



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, May 3, 2017, 4:00 p.m.

LOCATION: Room 16, Tacoma Municipal Building North, 1st Floor
733 Market Street, Tacoma, WA 98402

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes of April 19, 2017

C. Public Comments (up to three minutes per speaker; must be pertaining to items on the agenda)

D. Discussion Items

1. Historic Preservation Program Update

Historic Preservation staff will provide an annual work program update and highlight historic preservation month events.

(Information to be distributed at the meeting; Reuben McKnight, 591-5220, reuben.mcknight@cityoftacoma.org)

2. Application 2018-04: NE Tacoma Buffer Zone

Conduct assessment of the application and determine whether it should be accepted.

(See "Agenda Item D-2"; Stephen Atkinson, 591-5531, satkinson@cityoftacoma.org)

3. Application 2018-06: VSD Height Measurement

Conduct assessment of the application and determine whether it should be accepted.

(See "Agenda Item D-3"; Lihuang Wung, 591-5682, lwung@cityoftacoma.org)

4. Application 2018-02: Vehicle Service and Repair Development Standards

Conduct assessment of the application and determine whether it should be accepted.

(See "Agenda Item D-4"; Lihuang Wung, 591-5682, lwung@cityoftacoma.org)

E. Communication Items & Other Business

(1) **Environmental Action Plan Progress Report 2016** (See "Agenda Item E-1")

(2) **PDS Forums** – Following three successful sessions on February 13, March 13, and April 10, the next Planning and Development Services Public Forum is scheduled for Monday, May 8, 6-8 PM, at First Creek Middle School, 1801 E. 56th Street. (Read more at www.cityoftacoma.org/PDSForums)

(3) **Planning Commission Vacancies** – Three positions representing District No. 1, Development Community, and Public Transportation will be vacant on June 30, 2017 due to term expiration. The City Clerk's Office is accepting applications through June 11, 2017. To apply, please visit http://www.cityoftacoma.org/government/committees_boards_commissions/.

(4) The next Planning Commission meeting is scheduled for May 17, 2017, at 4:00 p.m., in Room 16; tentative agenda includes: Dialogue with the New Tacoma Neighborhood Council, Correctional Facilities Interim Regulations, Applications for 2018 Amendment, Planning Work Program, and other items to be determined.

(5) The next Infrastructure, Planning and Sustainability Committee meeting is scheduled for May 10, 2017, at 4:30 p.m., in Room 16; tentative agenda includes: Board of Building Appeals Interviews, Safe Routes to School Update, Transportation Annual Work Plan, and Environmental Services Strategic Plan Update.

F. Adjournment





MINUTES (Draft)

TIME: Wednesday, April 19, 2017, 4:00 p.m.
PLACE: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402
PRESENT: Chris Beale (Chair), Stephen Wamback (Vice-Chair), Jeff McInnis, Meredith Neal,
Anna Petersen, Brett Santhuff, Dorian Waller, Jeremy Woolley
ABSENT: Scott Winship

A. CALL TO ORDER AND QUORUM CALL

Chair Beale called the meeting to order at 4:05 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES OF APRIL 5, 2017

The agenda was approved. The minutes of the regular meeting on April 5, 2017 were reviewed. Vice-Chair Wamback provided a clarification on page 2. The minutes were approved as amended.

C. PUBLIC COMMENTS

Chair Beale called for public comments. The following citizens provided comments:

