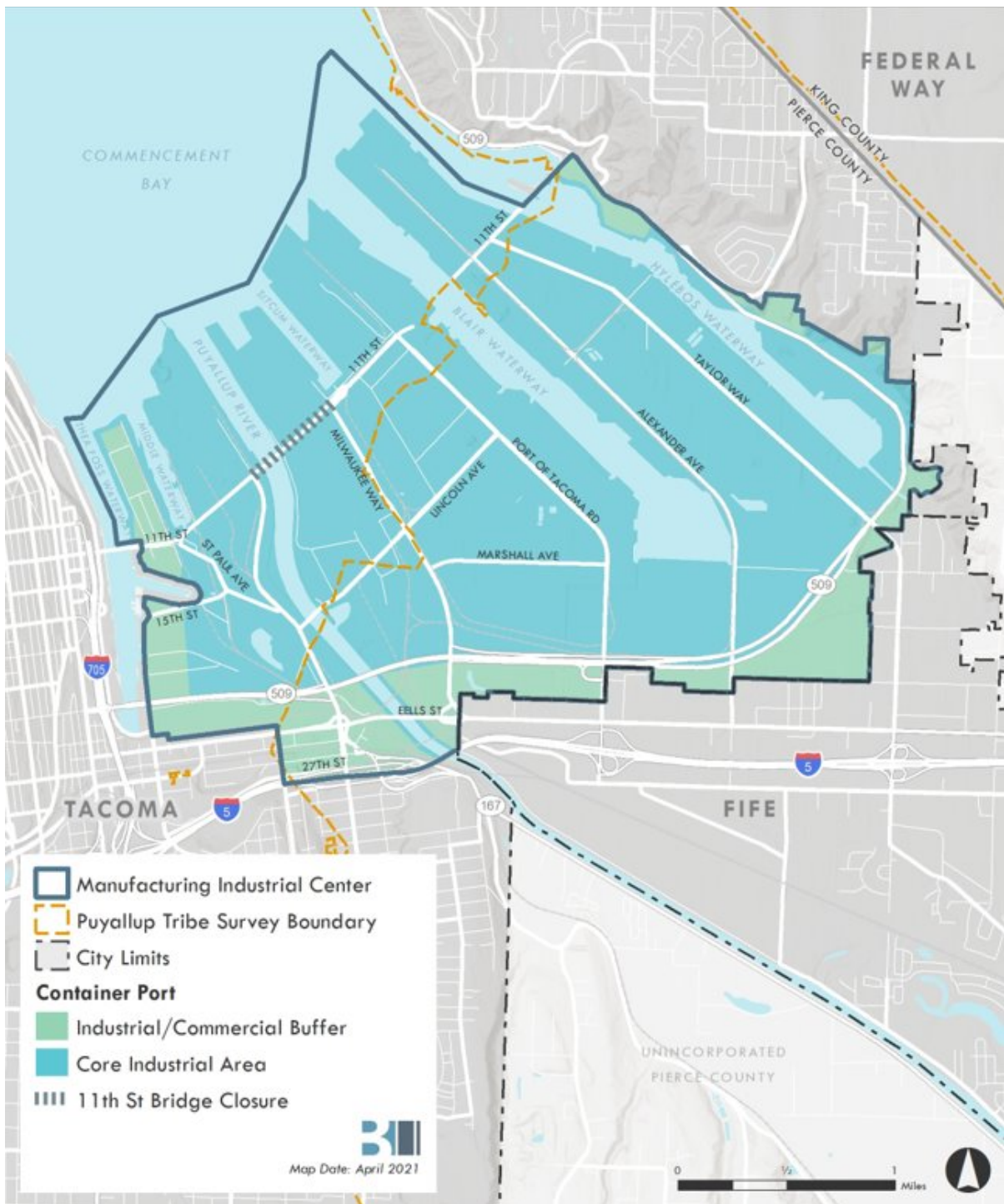
Source: BERK, 2022.

Exhibit 3. Alternative 1 – Existing Zoning Districts



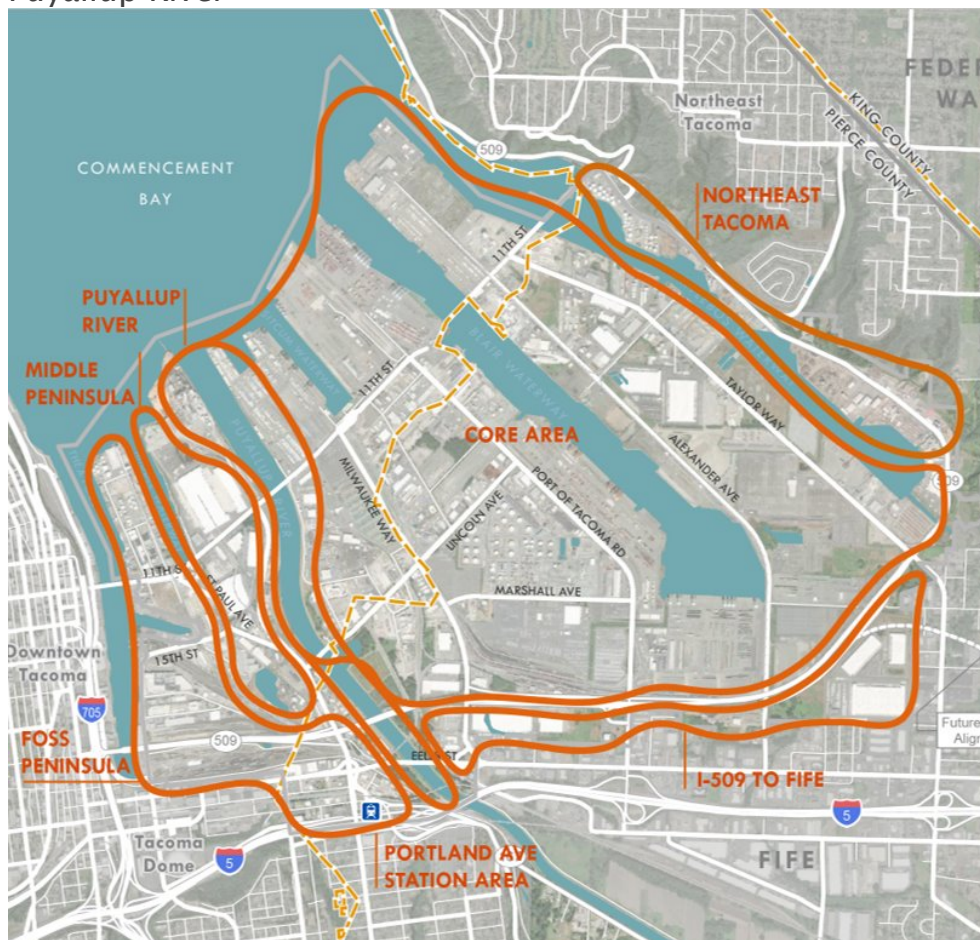
Source: BERK, 2022.

Exhibit 4. Alternative 1 – Container Port Element



Source: BERK, 2022.

- Core Area
- Northeast Tacoma
- I-509 to Fife
- Portland Ave Station Area
- Foss Peninsula
- Middle Peninsula
- Puyallup River



Alternative 2

The table below summarizes characteristics of Alternative 2 while the map spatially depicts some of these characteristics.

Exhibit 5. Alternative 2 Characteristics

Characteristics	Alternative 2 (Action)
Employment Growth – How many new jobs are planned for the Tideflats	10,000 new jobs – PSRC Planning Target
Employment Density – How many jobs per acre of land are supported in the Tideflats	More – Similar overall growth target as alternative 3 but maintaining greater industrial land supply
Industrial Use Concentration – Percent of uses within the Tideflats that are considered industrial versus non-industrial	Most – This alternative represents greater restrictions on non-industrial activity in heavy industrial zoning districts
Land Area in Industrial Zoning Classification – How much of the total Tideflats land area is zoned PMI, M-2, M-1 or S-10.	More – Some industrially zoned lands shift to conservation classification consistent with existing restoration sites, or as new restoration occurs; Transition Areas remain industrially zoned
Land Area Zoned for Heavy Industry – How much of the Tideflats area remains zoned for heavy industrial versus light industrial	More – Some Transition Areas become Light Industrial

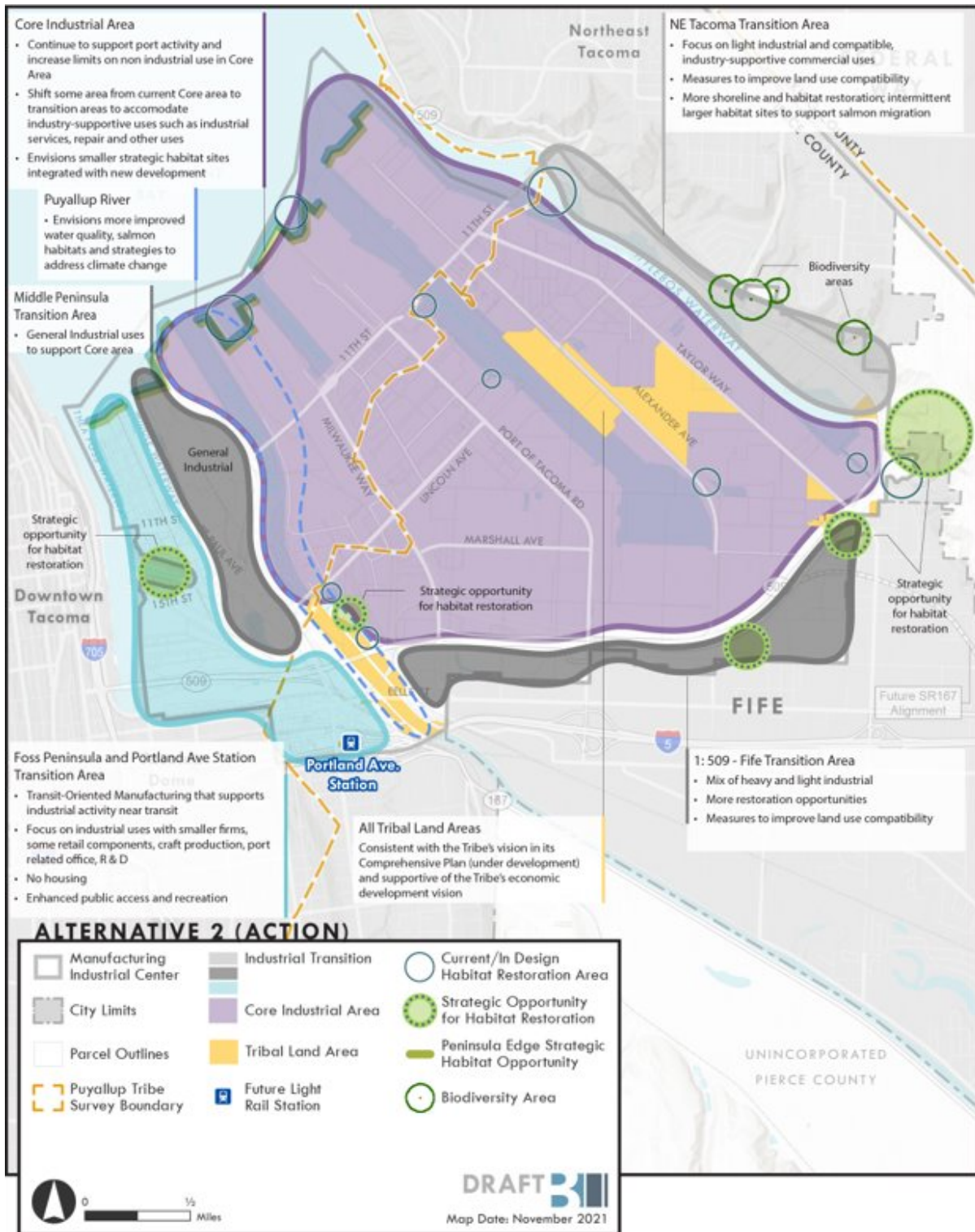
Characteristics	Alternative 2 (Action)
Land Area in Transition Category – Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-industrial uses and performance standards to address off site impacts.	More – Utilizes a combination of heavy industrial and light industrial transition areas
Housing – The degree to which the alternatives allow housing	Least – No housing allowed anywhere
Economic Flexibility – The degree to which the alternatives limit the range of industrial economic activity	More Industrial Flexibility – Greater focus on industrial employment. Industrial uses with higher employment densities are encouraged.
Fish and Wildlife Habitat Restoration – Amount of land area restored for fish and wildlife habitat as a result of either mitigation or other restoration efforts.	More – Restoration efforts are coordinated and sites for mitigation are identified in advance of permitting – More shoreline buffer enhancement occurs, and intermittent larger habitat sites established
Shoreline Access and Recreation – The ability of the general public to see, touch, and enjoy the waters of the state.	More – Greater coordination among public sector and private sector – Access expands in conjunction with Transition Areas and restoration efforts – Priority completion of SR-509 Shared Use Path
Sea Level Rise Adaptation Measures	Emphasizes protective and accommodative adaptation measures to preserve industrial lands and protect essential public facilities
Transportation Network – Planned multimodal transportation networks and shared priority projects – Coordinated approach to mitigation	

Characteristics	Alternative 2 (Action)
Decarbonization	2040 Goal

Source: BERK, 2022.