- 1) James Black, Vice President of GEO Group:
Mr. Black commented that the Northwest Detention Center had operated for over 13 years and had a record of providing high quality, culturally responsive services in a safe, humane, and secure environment. He commented that the facility was not a prison, but a detention center that met the non-penal needs of residents who are in the custody of federal immigration authorities. Mr. Black reviewed that the staff were hired and recruited locally and that their annual local spending was \$27 million dollars including salary, services, and property taxes. He commented that they were proud supporters of the local communities and were involved in several local charities. He commented that it was his desire that the GEO Group and the facility continue to be a great partner, great neighbor, and responsible business operator.
- 2) Joan Mell, Attorney:
Ms. Mell commented that GEO Group was not in support of Ordinance No. 28417 concerning the correctional facilities interim regulations and were requesting that the Commission to make a recommendation to the City Council to not pass it. She noted that the City Attorney's Office and City Planner had communicated to the Commission their opinion that the Northwest Detention Center was an essential public facility. She commented that GEO Group wishes to be a good neighbor and has a long history of cooperating with the City's regulatory authorities. She commented that she had researched safety and security at the location and found a 2014 memorandum of understanding from the fire chief stating that there were operational procedures in place and that the Fire Department had access to the facility.

D. DISCUSSION ITEMS

1. Application 2018-01: Car Wash Rezone

Stephen Atkinson, Planning Services Division, provided a list of private applications the City had received for consideration during the 2018 Amendment cycle. Taylor Jones, Planning Services Division, provided an overview of the Comprehensive Plan and Land Use Regulatory Code amendment process. She noted

that they were currently in the assessment phase where the Planning Commission would review the applications and determine whether they should be accepted and moved forward to the subsequent phase – technical analysis. She reviewed the criteria that would need to be met for the analysis phase which would result in proposed amendments to the Plan and/or the Code based on the requests of the applications.

Application 2018-01, the “Car Wash Rezone”, was discussed. Ms. Jones noted that the purpose of the request was to rezone three parcels located on 6th Avenue from NCX – Neighborhood Commercial Mixed-Use to UCX – Urban Commercial Mixed-Use to allow car washing facilities as a permitted use. A map of the subject location was reviewed.

Lance Odermat, Vice President of Brown Bear Car Wash, was invited to speak. He commented that their current site at 5950 6th Avenue had become obsolete and they wanted to build a state of the art car wash facility on the three parcels proposed. He reported that they had not found any other properties with the appropriate zoning on 6th Avenue but they wanted to stay on that street. Mr. Odermat reported that commercial car washes were better for the environment than washing at home and that they would spend considerable money to make street front improvements.

Mr. Atkinson noted that staff was proposing a modified approach to addressing the amendment request. The proposed alternative would consider changing the definition of car wash facilities in TMC 13.06 Zoning; creating use allowances or conditional use criteria; and creating use specific design and development standards.

Mr. Atkinson reviewed the assessment criteria. For the criterion concerning whether there had been recent studies of the issue he noted that the recent mixed-use centers review had been focused on implementation and the upcoming commercial zoning review would not be focused on mixed-use centers. For the criterion concerning whether the item was manageable given the department’s resources, he commented that they intended to keep it limited to car wash facilities and vehicle service and repair. Based on the review against the assessment criteria, Mr. Atkinson stated that the staff recommendation to the Commission was to accept the application, with the scope of work modified as proposed by staff, and move it forward for technical analysis during the 2018 Amendment cycle.

Chair Beale asked for clarification on the assessment report which suggested that rezoning the parcels to UCX was not a feasible option. Mr. Atkinson responded that UCX was a regional growth center zoning district, which was not the policy intent of the Narrows Mixed Use Center where the subject parcels were located. Chair Beale asked if there were any other zonings that would be more appropriate, expressing concern that changing the definition for one project would be affecting centers citywide. Mr. Atkinson responded that it would be a consideration that staff would need to make, but the intent was to keep the scope as narrow as possible.

Commissioner McInnis asked if the proposed new car wash definition would apply within all NCX zones. Mr. Atkinson confirmed that it would, noting that there were also potential alternatives.

Chair Beale commented that if they went with the staff recommended alternative they would need to have a discussion about the design of the facility and how it orients to a core pedestrian street.

Commissioner Neal asked if a Conditional Use Permit (CUP) process would address design. Mr. Atkinson responded that it would, adding that in the past they had created specific criteria for some issues.

Vice-Chair Wambach noted that other intense vehicle oriented uses were allowed in NCX on pedestrian streets. He commented that it would be important that cars were not queuing in the public right of way which was one of the issues that he would want to see addressed in a conditional use process. He suggested that the City also work with the applicant to incentivize them to stay in their current location.

Chair Beale asked if they could keep it as a rezone application but also analyze C-1 as an alternative option. Mr. Atkinson responded that they could look at the alternatives to ensure that they are limited in scope and focus the area of applicability within NCX.

Vice-Chair Wambach motioned that the Planning Commission accept the application, with the scope of work and approach modified as recommended by staff, and move it forward for technical analysis during

the 2018 Amendment cycle. Commissioner Waller seconded the motion. The motion was approved unanimously.

2. Application 2018-03: S. 80th Street Rezone (PDB)

Mr. Atkinson provided an overview of Application 2018-03 “S. 80th Street Rezone (PDB)” seeking a rezone for a propriety on South 80th Street from Planned Development Business District (PDB) to Light Industrial (M-1). Jo Ryan, Van Ness Feldmand, representative of the applicant, was invited to speak. She discussed the history of the property, reviewing that in 2004 the code changed and warehouse/storage uses were no longer allowed in the PDB zoning. Ms. Ryan reported that the owners were concerned that they might not be able to maintain their uses at the location and wanted to get ahead of the citywide rezone process. She suggested that the best fit for the area to maintain the continuity of uses would be to zone it M-1, because the site would not be suitable for retail or commercial uses. Mr. Atkinson reviewed that there had been some initial discussions about eliminating the PDB zoning, which had not been effective for commercial or industrial uses. He discussed how the application met the assessment criteria. He noted that two of the parcels in the area were in the Accident Potential Zone (APZ) and that as part of the APZ study they would want to look at whether the general commercial designation had the potential to increase the intensity of uses in the location. Mr. Atkinson noted that other property owners in the PDB zoning had expressed similar concerns about non-conforming uses in the district and difficulties expanding the uses. He reported that the staff recommendation was to consider a modification to look at the entire PDB zoning at the site and proceed to technical analysis. The Commission would continue to review the application and make a determination on whether to accept it at a future meeting.

Chair Beale recessed the meeting at 5:10 p.m. The meeting resumed at 5:14 p.m.

3. Correctional Facilities Interim Regulations

Chair Beale reported that the operators of the Northwest Detention Center facility had requested to meet with Commissioners individually and asked if any Commissioners wanted to disclose having met with them. Commissioner McInnis and Commissioner Waller reported having met with representatives. Commissioner Neal reported having spoken with representatives about meeting.

Lihuang Wung, Planning Services Division, facilitated a discussion to review the draft Findings of Fact and Recommendations Report and draft Letter of Recommendation in response to Ordinance No. 28417 concerning the Correction Facilities Interim Regulations. He reviewed handouts provided at the meeting including a letter from the legal counsel of GEO group that indicated the City had considered the facility as an essential public facility in 2008; a memo from the City Attorney’s office that provided information from the Washington Administrative Code (WAC) and the Revised Code of Washington (RCW) concerning essential public facilities; copies of the cited WACs and RCWs; and a document prepared by staff in response to the information that had been received.

Mr. Wung reviewed the draft Findings of Fact and Recommendations Report as included in the Commission’s agenda packet. He discussed the 3-phased action strategy proposed for recommendation to the City Council that suggested immediate, short-term, and long-term actions. The immediate action would be modifying the interim regulations to clarify provisions concerning siting and permitting of correctional facilities. The short-term action would be developing permanent regulations by September 6 to address such issues as essential public facilities, public versus private facilities, and conditional use permit. The long-term action would be evaluating land use on the Tideflats through a Subarea Plan.