02/01/22

Exhibit 6. Alternative 2 (action)



Source: BERK, 2022.

Alternative 3

The table below summarizes characteristics of Alternative 3 while the map spatially depicts some of these characteristics.

Exhibit 7. Alternative 3 Characteristics

Characteristics	Alternative 3 (Action)
Employment Growth – How many new jobs are planned for the Tideflats	10,000 new jobs – PSRC Planning Target
Employment Density – How many jobs per acre of land are supported in the Tideflats	Most – This alternative represents highest overall employment density, with same overall growth target as alternative 2, but with more land in restoration/conservation status
Industrial Use Concentration – Percent of uses within the Tideflats that are considered industrial versus non-industrial	Less – This alternative represents a greater allowance for non-industrial uses within the Transition Areas
Land Area in Industrial Zoning Classification – How much of the total Tideflats land area is zoned PMI, M-2, M-1 or S-10.	Less – More industrial land supply is converted for restoration, sea level rise adaptation; Portland Ave Transition Area becomes more traditional TOD with industrial use allowance
Land Area Zoned for Heavy Industry – How much of the Tideflats area remains zoned for heavy industrial versus light industrial	Least – All Transition Areas become Light Industrial
Land Area in Transition Category – Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-	Most – Transition areas are combination of light industrial and transit oriented

Characteristics	Alternative 3 (Action)
industrial uses and performance standards to address off site impacts.	manufacturing, TOD around Portland Ave Station
Housing – The degree to which the alternatives allow housing	Most – Housing encouraged close to transit and in proximity to downtown; housing types limited to workforce housing, live-work.
Economic Flexibility – The degree to which the alternatives limit the range of industrial economic activity	Less Industrial Flexibility in Core Area, more flexibility in Transition Areas – Core Areas of the port are reserved for Container/Port activities and related industrial and commercial support services. Other shoreline areas support water-oriented uses.
Fish and Wildlife Habitat Restoration – Amount of land area restored for fish and wildlife habitat as a result of either mitigation or other restoration efforts.	Most – Restoration efforts are coordinated and sites for mitigation are identified in advance of permitting – Restoration occurs concurrent with sea level rise adaptation – Proactive investments in restoration occur
Shoreline Access and Recreation – The ability of the general public to see, touch, and enjoy the waters of the state.	Most – Proactive investment – Complete system buildout
Sea Level Rise Adaptation Measures	Emphasizes proactive accommodation and managed retreat
Transportation Network – Planned multimodal transportation networks and priority projects	

Characteristics	Alternative 3 (Action)
– Proactive approach to investments to spur growth	
Decarbonization	2030 Goal

Source: BERK, 2022.

02/01/22

Exhibit 8. Alternative 3 (action)



Source: BERK, 2022.

Transportation

Transportation analysis will consider existing conditions in the study area. See **Exhibit 10** and **Exhibit 11**. Once land use alternatives are selected, the EIS team will analyze the transportation system under each alternative. The transportation network assumed to be in place will be those that are reasonably foreseeable by the horizon year (already included in City/regional/state plans and with likely funding sources). The outcome of this analysis will indicate where additional projects are needed—for example, projects A, B, and C may be needed to mitigate impacts under the No Action Alternative and projects A, B, C, and D may be needed to mitigate impacts under an action alternative with different land use assumptions. These sets of projects will then feed into the Planned Action Ordinance and Subarea Plan. In addition to projects generated through the impact/mitigation analysis process, the Subarea Plan could also include other high priority projects with strong support among the project partners (i.e., the Subarea Plan does not need to be limited only to projects that would mitigate a SEPA impact). See **Exhibit 9**

Exhibit 9. Future Baseline Transportation Network

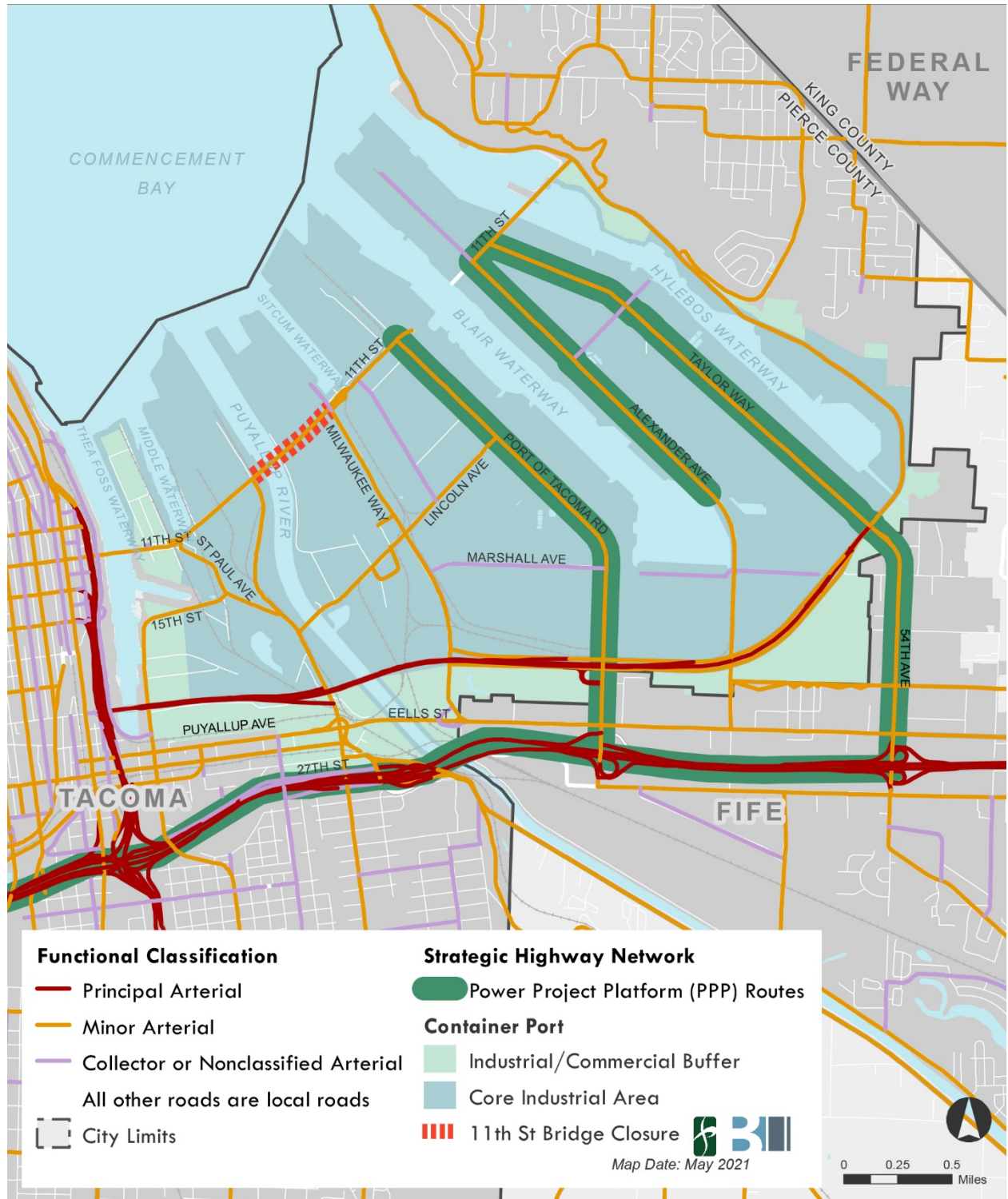


Exhibit 10. Freight Corridors Within the Study Area



Source: City of Tacoma and WSDOT, 2020. Data compiled by Fehr & Peers, 2020.

Exhibit 11. Functional Classification of Roadways for the Study Area



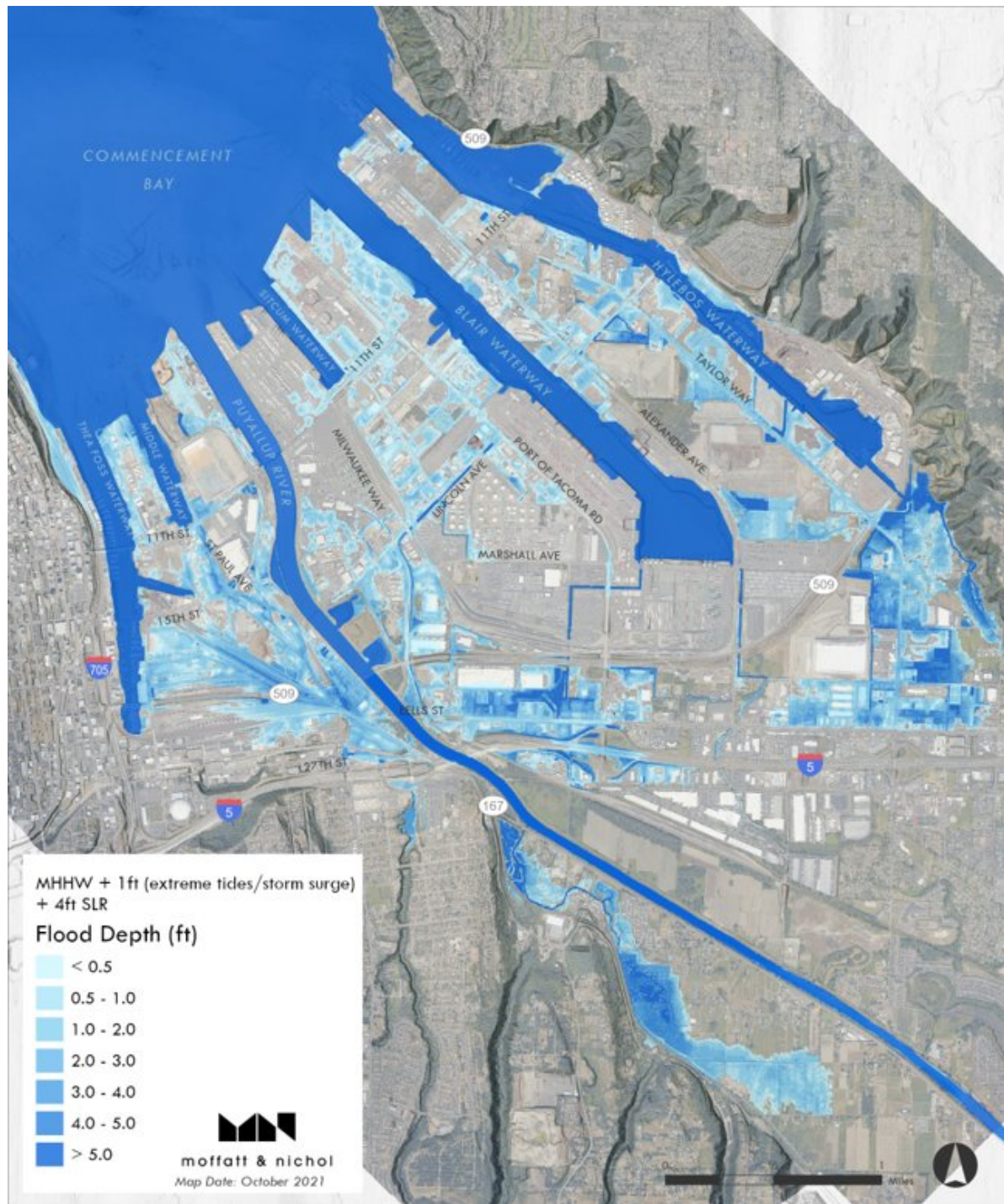
Source: City of Tacoma, City of Fife, Department of Defense, 2020. Data compiled by Fehr & Peers, 2021.