Mr. Wung then reviewed staff recommended revisions to the draft Findings of Fact and Recommendation Report based on new information received prior to the meeting. The revisions included: (1) modifying Finding #26 to recognize that, based on RCW and WAC, private correctional facilities would be considered essential public facilities and could not be prohibited, but could be regulated and conditioned; (2) modifying Scope of Work #2 to suggest that the issue of essential public facilities be further examined and the code revised accordingly; and (3) modifying Recommendation #1 to recommend that the interim regulations be modified to regulate private and public correctional facilities in the same manner. The last modification would also be made to the draft Letter of Recommendation.

Commissioner Woolley asked if there was still interest in altering the work plan from a 6 month timeline to a 12 month timeline. Mr. Wung responded that staff believed the 3-Phased Action Strategy would be able to address the Commission's concerns and accomplish what the Council desired in a 6 month time frame.

Commissioner Santhuff asked if the Northwest Detention Center would not be considered a non-conforming use with staff's recommended changes and if future expansion would be limited to a CUP. Mr. Wung confirmed that was correct and noted that the proposal would make public and private correctional facilities allowed with a CUP only in M-2 and PMI zones.

Commissioner McInnis asked if there had been differentiation between public and private correctional facilities prior to the interim regulations. Mr. Wung confirmed that there had been no prior differentiation.

Commissioner Petersen commented that she was not comfortable with correctional facilities being allowed in industrial areas due to health and safety concerns and because allowing residential uses in those areas limited space for industrial uses. Chair Beale recommended that they add a provision in the Findings about lahar danger in the area. Commissioner Neal noted that it was also in a flood zone.

Chair Beale proposed amending Finding # 6 to include language recognizing that the federal immigration policy is counter to the City's policy stance, specifically the Welcoming City policy.

Commissioner Petersen asked if they could limit the expansion of existing facilities per the WAC. Brian Boudet, Planning Services Division Manager, responded that there was guidance in the WAC on how the limitations would work, but it would still be an essential public facility question.

Commissioner Neal commented that it might be more appropriate to locate a facility like Remann Hall in a residential zoning than in an industrial zoning.

Commissioner Waller asked if there were examples from other jurisdiction of private correctional facilities having similar issues or zoning efforts. Commissioner Woolley suggested that staff research examples from other jurisdictions if they move forward with permanent regulations.

Vice-Chair Wambach commented that he appreciated the work done by staff, but nothing had changed his opinion regarding the ordinance and his concerns about the procedure used. He expressed concern that the item was opening the door to using the land use code to fight political agendas.

Mr. Wung reviewed that the Commissioners would be voting on the Findings of Fact and Recommendations Report as presented in the agenda packet with the three changes proposed by staff and several changes proposed by Commissioners during the meeting. Vice-Chair Wambach suggested that the memo from the City Attorney, the attachment concerning essential public facilities, and the email from staff generated by the facility owner should be included as attachments. He added that there should be findings of fact referencing each attachment or they should not be included. Chair Beale concurred.

Commissioner Santhuff motioned that the Commission recommend putting forward the Findings of Fact and Recommendations Report as presented in their meeting packet with the supplemental revisions to the draft Findings of Fact and Recommendations report which they received at the meeting; amendments to Finding #20 to include language about the floodplain and lahar zone risk in the port area and the related health and safety concerns; modifying Finding #26 to reference the memo from the City Attorney regarding essential public facilities and including the memo as an attachment to their recommendations; and an additional Finding to include clarifications regarding Finding #6. Commissioner Woolley seconded. Chair Beale commented that he agreed with the action taken by the Council, that there were many things that they could do with land use and zoning to fight socially unjust policies, and that he felt that private and public correctional facilities should be differentiated. He commented that he would be voting against the motion because he felt that they should not be allowing private prisons with a CUP. Commissioner Petersen commented that she was conflicted as she felt it was the right thing to do in principle and had brought to light additional issues regarding zoning. Commissioner McInnis commented that it was frustrating that there were important issues that had been raised that they would not be discussing further. Commissioner Woolley commented that there was general consensus for the investigating oversights in the code and if it had gone through a proper procedure they would have had more time to address them. Commissioner Santhuff commented that he did not like having private prisons or detention centers in the City, but was glad that they had clarification regarding essential public facilities and that he

looked forward to working through the code issues. Commissioner Neal commented that she agreed with some of the intent, but felt like there wasn't enough time allowed for the conversation regarding land use issues around correctional facilities. The motion failed six to one with Commissioner Santhuff voting yes and Commissioner Waller abstaining (Commissioner Winship was absent).