Climate Adaptation

The Alternatives will test a range of climate adaptation strategies. Each alternative will test different approaches to respond to the same sea level rise scenario. See **Exhibit 10**

- Under Alternative 1 Sea level rise is addressed on a site- or project-specific basis.
- Alternative 2 will use protective and accommodative sea level rise adaptation measures to preserve industrial lands and protect essential public facilities.
- Alternative 3 will emphasize accommodation and managed retreat.

Exhibit 12. Climate Adaptation Scenario



DATE: March 10, 2022

TO: Tideflats Subarea Plan Steering Committee

RE: Port of Tacoma Proposed Amendment to the Tideflats Subarea Programmatic EIS Alternatives

Dear Fellow Steering Committee Members:

On behalf of the Port of Tacoma, we would like to thank each of you for being a part of this process. Shaping the future of the working waterfront and Tideflats is a necessary and timely endeavor – one that will have lasting impacts for generations to come. The Port of Tacoma has continuously operated on the Tacoma Tideflats for over 100 years, and we look forward to 100 more.

As a reminder, in 2014, the City adopted a Container Port Element (consistent with RCW 36.70A.085) with policies that intend to define and protect the core areas of port and port-related industrial uses within the city, provide reasonably efficient access to the core area through freight corridors within the city limits; and 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. To date, the City has not yet fully implemented this required Element of the Growth Management Act.

When we started this subarea planning process, it was on the heels of a very public and contentious discussion regarding fuel-related uses on the Tideflats. We understand that trust has been strained within our community and want to reiterate our commitment not to develop any new exporting fossil fuel projects on Port-owned land as outlined in [resolution 2017-11-PT](#) passed on December 21st, 2017. We entered the subarea plan as an equal government partner, hoping to implement the Container Port Element and plan a future that was beneficial for the environment and the women and men whose livelihoods depend on jobs located here and in our community. We are still very hopeful that our shared outcomes come to fruition, and we seek a win-win that will benefit all of our constituents.

As you will see in our proposed amendment, we are committed to working as a community to combat some of the most pressing issues of our time. Climate change, habitat restoration, housing and sea level rise are all compelling challenges that we want to work in partnership to address. The Port of Tacoma is a leader in economic development, environmental remediation, habitat restoration and reducing air emissions. Other partners in this effort have additional strengths. As a committed group, we can each bring our strengths to a unified effort.

With that overview, we are compelled to state that we have significant concerns with the alternatives in their current form, as well as the lack of review of the alternatives by the Tideflats Advisory Group (TAG). As one of the few natural deep-water seaports in the country, we have a natural amenity that few other communities enjoy. This harbor's importance is called out in the State Constitution, state law, and in the Container Port Element of the City of Tacoma comprehensive plan.

Attachment 2

Environmental stewardship and economic vitality are not mutually exclusive. We can transition from fossil fuels without restrictive zoning changes that limit our flexibility to adapt to the changing maritime environment. Those who live and work around Sea-Tac Airport and Joint Base Lewis McChord (JBLM) struggle with the same issues we have, but the reality is that to diminish the purpose of the Port of Tacoma, or for that matter, Seattle-Tacoma International Airport and JBLM, also diminishes the quality of life we all have come to expect. Let's find ways to make the negative effects of commerce, travel, and national defense better rather than eliminate or diminish them.

The alternatives presented by BERK have not had the benefit of community review by the TAG, and they rely on unprofessionally drawn maps which are not in a form used in typical analytical land use planning. They are also contrary with the Work Plan we all agreed to in February 2019. Studying options that would eliminate current marine terminal operations and ignore the considerable work already done is not acceptable for the Port.

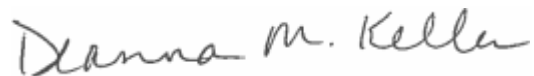
For example, both proposed action alternatives seem to preclude our ability to maintain or enhance our boatbuilding capacity by making the industrial boat ramps at the Earley Business Center a "strategic habitat opportunity". Existing successful port habitat projects, including potential additional habitats, are barely acknowledged. Proposed Alternative 3 envisions the possibility of rezoning nearly half of the West Sitcom Terminal – a vital link in the supply chain serving Alaska and Hawaii. These alternatives are completely contrary to several of the goals of the adopted Work Plan.

The two alternatives specifically work against the resources we have put toward clean air, water and earth as well as economic development we have promised our constituents through our Strategic Plan process. We have efforts, monies, resources and grants in place that actually meet or exceed the characteristics listed in the proposed alternative maps. We ask you to let us continue to meet or exceed our community's expectations.

Attached to this letter is our proposed amendment. This is our attempt to correct the course of the EIS process, align it with the uniqueness of the maritime port and industrial center, study the items we all agreed upon in our Work Plan, and remove inconsistent and inadvisable zoning proposals. Below this letter, you will also find links to supporting documents referenced above.

We look forward to your comments and welcome any feedback.

Sincerely,



Commissioner Deanna M. Keller



Commissioner Dick Marzano

Port of Tacoma – links to additional information:

- [Northwest Ports Clean Air Strategy | Port of Tacoma](#)
- [Habitat Restoration | Port of Tacoma](#)
- [Cleanup & Remediation | Port of Tacoma](#)
- [Water Quality | Port of Tacoma](#)
- [2021 - 2026 Strategic Plan | Port of Tacoma](#)
- [Recommendations of the Container Ports and Land Use Work Group](#)

Port Amendment: New Action Alternative

The Port of Tacoma, as a Pierce County Public Port District with a vested interest in the success of our deep-water maritime seaport and working waterfront, and in the spirit of true collaboration, moves to keep the existing 'No Action Alternative' (current zoning and current policies) and replace the two existing action alternatives with a single new action alternative. This amendment is consistent with potential industrial land development plans by the Puyallup Tribe of Indians and the economic development plans for business retention and expansion by the City of Tacoma.

The new action alternative would keep unchanged the current City zoning map and Comprehensive Plan Container Port Element policies and would include the following scoping items for review in the programmatic EIS, consistent with what we heard during Public Visioning and the Work Plan Anticipated Outcomes.

We propose the following Characteristics **remain**, as amended, for consideration in the programmatic EIS:

- **Housing** allowance near high-capacity transit.
- **Land area in transition category** with options to avoid displacement of port supportive industrial uses such as warehousing space.
- Coordination and accelerated **fish and wildlife habitat restoration** for Commencement Bay and lower Puyallup watershed.
- Coordination and enhancement of **shoreline access** and passive recreation.
- Options for **sea level rise adaptation** and mitigation **measures** to protect port operations.
- **Transportation network** prioritization of freight route projects, funding, timing, and coordination to support projected maritime cargo volumes.
- Coordinate and accelerate **decarbonization** actions. Recognizing the Northwest Ports Clean Air Strategy to decarbonize port operations by 2050 and the Port's adopted implementation plan.

We propose the following Characteristics be **removed** from study in the programmatic EIS:

- **Employment growth** (*This is a regional planning target, an outcome, not an analyzable option appropriate for study in an alternative*)
- **Employment density** (*Port operations are inherently less dense than other industries. Using this metric for a container port could result in non-port compatible uses and conflict with the Container Port Element Core Area Policies CP-1 and -2, and Work Plan Anticipated Outcome #1*)
- **Industrial concentration** (*This shrinks the core and presumes to be able to restrict certain industrial uses in conflict with Container Port Element Core Area Policy CP-5*)
- **Land area in industrial zoning classification** (*reduces industrial zoning in conflict with Container Port Element Core Area Policy CP-5 and Work Plan Anticipated Outcomes #9 and #11.*)

Attachment 2

- **Land area zoned for heavy industry** (*reduces heavy industrial zoning in conflict with Container Port Element Core Area Policy CP-5 and Work Plan Anticipated Outcome #9*)
- **Economic flexibility** (*limits flexibility in core in conflict with Work Plan Anticipated Outcome #7, increasing flexibility in transition areas*)

Rationale: The Port is eager to study collaborative efforts on things like decarbonization, habitat restoration and sea level rise adaptation. However, the proposed alternatives proposed by BERK are heavy in restrictive zoning that run contrary to the Container Port Element and the tenets of the agreed upon subarea work plan. This is especially true for proposed Alternative 3. The Tacoma City Council recently adopted zoning updates for industrially zoned lands which addressed the core issue of fossil fuel generation/storage in the Tideflats. Additional zoning changes that restrict the ability to be adaptive to the changing maritime environment are untenable. Additionally, the Container Port Element, which was adopted in 2014, has major features which have yet to be implemented in code, and the Tideflats subarea planning process provides an opportunity to do so.

We believe that the scoping characteristics of the New Action Alternative are more consistent with the adopted Work Plan and allow the five governments to find more productive avenues of cooperation that address the major concerns identified by the Work Plan. The proposed alternatives in their current form fail to examine all of the agreed-to items in the Work Plan; contain items contrary to the City's comprehensive plan and, more specifically, the Container Port Element; and study options that are potentially devastating to the operations of the Port of Tacoma.

The Port will remain in a position to offer redirecting feedback throughout the EIS and Plan development process to ensure the outcome is consistent with the intent of the container port statute and element and the Port's strategic plan goals.

Attachment 2

MOTION: Wapato and Hylebos Area Map Amendment to Alternative 3 - Apply Puyallup River Habitat and Water Quality Overlays to Wapato and Hylebos Creeks

Sponsors: Chairman Bill Sterud & Councilmember Annette Bryan

I move to amend Alternative 3 to apply the Puyallup River habitat and water quality overlays to additionally include Wapato and Hylebos Creeks channels within the study area, based on the following:

- Subarea Plan Guiding Principle #1 for Environment & Health identifies Wapato Creek and Hylebos Creek similarly to the Puyallup River in order to support salmon and shellfish habitats.
- Both of the beginning lengths of the Wapato and Hylebos waterways act as watershed gateways for migrating ESA listed species. These channels remain in poor condition in their core hydrological functions to support species access to upstream mitigation and enhancement sites.
- The value of studying these areas for enhancement and increased water quality protections would promote the ecological benefits of already constructed upstream mitigation investments as well as new investments being made by the SR-167 Gateway Project.
- The amendment is supportive of the One Tacoma Comprehensive Plan Port Container and Open Space, Habitat, and Recreation Elements policies. Port Container Element policies CP- 20 and CP-21 to develop low impact development standards and stormwater features and for restoration of historic functions and improvement of physical conditions in the Commencement Bay watershed. Additionally, the amendment is supportive of Open Space, Habitat, and Recreation OS-SH-1 Prioritize Tacoma's Shorelines and Waters, OS-HA-1 Citywide Gain in Habitat Functions, OS-HA-2 Targeting Habitat Corridors, OS-HA-3 Delineate High Value Habitat Lands, OS-HA-4 Acquire, Conserve and Restore Habitat Areas, OS-P-5 Joint Use for Habitat Restoration, OS-CW-2 Designating Public Property as Open Space. While consistent with this policy framework, the Tribe also recognizes that these policies are subject to change due to the work being conducted as part of the Tideflats Subarea Plan.
- The amendment is consistent with direction of the Puyallup Tribe Comprehensive Plan goals for the Hylebos and Wapato watersheds.
- The amendment also provides additional differentiation between habitat and water quality overlays described in Alternative 2 to provide additional study and options in developing a preferred alternative coming out of the EIS process.

Steering Committee Meeting – 3.24.2022

Proposed Amendments to the Draft EIS Alternatives

MOTION: Portland Ave Station Area Map Amendment

Sponsor: Councilmember Walker, City of Tacoma

I move to amend the Character Areas in Alternative 2 to separate the Portland Ave Station Area from the broader Foss Peninsula, in alignment with the boundaries in Alternative 3, based on the following:

- The Portland Ave Station Area is unique in being the only area within the MIC currently zoned M-1 Light Industrial and as the site of a proposed high capacity transit station.
- The area is physically separated from the Foss Peninsula by I-509 and existing rail yards.
- The current mix of uses includes a broader mix of industrial and non-industrial uses than in the Foss Peninsula character area.

MOTION: Adding Decarbonization as a Guiding Principle

Sponsor: Councilmember Walker, City of Tacoma

I move to amend the Guiding Principles to include the following: “The Subarea Plan identifies steps to achieve decarbonization of Port and industrial activity and to accelerate emissions reductions”, based on the following:

- State and Multicounty Planning Policies already support planning for emissions reductions and this Principle would elevate the issue as we embark on plan development.
- While many of our partner governments, City of Tacoma included, have adopted net-zero or decarbonization goals, this would allow us to work towards a shared goal for this subarea.
- The statement does not yet presuppose specific steps or timelines but would support the Steering Committee in developing these shared goals and actions.

Response to Steering Committee Questions from January 13 meeting and follow up email communications.

What is the land use planning process that Tacoma is required to undertake to adopt a subarea plan for the Port/Tideflats area?

The land use planning process for the Tideflats Subarea Plan is based on the approved inter-governmental Work Plan.

Work Plan:

The Work Plan, under Section I, recognized that the Plan must meet the substantive and procedural requirements of the Growth Management Act, Shoreline Management Act, SEPA, as well as the Tacoma Municipal Code (see underlining below).

“The intent of this Work Plan is to provide a clear framework for cooperation and information sharing among the City of Tacoma, the Puyallup Tribe, the Port of Tacoma, Pierce County, the City of Fife while respecting Tacoma’s jurisdiction, role as SEPA lead agency, and existing substantive and procedural obligations under the Growth Management Act, Shoreline Management Act, State Environmental Policy Act (SEPA), and the Tacoma Municipal Code.”

Land use alternatives are a significant component of evaluating and achieving the Anticipated Outcomes of Section IV. In particular, the alternatives have been established to inform the Steering Committee recommendations regarding the Core Area, land use compatibility, and use of transitions and buffers.

Section V of the Work Plan identifies the require Plan Elements. While there is a specific land use category, the proposed land use alternatives are structured to inform the environmental, public facility and service, transportation, and economic development elements as well.

PSRC Plan Certification:

Section IV bullet 4 of the Work Plan specifies that one of the anticipated outcomes of the Planning Process is to compete effectively for grants, which requires the ongoing certification of the Manufacturing and Industrial Center through the Puget Sound Regional Council and consistency with Multicounty Planning policies. Failure to develop a Plan that meets certification jeopardizes transportation funding delivered via the state and PSRC. In order to maintain certification the City is required to plan for significant levels of employment growth within the Tideflats. Transportation and capital facility planning is evaluated for consistency with the growth vision for the area. This is why land use typically drives the policy decisions for

transportation and capital planning. The Subarea Plan must identify improvements necessary to meet both current and future needs.

Growth Management Act and Shoreline Management Act:

Both the Growth Management Act and Shoreline Management Act require consideration of land use compatibility as well as land use prioritization. These considerations have been integrated into the proposed alternatives.

SEPA Planned Action EIS:

Anticipated Outcome 8 addressed the plan objective to streamline permitting. The Subarea Plan and EIS have been structured in a manner to ensure the streamlining of future permitting, by conducting a SEPA Planned Action which front loads the environmental review of the proposed alternatives. This allows the Steering Committee to make land use and planning recommendations informed by the environmental analysis and for the Plan to identify specific areawide mitigation strategies that provide predictability to future development.

In addition, SEPA requires that the City consider a reasonable range of alternatives and that at least one alternative must be considered that could meet plan objectives with a lower environmental impact.

How does this process include consideration of the existing Port District?

Special consideration for marine container ports is recognized in both the Growth Management Act and Shoreline Management Act. In general, Marine Container Ports are given special priority as a water-dependent use, the regional and statewide economic impact, and due to the broader state interest in maintaining and enhancing marine container ports and international trade.

The Anticipated Outcomes in the Work Plan were developed with consideration given to the Port Element of the Growth Management Act. Specifically, the Work Plan and GMA require the Plan to accomplish the following (from RCW 36.70A.085):

- (a) Define and protect the core areas of port and port-related industrial uses within the city;
- (b) Provide reasonably efficient access to the core area through freight corridors within the city limits; and
- (c) 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.

Generally, the Shoreline Management Act requires that shoreline areas preserve a sufficient land supply to accommodate water-dependent uses (such as the Port of Tacoma terminals), public access to the shoreline, and shoreline restoration. In addition, the Shoreline Management Act requires that all new use and development achieve no-net-loss of ecological function and that overall, the City achieve a net-gain of ecological functions over time. The EIS will help to evaluate the land use alternatives for their consistency with these policies.

The proposed Alternatives include distinct ways of defining the Core Area, and identifying and resolving key land use conflicts per the direction in RCW 36.70A.085. Following the EIS, the Steering Committee will begin compiling a Plan that will include a Transportation Element, and recommend goals, policies, and priority projects to ensure that the GMA requirements above are met.

What is role of the Intergovernmental Steering Committee in this process?

As noted previously, “The intent of this Work Plan is to provide a clear framework for cooperation and information sharing among the City of Tacoma, the Puyallup Tribe, the Port of Tacoma, Pierce County, the City of Fife while respecting Tacoma’s jurisdiction...” The role of the Steering Committee is described in Section VI “Subarea Plan Process Governance.” The Steering Committee serves to:

- Provide guidance on policy decisions
- Facilitate a mutual understanding and closer alignment of interests across jurisdictions

The Work Plan also includes specific Milestones where the Steering Committee is expected to make a recommendation. These include:

- a) Consultant Selection (completed)
- b) Public Engagement Plan (completed)
- c) Identification of Alternatives for Future Development (in process)
- d) Development and Recommendation of the proposed Subarea Plan

Following Step C above, the SEPA process proceeds in parallel with the Plan development process, but through the City of Tacoma’s official SEPA procedures.

It is also important to understand that the Steering Committee cannot be the final decision maker or limit the ultimate decisions of the Tacoma City Council. The authority to zone and adopt land use regulations with Tacoma, including the Port District, is vested solely in the City Council and cannot by law be delegated.

Why do these alternatives have such a heavy focus on land use? What about the other elements of the plan?

The mandated land use elements for the Subarea Plan originate from the comprehensive planning process under the Growth Management Act (GMA) rules. There is a legislative process to approve a Subarea Plan and this process requires adhering to existing planning protocols under GMA mandates including a land use analysis around density and employment. The way the Subarea and environmental process is set up, both the Subarea Plan and environmental review document are grounded in land use. However, that doesn't mean the plan is heavily focused on land use over the other environmental elements.

In general, the GMA and Multicounty Planning policies require the City to develop a plan that addresses both current and future needs. Therefore, the planning process typically starts with multiple land use alternatives that inform the overall growth vision for the Center. Following that, the EIS helps to inform the types of transportation system improvements that would be needed under those scenarios. This enables the Steering Committee to select a Growth Vision with information in hand regarding the likely system impacts and needs resulting from that Vision.

In addition, the Work Plan (Attachment 3) identified specific land use outcomes (see Section IV) as well as planning elements (Section V). As we know from the Work Plan, this project is tasked with analyzing many different elements of the environment. The completed Baseline Report covers topics including transportation, water quality, plants and animals, public services, utilities, cultural resources, and air quality. The baseline reports can be found on the City website or from the project team. This report helps to inform the existing transportation and public facility and service standards and needs. The EIS analyzes the ways in which the distinct land use alternatives will affect these environmental characteristics, helping to inform the Steering Committee's policy choices.

In addition, as per the Work Plan, a vulnerability study for sea level rise and an economic analysis study will supplement the other environmental element review and analysis. Other supplemental studies will also be available for use in the planning process including the City of Tacoma Climate Action Plan, as well as ongoing studies about traffic and freight mobility, habitat restoration, and water quality studies.

Why include more than one alternative future for study in the Subarea planning process?

Under SEPA, the City must consider reasonable alternatives to meet the Plan Objectives, including reasonable land use alternatives. The consultant proposal would evaluate the

transportation and capital facility needs for the three land use scenarios in order to inform the Steering Committee's policy decisions. This way, in selecting a growth and land use vision the Steering Committee will have information in hand about the implications for transportation and capital facility needs to serve that growth vision.

The Work Plan identified anticipated outcomes that have been incorporated into the Plan Objectives for the SEPA Review (what the staff team refers to as the Guiding Principles), many of which have a land use nexus. Some of these Work Plan outcomes included:

- Protect fisheries and shellfish resources
- Support continued employment growth
- Ensure consistency with Treaty-protected rights
- Support, protect, and improve health and safety of employees and surrounding communities
- Provide infrastructure and services to support economic development
- Defining a the core area
- Resolving land use conflicts along the edge of the core area
- Address incompatible land uses along the edge of the core area
- Evaluate the use of transitions and buffers as a means of addressing land use compatibility with surrounding communities

Because land use decisions impact our ability to achieve these objectives, the City must, under SEPA, consider reasonable land use alternatives and evaluate the potential environmental impacts of those land use alternatives and their consistency with these stated objectives. For example, since land use is a primary driver of greenhouse gas emissions, the SEPA must consider a reasonable range of land use alternatives and evaluate the potential greenhouse gas emissions resulting from those alternatives.

Following the analysis, the Steering Committee will begin to make policy decisions relating to the land use vision and employment targets. Based on these decisions, the Committee will then be asked to develop transportation goals and policies, as well as priority project lists to support that growth vision.

By conducting the work in this manner, the process is then set up to evaluate up-front the types of impacts that would more typically be evaluated at a project level review, in order to facilitate streamlined permitting procedures.

Could the Steering Committee recommend only one alternative future for study, and what would be the effect on the deliberations of Tacoma's Planning Commission and City Council?

Failure to evaluate a range of reasonable land use alternatives leaves the SEPA process more at-risk of appeal and being found insufficient, and may also impact our ability to streamline project-level review and achieve plan certification. Neither State law, nor decisions of the Central Puget Sound Growth Management Hearings Board (CPSGHB) stipulate a minimum number of alternatives to be studied, but CPSGHB decisions have found that a failure to consider a reasonable number of relevant alternatives can invalidate land use regulations. (See Davidson Serles v. City of Kirkland CPGMHB Case No. 09-3-0007c (2009).

If the Steering Committee were to only recommend one land use alternative, staff would present the Steering Committee recommendation as well Steering Committee comments to the Planning Commission and City Council for consideration. However, staff is obligated to advise Council when proposals may be inconsistent with planning requirements and would recommend that the Council consider a reasonable range of land use alternatives in addition to the Steering Committee recommendation.

It is important to note that the Project Management Team has already conducted the Visioning Process for the Subarea Plan, which included broad comments on different land use concerns, priorities, and alternatives. These comments have been incorporated into the Guiding Principles and Proposed Alternatives. In addition, following the Steering Committee recommendation, there is an additional public scoping process for the EIS and it is highly likely that a significant portion of those comments will be focused on land use issues. The City Planning Commission, Council, and staff will have to consider these public comments in that next phase.

In a project level EIS, you'd typically have three alternatives with a preferred alternative selected. Is that where we're headed with this?

The Subarea Plan EIS should analyze a No Action and a minimum of two Action Alternatives, which is what the consultant team has recommended. It's not required by SEPA to identify a preferred alternative. It's optional. The decision of whether to select a Preferred Alternative will be left to the group. The proposal must address a reasonable range of alternatives that can help to determine if the Plan objectives can be met through a lower environmental impact. Some case law suggests that only evaluating two options may not meet the objective for a reasonable range.

Do these alternatives take into account non-interim regulations and other recent changes?

Yes, the handout prepared by the City provides clarity on how the Alternatives incorporate the non-interim regulations (See Attachment 7 of the Agenda and Meeting Materials Packet). The Non-interim regulations are accounted for in the No-Action Alternative and the Action-Alternatives have been compiled with consideration for other public comments, including comments from the Partner Governments that were carried over from that process.

Do the governments participating in the Steering Committee retain the right to individually comment on and appeal any final Subarea Plan adopted by Tacoma?

Absolutely, both under the terms of the Work Plan and the procedural requirements of SEPA, GMA, SMA, and Multicounty Planning policies. Once the Steering Committee recommends a range of alternatives, the City initiates the official EIS Scoping Period. During this time City staff would solicit comments from our partner governments as well as other agencies and adjacent jurisdictions. Further, there will be an additional comment period for the Draft EIS. Finally, as the Plan proceeds through the City legislative process, there will be additional opportunities for comment.

Furthermore, the terms of the Work Plan do not preclude the ability of our partner governments to appeal any final ordinances adopted by the City Council.

Will each of these alternatives consider cumulative impacts?

Yes, the idea is for the EIS to consider cumulative impacts. Cumulative impact analysis is one of the main features of the EIS process. You'll see it addressed for every environmental element listed in the EIS.

What source are you using to predict the amount and rate of sea-level rise? How often is this prediction updated? For instance, does the estimation include the very recent discovery of the accelerating collapse of the Thwaites Glacier's ice shelf and likely consequential collapse of the Glacier itself included in the current estimates? If not, when would these predictions be included in the estimates?

We are using the following source for local sea level rise (SLR) projections for Washington State, last updated on 07/2019.

- [Miller, I.M., Morgan, H., Mauger, G., Newton, T., Weldon, R., Schmidt, D., Welch, M., Grossman, E. 2018. Projected Sea Level Rise for Washington State – A 2018 Assessment. A collaboration of Washington Sea Grant, University of Washington Climate Impacts Group, University of Oregon, University of Washington, and US Geological Survey. Prepared for the Washington Coastal Resilience Project. updated 07/2019](#)

We do want to highlight two aspects:

- Comprehensive global assessments of sea level projections are issued by Intergovernmental Panel on Climate Change (IPCC) every 5 to 7 years on average. The IPCC is now in its sixth assessment cycle, in which the IPCC is producing the Sixth Assessment Report (AR6) with contributions by its three Working Groups and a Synthesis Report, three Special Reports, and a refinement to its latest Methodology Report. The Synthesis Report will be the last of the AR6 products, currently due for release in 2022.
- Scientists frequently update projections of future global and local sea level rise with new information and with advance of science. Over time, any study will need an update as new science becomes available. Until we have an updated best available science on local projections of SLR, it is recommended by Washington Sea Grant and USGS to use these projections for coastal impacts assessments within the state of Washington.

It would be great to have a timeline and accounting of money to make sure we have deliverables that are on-time and on-budget.

See the two timelines provided in the Agenda and Materials Packet (Attachments 5 and 6). Budget information was provided to the Steering Committee prior to the January meeting and is available upon request.

Having been through strategic planning processes before, I would recommend we have the consulting group talk about all of the guiding principles that we want to have addressed.

Step C of the Plan Development Process in the Work Plan entails developing a Visioning Scope and Goals for the Environmental Impact Analysis. Attachment 1 in the Agenda and Materials Packet includes the proposed Guiding Principles and the relationship of these Principles to the Work Plan, Planning Framework, and Community Visioning. The Guiding Principles are intended to meet this objective in the Work Plan and draws heavily from the anticipated outcomes defined in the Work Plan, but also integrates principles based on community

engagement during the Visioning Process, as well as the Planning Framework we operate within.

As someone who's been here since the beginning, we've done a lot of hard work. I want to make sure we're not losing the foundational work that went into the Work Plan. I want to make sure we honor those commitments to the community.

Attachment 5 shows the progression of the Plan in relation to the key Milestones and Plan Development Steps identified in the Work Plan. The Proposed Alternatives have been developed based on past Steering Committee and community guidance, compliance with the broader planning framework of the Growth Management Act, Shoreline Management Act, Multicounty Planning Policies, and SEPA, and have been informed by the Community Visioning Process.

Do the alternatives incorporate decarbonization? Could that go into one of these alternatives?

While the EIS will evaluate the likely greenhouse gas emissions resulting from the various land use scenarios, the EIS itself does not specifically evaluate strategies for decarbonization. However, based on input from the Project Management Team, the alternatives include decarbonization goals as a broad theme. Currently, the Guiding Principles do not speak directly to this theme. The Guiding Principles help to evaluate the Alternatives and guide Plan development.

TIDEFLATS SUBAREA PLANNING WORK PLAN

February 10, 2019

I. Vision

This work plan (Work Plan) recognizes that the Tacoma Tideflats and adjacent areas are of great significance to Tacoma, the Puyallup Tribe, the Port of Tacoma, Pierce County, Fife, and the entire region and State for reasons of heritage, environment, economics, employment, and the preservation, protection and enhancement of natural and cultural resources.

The intent of this Work Plan is to provide a clear framework for cooperation and information sharing among the City of Tacoma, the Puyallup Tribe, the Port of Tacoma, Pierce County, the City of Fife while respecting Tacoma's jurisdiction, role as SEPA lead agency, and existing substantive and procedural obligations under the Growth Management Act, Shoreline Management Act, State Environmental Policy Act (SEPA), and the Tacoma Municipal Code.

The Work Plan also follows the intent of the Intergovernmental Agreement (IGA) between the Port of Tacoma, the Puyallup Tribe and the City of Tacoma concerning cost sharing for the Subarea Planning in the Tacoma Tideflats (IGA) as executed on November 14, 2018. The IGA calls for participation by two additional governments, Pierce County and the City of Fife. By participating in this Work Plan, the City of Tacoma, the Puyallup Tribe, the Port of Tacoma, Pierce County, and the City of Fife do not waive any existing legal rights or responsibilities the governments otherwise possess or may assert with respect to this subject matter, to include consultation with the Puyallup Tribe or collaboration with the Port.

As stated, and agreed to in the IGA, overarching themes to the Work Plan will include:

- Economic Prosperity for All
- Environmental Remediation and Protection
- Transportation and Capital Facilities Plan
- Public Participation and Outreach

Subarea planning allows for the establishment of a shared, long-term vision, and a more coordinated approach to development, environmental review and protection, and strategic capital investments in a focused area. Completion of a subarea plan will support the ongoing eligibility for and prioritization of transportation funding in the Port of Tacoma Manufacturing and Industrial Center, and a well-developed plan for the Tideflats will provide great regional benefit. In addition, subarea planning meets the requirements of the State Growth Management Act which mandates that local

comprehensive plans comply with VISION 2040, and directs local jurisdictions having one or more regionally designated centers to prepare a subarea plan for each.

The following Work Plan addresses the timeline for the project, the project budget, expected deliverables and general outcomes, and a process for input and outreach, all as contemplated in the Intergovernmental Agreement signed by the City of Tacoma, the Puyallup Tribe and the Port of Tacoma.

II. Timeline

The goal is to complete the Plan within two (2) years from the date of the commencement of consultant work. However, the Agreement will continue until the Plan is completed.

III. Funding

The project budget will be \$1,200,000 to complete the Subarea Plan, supporting analyses, and the Programmatic Environmental Impact Statement. Funding for the project will be provided as follows:

- The Port agrees to provide up to \$500,000
- The City agrees to provide up to \$500,000
- The Tribe agrees to provide up to \$200,000

These funds will be used for securing outside consultant services for the project, recognizing that each of the Funding Partners will also commit appropriate staff resources to assist with this project. In recognition of the Puyallup Tribe's grant funding source, at least \$200,000 of the total funding will be focused on transportation-related issues.

The project will utilize the City's procurement and invoicing process. The City will coordinate payment of invoices to the consultants. On a quarterly basis, the City will furnish all consultant invoices and an associated milestone report to the Puyallup Tribe, and the Port of Tacoma, for their proportional share of the quarterly expenses. Proportional share Payment is due within 30-calendar days of invoice but shall not exceed the maximum of each government's established funding limit. Any additional costs of participating in this Work Plan shall be borne separately by each participating government.

IV. Anticipated Outcomes

The Work Plan process is expected to culminate in adoption of a Subarea Plan by the Tacoma City Council, as an element of the City's Comprehensive Plan, as well as potential text and map amendments to other elements of the City's Comprehensive Plan and amendments to the City's Land Use Regulatory Code, zoning districts, Shoreline Master Program, and Capital Facilities Program, including, but not limited to:

1. The Subarea Plan will protect the fisheries and shellfish resources that are essential to the tribe both culturally and economically and shall support continued growth of the regional economy and the currently estimated 29,000 existing family-wage jobs in the maritime, manufacturing and industrial sectors, the provision of infrastructure and services necessary to support these areas, and the important role of the Tideflats area as an economic engine for the City of Tacoma, Pierce County, state, and the region while protecting the livability of surrounding areas.

Attachment 4

2. The Subarea Plan will support and consider transportation and infrastructure that promotes connectivity to other regional employment centers and will provide reasonably efficient access to the core area through transportation corridors to include freight.
3. The Subarea Plan will establish environmental improvement goals for Commencement Bay, including providing for greater bay-wide diversity of ecosystems, restoration of historic functions and improvement of physical conditions to protect and enhance environmental and cultural resources.
4. The Plan will ensure the ability of the participating governments to compete effectively for grant funding.
5. The Plan will support, protect, and improve health and safety of area employees and residents of surrounding communities.
6. The Subarea Plan will be consistent with Tacoma's adopted planning policies and goals, as well as state, regional, and federal law, policies, and regulations.
7. The Subarea Plan will retain sufficient planning flexibility to secure emerging port and manufacturing/industrial opportunities and other economic opportunities.
8. The Subarea Plan will result in process improvements that will streamline Tideflat project permitting and environmental review and will provide predictable mitigation measures.
9. The Subarea Plan will materially preserve the area and boundaries of the Port of Tacoma Manufacturing and Industrial Center and will support resiliency strategies to prevent loss of manufacturing/industrial lands, transportation infrastructure, and environmental resources.
10. The Subarea Plan will promote and support opportunities for voluntary, proactive inter-jurisdictional plans and projects to clean up environmentally contaminated sites within the Tideflats.
11. The Subarea Plan will define and protect the core areas of port and port related manufacturing/industrial uses within the city. The Subarea Plan will resolve key land use conflicts along the edges of the core area, and minimize and mitigate, to the extent practicable, uses that are incompatible with industrial uses along the edge of the core area. The Subarea Plan will evaluate the use of transitions and buffers as a means of addressing compatibility with surrounding communities.
12. The Subarea Plan will be consistent with treaty-protected rights.

V. Plan Elements

The Subarea Plan, at a minimum, will address requirements under Washington State law to include State Environmental Policy Act (SEPA) environmental review, Growth Management Act (GMA), Shoreline Management Act (SMA), the Puyallup Land Claims Settlement, the Container Port Element and elements for certification of a Manufacturing and Industrial Center (MIC) by the Puget Sound Regional Council (PRSC). The following non-exclusive list of elements represent the required

Attachment 4

checklist as well as issues identified by the participating governments:

Plan Concept or Vision	<ul style="list-style-type: none">• Preservation of industrial land base• Economic role of the Manufacturing and Industrial Center• Relationship to Comprehensive Plan• Relationship to adjacent areas
Environment	<ul style="list-style-type: none">• Protection of sensitive areas• Stormwater management• Air pollution and greenhouse gas emissions• Contaminated soils• Environmental risks and hazard areas, including sea level rise• Opportunities for proactive environmental remediation
Land Use	<ul style="list-style-type: none">• Employment growth targets• Description of appropriate industrial and manufacturing uses• Incompatible land uses• Buffers for industrial uses and appropriate transitions• Mitigation of aesthetic impacts
Economy	<ul style="list-style-type: none">• Economic development and growth strategies• Maintain and expand family wage jobs• Key sectors and industry clusters
Public Services and Facilities	<ul style="list-style-type: none">• Capital plans and investments to meet targeted employment growth• Safety and Emergency Response
Transportation	<ul style="list-style-type: none">• Freight movement• Employee commuting• Transit and mode splits• Priority projects• Financing strategy• Design standards
Implementation Actions	<ul style="list-style-type: none">• Zoning and Code Amendments• Programs• Funding Strategies• Other

The following supporting analyses will underpin the development of goals, policies, and implementation strategies:

- Existing Conditions Analysis
- Industry Sector Market Analysis, Economic Impact Analysis, and Industrial Lands Supply Analysis
- Emergency Response/Risk Assessment
- Sea Level Rise Modeling and Probability Assessment
- Programmatic Environmental Impact Statement
- Port Comprehensive Scheme of Harbor Improvements and Strategic Plan

In accordance with the Growth Management Act, the Plan will be a component of the City's State-mandated Comprehensive Plan. Therefore, the legislative process for the development and adoption of the Plan shall follow the procedures outlined in the Tacoma Municipal Code, as well as the standards of the Growth Management Act, Shoreline Management Act, SEPA, Container Port Element and other applicable requirements, and as supplemented herein.

VI. Subarea Plan Process Governance

The roles and structure outlined below will address governance through the Subarea Plan Process. In order to promote an inclusive process to consider the input of all five participating governments, the City of Tacoma will look to the Steering Committee to review and guide the Subarea Plan process with input from the Public through the Public Engagement Plan and the Stakeholder Advisory Group. This review and guidance will culminate in a Steering Committee proposal for the Draft Subarea Plan.

A. Steering Committee

1. The Steering Committee shall consist of two elected leaders, and alternates (elected officials), from each participating government as outlined in the IGA (Intergovernmental Agreement). The governments that are members of the Steering Committee include City of Fife, City of Tacoma, Pierce County, Port of Tacoma and the Puyallup Tribe. The subarea planning process will include regular consultation and information sharing with, and advice from, the Steering Committee.
2. Meetings of the Steering Committee are subject to the Open Public Meetings Act with its requirements for public notice and the Public Records Act.
3. The Steering Committee will meet with the Staff Leadership Team and the Project Management Team to review the project budget and draft deliverables, provide guidance for policy decisions, and to facilitate mutual understanding and a closer alignment of interests across jurisdictions throughout the Subarea Plan process. Upon the conclusion of each Steering Committee meeting where a decision or direction has been given by the whole, an action memorandum will be issued to members documenting all agreements by the Steering Committee. At the outset of the Subarea Plan process, the Steering Committee may meet monthly. As the process progresses, the Steering Committee will meet based on project milestones or at least on a quarterly basis.
4. The Steering Committee will meet, as necessary, to conduct business. Approval by the Steering Committee shall be three or more governments concurring on a matter related to a current milestone. If a meeting of the Steering Committee is necessary for approval or concurrence on a recommended action, any member can call for the meeting. The meeting

must take place within 30-calendar days of the call. Such meeting will be scheduled to not conflict with any participating government's regular meeting schedule. Full participation is intended, but the meeting may be held with the attendance of representatives of three or more governments. If Steering Committee Members, due to travel or other constraints, cannot participate in person, then participation may be by video conferencing (e.g. Skype, Zoom, etc.), by telephone or by participation of a designated alternate (elected official). The position of all governments participating in the decision will be recorded. All participating governments will have the opportunity to offer comment jointly or separately within the same 30-calendar day period for final decision. If no approval vote occurs within the 30-calendar day inter-governmental comment period, the decision moves to the Tacoma City Council's normal process.

5. The Steering Committee will make a final proposal of a Subarea Plan to the City of Tacoma for use of the City of Tacoma Planning Commission and City Council.

B. Staff Leadership Team

1. The Staff Leadership Team will provide an additional depth of talent, judgement and people in senior level positions to enhance this planning process. They will have a role advising both the Project Management Team and the Steering Committee.
2. The Staff Leadership Team will consist of a combination of management, legal, and intergovernmental staff representatives designated by each participating government.
3. The Staff Leadership Team will have the responsibility to advise the Project Management Team and is responsible for raising issues and topics to be brought before the Steering Committee during the Subarea Plan planning process. Each government shall designate one of its Staff Leadership Team members to serve as an initial point of contact for communication among the Staff Leadership Team Members. This person can call for a meeting of the Staff Leadership Team to address an issue(s) specific to the Subarea Plan process milestone under consideration. In addition, the Staff Leadership Team will meet at the Subarea Plan development milestone points as identified in Section IX below.
4. At various stages of the Subarea Plan development, the Staff Leadership Team will review with the Project Management Team, decision points where the Steering Committee will need to review project progress or make policy decisions. The Subarea Plan process will foster alignment amongst the participating governments for the final Subarea Plan proposal. All participating governments will have the opportunity at significant milestones and decision points to offer a written position, whether in agreement or not, on a direction or recommendation taken. Participating governments may offer comment jointly or separately.

C. Project Management Team

1. The Project Management Team shall be comprised of a designated staff person from each participating government. This staff person will act as the Project Lead for each government and shall be the primary point of contact. The City of Tacoma Staff Lead will act as the Project Manager for the planning process, in coordination with the Project Management Team.
2. The role of the Project Management Staff Lead is to review consultant deliverables, to coordinate intra-governmental review, and to provide timely and consolidated response to

requests for comments to ensure an efficient and effective process.

3. The Project Management Staff Leads shall act as liaisons to the Staff Leadership Team, Stakeholder Advisory Group, and the Steering Committee and will have the opportunity to participate and present in those meetings. The Project Management Team and its members will have the responsibility for communicating with the Staff Leadership Team so it can best fulfill both of its responsibilities and help expedite the process. They are expected to participate actively throughout the planning process. However, lack of participation by a Staff Lead will not delay overall Plan progress.
4. The goal is for the Project Management Team to work together to identify areas of intergovernmental agreement, policy options for Steering Committee consideration, to ensure that information is complete and accurate, and to ensure that each Government's perspectives are represented throughout the process.

VII. Project Initiation

Once the Subarea Plan Process or Work Plan is approved by the Steering Committee, Project Development will initiate.

VIII. Project Development

The initial steps of the Subarea Plan process include:

A. Consultant Selection

1. The Project Management Team will prepare the consultant scope, review consultant proposals, and will consult with Staff Leadership Team throughout the consultant selection process.
2. Each participating government will have the opportunity to participate on the Consultant Selection Team.
3. The Project Management Team will recommend consultant selection(s) to the Steering Committee.
4. Steering Committee will meet to review the Project Management Team recommendation and consider a recommendation to City of Tacoma City Council. Approval by City Council is necessary due to the financial limits involved.
5. City Council will make final decision by Resolution, including contract approval. The expected two-year Subarea Planning period begins once the contract has been executed.

B. Stakeholder Advisory Group

1. The Stakeholder Advisory Group will provide input and feedback as a “sounding board” for the Subarea Planning Process and the City during their respective parts of the process. The

Attachment 4

Stakeholder Advisory Group members will also serve as liaisons to the broader stakeholder groups they represent. Stakeholder Advisory Group meetings will be open to the Public but will not receive public comment.

2. The Stakeholder Advisory Group will number no more than twenty-one individuals. The composition of the Stakeholder Advisory Group will consist of the affected communities and perspectives listed below. Some of the stakeholder members will be selected by governments, associations or organized councils. These organizations will be asked to self-select a representative to participate in Stakeholder Advisory Group meetings and supporting activities.
3. The communities and perspectives are identified here:

Adjacent Jurisdictions

- City of Lakewood (Self-appointed)
- City of Sumner (Self-appointed)
- Joint Base Lewis McChord (Self-appointed)

Neighborhoods

- Northeast Tacoma Neighborhood Council (Self-appointed)
- New Tacoma Neighborhood Council (Self-appointed)
- South Tacoma Neighborhood Council (Self-appointed)

Business & Industry

- Port Tenant (Port appointed)
- Tideflats Industrial/Non-Port Property (Fife appointed)
- Energy Company (Self-appointed)
- Fredrickson Industrial Group (County appointed)

Labor

- ILWU Local 23 (Self-appointed)
- Pierce County Building and Construction Trades Council (Self-appointed)

Environmental

- Wildlife Representative (Tribe appointed)
- Air Quality Representative (Tacoma appointed)
- Water Quality Representative (Port appointed)
- Climate Change Resiliency (Tribe appointed)

Regional Economic

- Tacoma/Pierce County Chamber of Commerce (Self-appointed)
- Tacoma/Pierce County Economic Development Board (Self-appointed)

General

- Transportation (Fife appointed)
- Other to achieve balance (Tacoma appointed)
- Other to achieve balance (County appointed)

4. Each participating government will have the opportunity to appoint two representatives to the Stakeholder Advisory Group (as noted above). The appointments will follow each government's appointment process and each government's appointment will be considered a final decision. The other governments will accept each government's appointee(s). The governments have identified broad stakeholder categories with distinct representatives within

each. Each government will appoint a representative to match the specific defined category. The agreed upon goal is to maintain equity among the governments and balance the interests among the Stakeholder Advisory Group.

5. These self-selected and government appointed representatives will be recorded by the Project Management Team, reviewed by the Staff Leadership Team and then, presented to the Steering Committee as the Tideflats Subarea Plan Stakeholder Advisory Group.
6. A schedule for the Stakeholder Advisory Group will be determined based on the project plan and milestones.

C. Technical Advisors

1. Technical advisors, including representatives from various local, regional, and state agencies, may be invited by the Project Management Team to provide technical support. Technical advisors include but are not limited to Washington State Department of Ecology, Washington State Community Trade and Economic Development Board, Washington State Department of Transportation and Tacoma Public Utilities.
2. Transportation issues will be a significant consideration in the Subarea Plan development. As the need arises for technical advice, support from the trucking, rail and shipping industries will be tapped to provide expertise and guidance to Project Management Team.

D. Public Engagement Plan

1. Public open houses and other opportunities for public comment will be developed through the Public Engagement Plan.
2. The Project Management Team, consultant, and Stakeholder Advisory Group will develop a proposed Public Engagement Plan.
3. The Tacoma Planning Commission will review the proposed Public Engagement Plan and provide comment to the Project Management Team and consultant.
4. Staff Leadership Team will review and provide input to the Project Management Team and consultant and the Steering Committee on proposed Public Engagement Plan.
5. Steering Committee will meet to review the Public Engagement Plan with the Project Management Team and Staff Leadership Team. Steering Committee will affirm/approve the Plan within 30-calendar days.

IX. Plan Development

As the Project Management Team and consultants begin the Subarea Plan development, multiple work efforts will be undertaken by staff and consultant teams. The breakdown of the Subarea Plan development is described in this section.

To maintain engagement with the participating governments through these multiple work efforts, Work Study Sessions on various subjects and key issues will be scheduled to offer the Steering Committee, the Stakeholder Advisory Group and the Planning Commission an opportunity to receive information and provide feedback. Work Study Sessions will be open to the Public but will not

receive public comment. Public comment will occur through open house and other public opportunities for comment. These public comment events will be developed through the Public Engagement Plan. Work Study Sessions will be coordinated between Project Management Team, the Staff Leadership Team, Stakeholder Advisory Group and the Planning Commission. Work Study Sessions will be open for other elected officials from the participating governments. Throughout the Plan development, any changes to written materials shall be presented in both redlined and change accepted versions to facilitate efficient review and comment.

A. Analysis of Existing Conditions

The consultant(s) in consultation with the Project Management Team will conduct the analysis of existing conditions. Prior to finalizing, the Project Management Team will present the analysis of the existing conditions for comment at a meeting of the Staff Leadership Team.

B. Visioning of Scope and Goals of Consultant Analysis

The Steering Committee, Staff Leadership Team, Project Management Team, Stakeholder Advisory Group and the Planning Commission will be involved in visioning through Work Study Sessions.

C. Identification of Alternatives for Future Development

1. Based on feedback from the Work Study Session(s), consultant(s) will provide revised proposed alternatives for future development for review and comment by the Project Management Team and Staff Leadership Team, at a meeting held for this purpose.
2. After Project Management Team and Staff Leadership Team review, the Steering Committee will review alternatives for future development with the Project Management Team within 30-calendar days. The Steering Committee will make a recommendation on alternatives contained in the proposed Subarea Plan to the City Planning Commission. Each government will have the ability to provide joint or separate input within the same 30-calendar days period.

D. Evaluation of Alternatives Including Environmental Review

The consultant(s) with Subarea Project Management Team, and in consultation with Staff Leadership will conduct an analysis of existing conditions including environmental review and develops draft subarea plan. Prior to finalizing, the Project Management Team will present the analysis and draft plan for comment at a meeting of the Staff Leadership Team.

E. Development and Recommendation of the Proposed Subarea Plan

1. The Project Management Team will present a proposed Subarea Plan to Staff Leadership Team for review and advice and to set the Steering Committee Schedule.
2. The Project Management Team will then present the draft proposal to the Steering Committee within 30-calendar days. The Steering Committee will review the proposed Subarea Plan, affirm the Plan and recommend a final Subarea Plan proposal to the City.

Each government will have the ability to provide joint or separate written comment within the same 30-calendar day period.

X. Planning Commission Reviews Proposed Subarea Plan and Prepares Recommendation to City Council

If the Tacoma Planning Commission proposes material changes to the Steering Committee's final proposed Subarea Plan, the changes will be provided to the Steering Committee for review and comment, either jointly or separately within a 45-calendar day comment period.

A final recommendation by the Planning Commission will be sent to the City Council and provided to each participating government. Each participating government and the Steering Committee will have the opportunity, either jointly or separately, to comment on the Planning Commission's Final Recommendation. That comment period will coincide with the 60-calendar day period between Planning Commission final recommendation and City Council consideration.

XI. City Council Review and Decision

The Tacoma City Council will review the Subarea Plan recommendation by Planning Commission.

If any Tacoma City Council Member(s) propose a material change to the proposed Subarea Plan, the proposed change/amendment will be provided to the Steering Committee for review and comment, either jointly or separately, within a 45-calendar day comment period. With any additional City Council Member(s) proposed material change amendment(s), the review and comment process will repeat.

All participating governments of the Steering Committee will have the opportunity to offer comment on any City Council Member(s) proposed amendment. Steering Committee governments may submit comments jointly, by agreement, or separately.

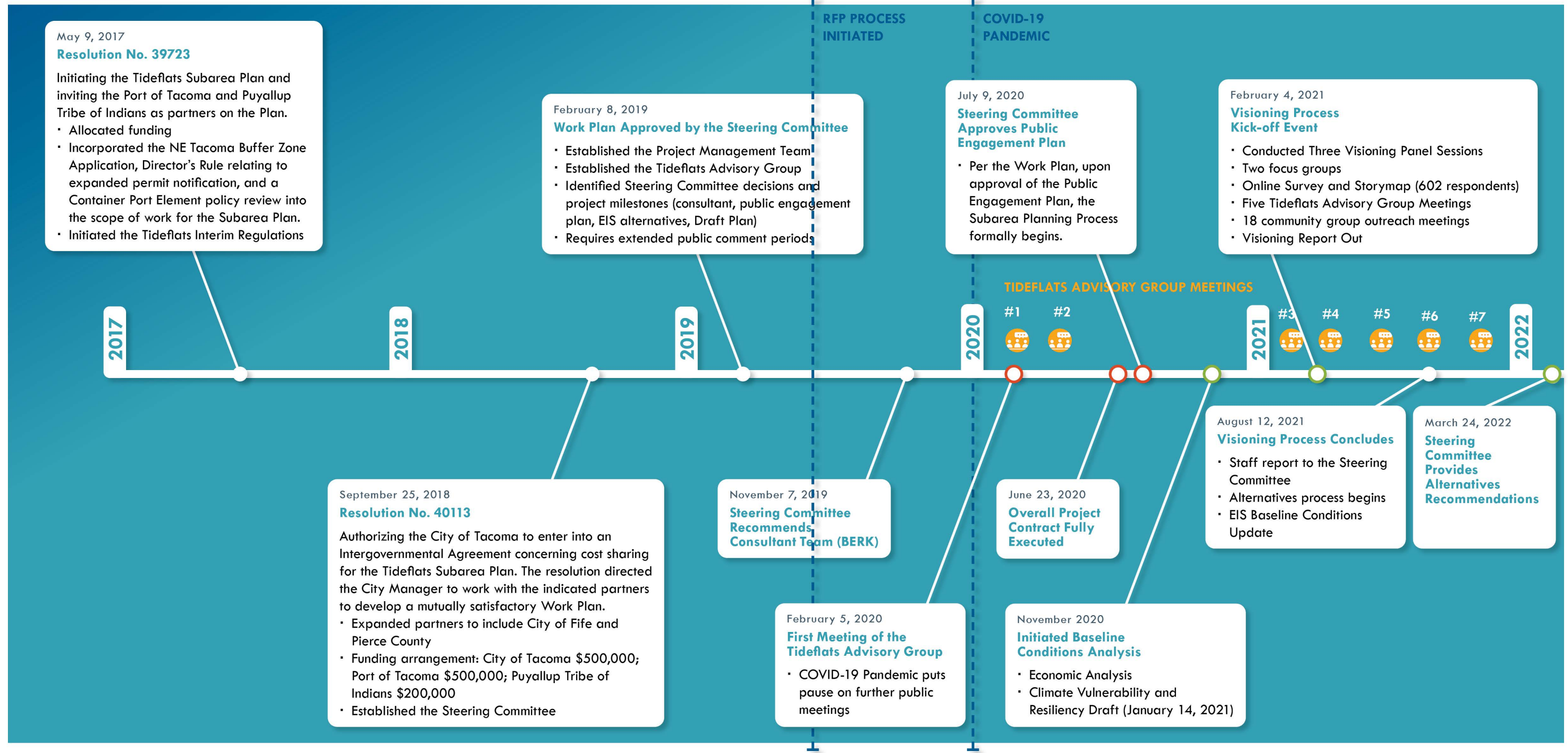
Final City Council adoption of the Subarea Plan, by ordinance, will occur after the final 45-calendar day comment period.

PROJECT TIMELINE

This is an integrated planning and EIS process designed to start with development of an engagement plan and baseline conditions data review and analysis, and continue through visioning, development of alternatives, a draft plan and EIS, a final plan, and implementation tools (such as a capital plan and a planned action ordinance).

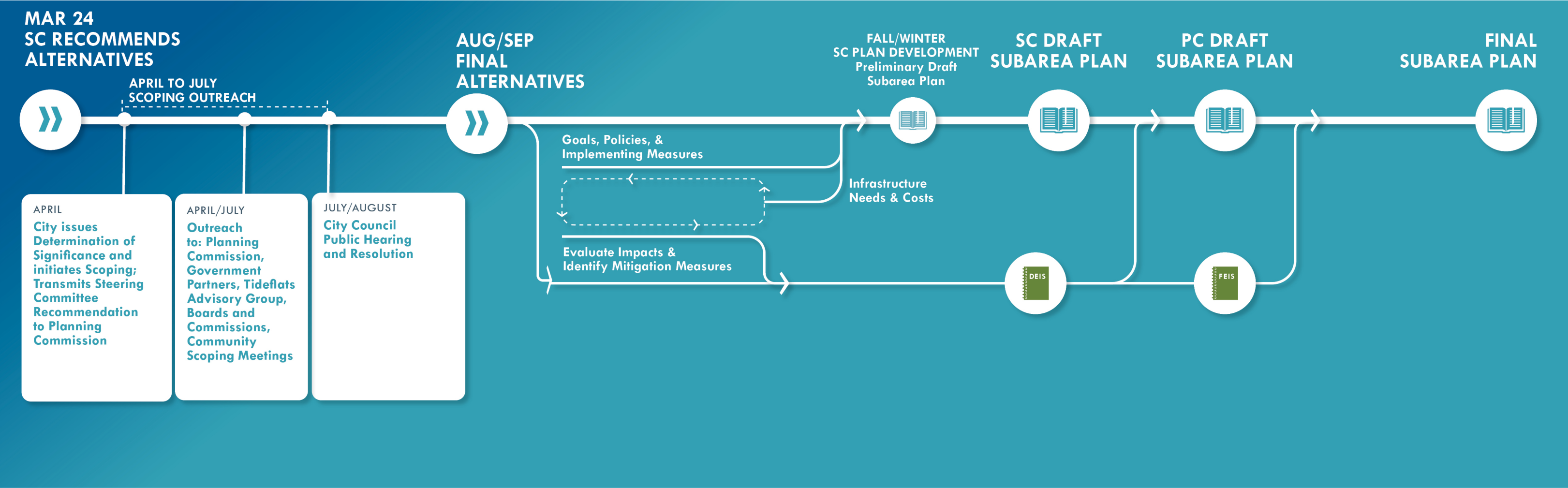
Engagement & Coordination

-  Community Meetings
-  Advisory Committee Meetings (Steering Committee & Technical Advisory Group Meetings)
-  Community Conversations (e.g., Visioning Sessions, Meetings-in-a-Box)
-  Online Engagement (e.g., Engagement HQ, social media, online open house)
-  Project Milestones
-  Subarea Plan Development Steps



PROJECT NEXT STEPS

Subarea Plan (Steering Committee recommends draft)
Environmental Impact Statement (City SEPA Official issues)



SC: Steering Committee
PC: Planning Commission



Tideflats and Industrial Land Use Regulations

Overview

Background – Interim Regulations

The City of Tacoma periodically accepts applications to amend the Comprehensive Plan and Land Use Regulatory Code. During the 2017-2018 Comprehensive Plan and Land Use Regulatory Code Amendment Application period, the City received multiple applications/requests for zoning and land use amendments for the Tideflats area, including a Northeast Tacoma Buffer Zone application, a City Council Consideration Request for the implementation of the Container Port Element of the City's Comprehensive Plan, and permit notification for large industrial projects.

In response to the multiple amendment applications, on May 9, 2017, the Tacoma City Council adopted Resolution No. 39723 initiating a subarea planning process for the Port Tideflats. In addition, the Resolution requested that the Planning Commission consolidate the various applications/requests into the scope of work for the Tideflats Subarea planning process, and consider the need for interim regulations in the Tideflats while the subarea planning process was under way.

The Planning Commission determined that interim regulations were warranted, and on October 4, 2017, the Commission forwarded its recommendation to the City Council for consideration. Following its own public hearing, and substantial community input and deliberation, the City Council, on November 21, 2017, adopted the Tideflats Interim Regulations by Amended Ordinance No. 28470, applying the interim regulations to all industrial zoning districts citywide.

The Interim Regulations included four component elements, each responding to areas of concern identified through community input and planning commission deliberations, and addressed in the Amended Ordinance approved by the City Council:

- a. Expanded Notification: Interim Ordinance expanded notification of discretionary permits and SEPA Determinations to 2500' from the boundary of the Manufacturing and Industrial Center.
- b. Incompatible Nonindustrial Uses: Interim Ordinance prohibited certain new non-industrial uses in the Port of Tacoma Manufacturing and Industrial Center, and uses that may be incompatible with port/maritime uses, such as agriculture, residential uses, high intensity park and recreation facilities, airports, hospitals, and educational facilities.
- c. Residential Encroachment: Interim Ordinance prohibited new platting and subdivision along Marine View Drive and the Northeast Tacoma hillside, allowing a single unit per existing legal lot.
- d. Potentially High Risk/High Impact Industrial Uses: Interim Ordinance prohibited new oil and liquefied fossil fuel industries, coal storage and/or terminals, chemical manufacturing, smelting, and mining and quarrying.

Background – Non-Interim Regulations

On October 20, 2020, the City Council adopted Amended Ordinance No. 28696 extending the Tideflats Interim Regulations and directing the Planning Commission to consider non-interim recommendations by April of 2021 for City Council consideration to replace the interim ordinance.

The City Council, in enacting Amended Ordinance No. 28696 to initiate a non-interim review of the Tideflats Interim Regulations, provided direction to the Planning Commission to establish appropriate parameters for review. These included:

- Consider only those issues identified in Amended Ordinance No. 28470;
- Consider only those uses impacted by Amended Ordinance No. 28470;
- Limit the scope of work to those regulatory options reviewed in the public record;
- Consider approaches that could be applied to the expansion of existing uses;
- Consider certainty and predictability of the regulations;
- Seek substantive input from the Port of Tacoma, Puyallup Tribe, and other government and stakeholders of the Tacoma Tideflats.

Following the City Council's direction, the Planning Commission process was initiated in December of 2020 and concluded with a recommendation in April of 2021. The City Council conducted a public hearing on the Planning Commission recommendation, and then forwarded the proposed code amendments to the City Council Infrastructure, Planning and Sustainability Committee for further review.

On October 5, 2021, the City Council conducted an additional public hearing on the IPS Committee recommendations, and on November 16, the Tacoma City Council adopted Amended Ordinance No. 28786, Non-Interim Tideflats and Industrial Land Use Regulations, amending Tacoma Municipal Code Titles 13 Zoning and 19 Shoreline Master Program.

Relationship To Subarea Plan

Whereas the Subarea Plan is a comprehensive review and update of both policies and regulations, based on a SEPA Planned Action EIS, for a targeted area, the Non-Interim Regulations addressed all industrial zoning districts and uses city-wide. In addition, the Non-Interim process maintained a narrow scope of work, including:

- No Comprehensive Plan policy amendments were considered during the process;
- Issues addressed were based on inconsistencies between existing policies and existing regulations;
- The Non-Interim regulations were not a comprehensive land use and zoning review, and area-wide rezones as well as amendments to the Manufacturing and Industrial Center boundaries were not considered;
- The Environmental Review (SEPA) was limited to the proposed regulatory code amendments.

Public Comments to be Addressed in Subarea Plan

Public comments and requested amendments that were not considered as part of the Non-Interim process were recommended for inclusion in the broader subarea planning process, including:

- Requests from the Port of Tacoma pertaining to incompatible land uses, overlay zoning, and transitions and buffer areas to address residential encroachment;
- Requests from the Puyallup Tribe to consider industrial land uses and their impacts on Tribal lands, including consideration of conditional use permits and criteria for project level review of hazardous uses, and determination of appropriate/inappropriate industrial land uses;
- Northeast Tacoma Neighborhood Council requested consideration of zoning and land use amendments along Marine View Drive and broader consideration of air quality and greenhouse gas emissions;
- Broad comments regarding economic priorities and priority land uses;
- Broad comments regarding land use compatibility between industrial and non-industrial lands;
- Identification of economic opportunities and priority land uses to support in the Tideflats;
- Broad environmental impact concerns relating to existing land uses.

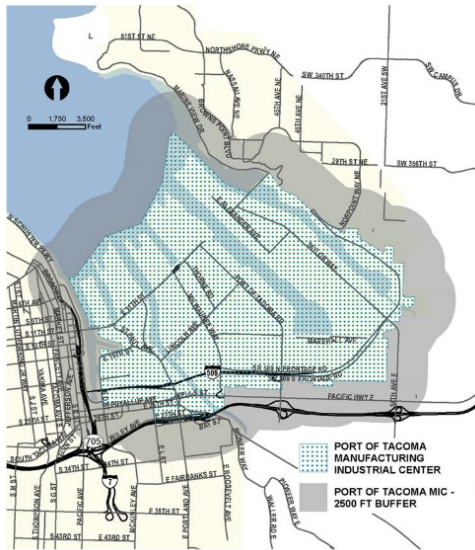
Summary of the Amendments and Future Considerations for Subarea Planning

1. Public Notification Requirements for Permits and Land Use Amendments

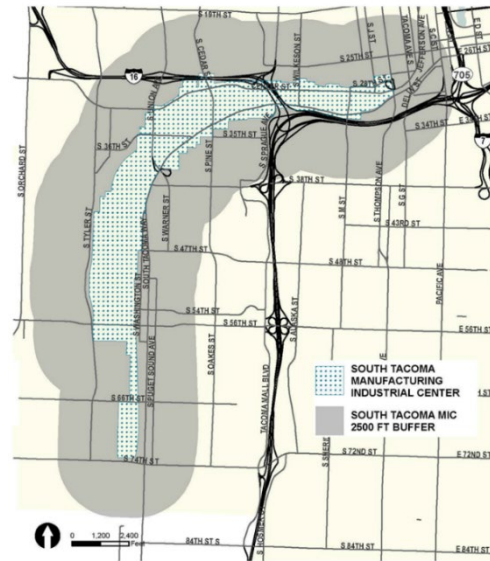
Applicability: These notification requirements (see TMC 13.05) apply to:

- Comprehensive Plan map amendments and area-wide zoning reclassifications that affect regionally designated centers;
- Heavy industrial use permit applications where a shoreline permit, conditional use permit, or variance is required;
- SEPA determinations for Petroleum Fuel Facilities, Cleaner Fuel Infrastructure, and Chemical Manufacturing uses.

Permit notification area for the Port of Tacoma Manufacturing and Industrial Center.



Permit notification area for the South Tacoma Manufacturing and Industrial Center Overlay District.



Notification Procedures:

- Occupants: Direct notifications shall be provided to property occupants as well as taxpayers and other interested parties.
- Comprehensive Plan Amendments: Notification will be provided to taxpayers and occupants within the applicable center as well as to those within 2500' of the center boundary.
- Applicable Permit Applications and SEPA Determinations:
 - Notice will be provided to taxpayers and occupants within 2500' of the project location, or if the project is located within a designated Manufacturing and Industrial Center (MIC), notice shall be provided to those within 2500' of the center boundary. Please see the maps below for the general notification areas for the MICs.
 - A public meeting will be held to provide information on the proposed project and to describe the review process and opportunities for public comment.

Subarea Plan Considerations:

One of the overall objectives for the Subarea Plan is to streamline permitting and improve predictability for new uses and development. The Subarea Plan and SEPA Planned Action EIS are intended to shift public participation as well as assessment of impacts and mitigation opportunities from the project review period to the Subarea Planning process. Extensive public participation has occurred during the Community Visioning Process and will continue through the EIS Scoping and Draft EIS phases, as well as through Plan adoption with the Planning Commission and City Council.

Based on this process, the Subarea Planning process may consider recommended modifications to permit procedures and notification requirements following adoption of the Plan.

2. Conversion of Industrial Lands to Non-Industrial Uses

Applicability: These restrictions on non-industrial uses apply to the M-1, M-2 and PMI Zoning Districts within the Port of Tacoma Manufacturing and Industrial Center.

Permitted Uses:

The permit status of the following use types have been amended. In some cases these uses have been prohibited, size limited, or are now subject to conditional use permits. Please see TMC 13.06.060.E for permitted uses in industrial districts and TMC 13.05.010.A.24 for conditional use criteria for non-industrial uses within an industrial district where applicable.

- Agricultural Uses
- Dwellings
- Group Housing – Conditional Use in the M-1
- Live/Work - Conditional Use in the M-1
- Staffed Residential Home
- Student Housing
- Retirement Home
- Continuing Care Retirement Community
- Hospital
- Intermediate Care Facility
- Residential Care Facility for Youth
- Residential Chemical Dependency Treatment Facility
- Juvenile Community Facility
- Parks, Recreation, and Open Space (High Intensity/Destination Facilities)
- School, public or private
- Work Release Center
- Golf Courses
- Retail
- Marijuana Retailer
- Airport
- Unlisted Uses

Subarea Plan Considerations:

Planning requirements for Manufacturing and Industrial Centers direct the City to: determine uses which are incompatible with industrial lands; determine priority industrial land uses; reserve a land supply for priority land uses; and to establish transitions and buffers as a means of addressing compatibility with surrounding communities and resolving land use conflicts along the edges of the core area.

Through the Non-Interim process, the Port of Tacoma provided comments requesting consideration of additional use restrictions on non-industrial uses that the Port of Tacoma determined to be incompatible with industrial lands. However, many of these uses were considered to be outside the scope of the Non-Interim process but could be considered in the development of the Subarea Plan. The Draft Alternatives includes consideration of these requests.

In addition, the Port of Tacoma requested consideration of an Overlay Zoning District that would apply to the Port of Tacoma Manufacturing and Industrial Center. This request was also carried over for review as part of the Subarea Plan.

Finally, the Portland Avenue Station Area has two competing policies that were not fully resolved in the Non-Interim Process: As part of the Port of Tacoma MIC, the area is intended for industrial land uses and limitations on incompatible land uses; as a High Capacity Transit Station Area, the area is intended in Comprehensive Plan policies to accommodate significant residential mixed-use development. The Draft Alternatives would evaluate these two distinct policy preferences to support a policy decision on preferred land uses in this area.

3. Residential Encroachment

Applicability: These development standards apply to all platting, subdivision, and land uses in the area denoted as the Port of Tacoma Transition Overlay District A and B in the map to the right. See TMC 13.06.070.G for the associated standards. No amendments were made to the zoning and land uses allowed in the MIC.

Purpose: Maintain an appropriate separation between port/industrial activity in the Port of Tacoma Manufacturing and Industrial Center and residential neighborhoods, to avoid and minimize off-site impacts on residential areas, and to minimize disruption to port operations and associated industrial activity resulting from residential encroachment.

Standards:

Residential Uses: Prohibits multifamily, duplexes, triplexes, cottage housing, and fourplexes.

Maximum Density: Subdivision of lots shall average at least one acre in size. Lots may be clustered so long as the lot average is at least one acre in size.

Design Standards: New development shall utilize site and building design standards to minimize impacts to the Port of Tacoma and industrial operations.

Notice on Title: Applicants shall record notice on title regarding the proximity of the site to the Port of Tacoma and industrial operations.

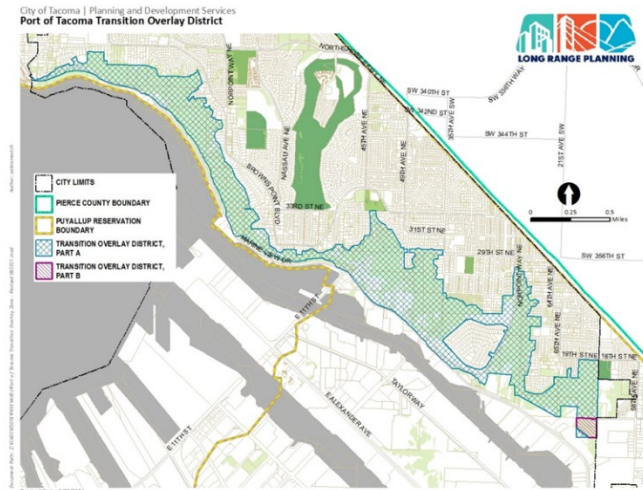
Subarea Plan Considerations:

Planning requirements for the Subarea Plan include establishing buffers for industrial uses and appropriate transitions, resolving key land use conflicts along the edge of the core area, and addressing compatibility with surrounding communities.

The adopted regulations applied to the hillside above Marine View Drive, outside the Manufacturing and Industrial Center. As such, this area is not directly within the subarea plan boundaries. However, the Draft Alternatives include consideration of distinct land use concepts along these edge areas as well as a concept that supports public acquisition of private properties along this hillside as a means of addressing land use conflicts.

The EIS will support consideration of land use amendments or performance standards within the MIC if necessary to mitigate any identified impacts, as well as lead to recommendations on managing land uses along the edge of the MIC, consistent with the planning requirements.

Finally, throughout the Non-interim process, the Port of Tacoma provided comments requesting consideration of broader land use amendments along the periphery of the MIC, addressing compatibility of adjacent land uses. Again, this request was considered outside the scope of the Non-Interim process but is reflected in the Draft Alternatives and would be considered within the scope of the EIS.



4. Siting of Potentially High Risk/High Impact Industrial Uses

Applicability: These use and development standards apply to all industrial zoning districts city-wide, as well as other zoning districts that allow industrial uses, including Downtown and Shoreline zoning districts.

Industrial Use and Permitting:

- Coal Facilities: Prohibited
- Mining and Quarrying: Prohibited
- Smelting: Prohibited
- Chemical Manufacturing:
 - Prohibited in Downtown;
 - Conditional Use required for hazardous chemical manufacturing in the PMI Zone;
 - Conditional Use in M-2 Zone;
 - Primary storage or manufacturing prohibited in Shoreline Districts;

Fuel Facilities:

Petroleum Fuel Facilities:

- New facilities are prohibited
- Existing uses considered permitted, but with restrictions on expansion.
- Expansion may be permitted for purposes of serving National Defense or where an expansion had been previously considered in an EIS and a fully executed and completed mitigation agreement.
- Limited expansion allowed for the purposes of producing cleaner fuels.

Cleaner Fuel Facilities:

- Definitions based on established definitions in Revised Code of Washington, Environmental Protection Agency Renewable Fuel Pathways, and State Clean Fuel Standard.
- Cleaner Fuel Facilities permitted by right.
- Standards include reporting requirements and mitigation of greenhouse gas emissions.
- No additional petroleum storage, transport, or processing is permitted as part of a new clean fuel facility.

Subarea Plan Considerations:

Planning requirements for the Subarea Plan include establishing buffers for industrial uses and appropriate transitions, resolving key land use conflicts along the edge of the core area, determining appropriate and inappropriate industrial land uses, and addressing compatibility with surrounding communities.

Specific considerations include:

- Conditional Use Permits and Criteria: Port of Tacoma and industrial businesses requested further consideration for removing conditional use permit requirements and replacing with more prescriptive and predictable permit standards, while the Puyallup Tribal Council and other community participants requested additional consideration for the use of conditional use permits to address use compatibility, health, and environmental impacts.
- Cleaner Fuel Facilities: Consideration of appropriate standards and siting criteria for clean fuel facilities to address potential environmental impacts and land use compatibility.
- Acceptable Separation Distances: Consideration of buffers for high risk industrial uses to address potential impacts on housing and community investments in areas surrounding the Port of Tacoma Manufacturing and Industrial Center.