Chair Beale commented that he would speak to the Council at the study session the following Tuesday on behalf of the Commission as to why the vote had failed. Commissioner Waller requested that the Chair draft a memo of the comments he planned on sharing for the Commission to review.

Mr. Boudet asked if it was the decision of the Commission to not provide a recommendation to the Council, as action had not been taken. Discussion ensued on the possibility of attempting a motion that went back to the original language or crafting an alternative motion. Mr. Boudet noted that, by code, the Planning Commission was required to provide some recommendation to the City Council. After deliberation, Commissioners expressed general concurrence for Chair Beale to compose a letter to the City Council noting the various reasons they were not able to pass the package. Mr. Wung suggested that the letter should articulate the Commission's overall concerns regarding the interim regulations and why the Commission had not reached a consensus on approving the draft Findings of Fact and Recommendations Report, and that the unapproved draft report and associated attachments should be forwarded along to reflect and keep the Council informed of the Commission's observations, concerns and deliberations to date. Such packet of information would be timely for the Council's consideration prior to the public hearing on April 25, Mr. Wung noted. Commissioners concurred with the recommended approach. Commissioner Neal made a motion to that effect and Commissioner Waller seconded. The motion was approved seven to one with Vice-Chair Wamback voting against.

E. COMMUNICATION ITEMS & OTHER BUSINESS

Mr. Wung provided the following updates:

- The City Council would be conducting a public hearing on Correctional Facilities interim regulations on April 25.
- The City Clerk was continuing to accept applications through June 11 for the three expiring Planning Commission positions representing District No. 1, Development Community, and Public Transportation.

F. ADJOURNMENT

At 7:07 p.m., the meeting of the Planning Commission was concluded.



City of Tacoma
Planning and Development Services

**Agenda Item
D-2**

To: Planning Commission
From: Stephen Atkinson, Planning Services Division
Subject: **Northeast Tacoma Buffer Zone (Application #2018-04)**
Meeting Date: May 3, 2017
Memo Date: April 26, 2017

At the meeting on May 3, 2017, the Planning Commission will conduct an assessment of Application #2018-04, "NE Tacoma Buffer Zone", submitted for consideration during the 2017-2018 Amendment cycle. Upon completing the assessment in accordance with TMC 13.02.045.E – Assessment of Proposed Amendments, the Commission will determine whether the application should be accepted and moved forward for technical analysis.

The application seeks to rezone parcels on the northeast side of the Hylebos Waterway in the Port/Tideflats area from Heavy Industrial (M-2) and Port Maritime Industrial (PMI) zoning to Light Industrial (M-1) and Planned Development Business District (PDB) zoning. The intent of the application is to implement a buffer/transition area between the industrial uses of the Port/Tideflats and the residential neighborhoods along the top of the slope in Northeast Tacoma, as called for in the Container Port Element of the One Tacoma Comprehensive Plan.

Attached is an Assessment Report, which staff will facilitate the Commission's review and discussion at the meeting. The applicant will also be invited to present a brief description of the amendment request, the rationale for the request, and the desired outcomes.

If you have any questions, please contact me at (253) 591-5531 or satkinson@cityoftacoma.org.

Attachment:

1. Assessment Report – NE Tacoma Buffer Zone

c. Peter Huffman, Director



2018 AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

DRAFT ASSESSMENT REPORT

APPLICATION 2018-04: NE TACOMA BUFFER REZONE

Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code for consideration during the 2017-2018 Amendment cycle were accepted through March 31, 2017. The application from the Northeast Tacoma Neighborhood Council was submitted on-time, pending a vote of the Board on the submittal.

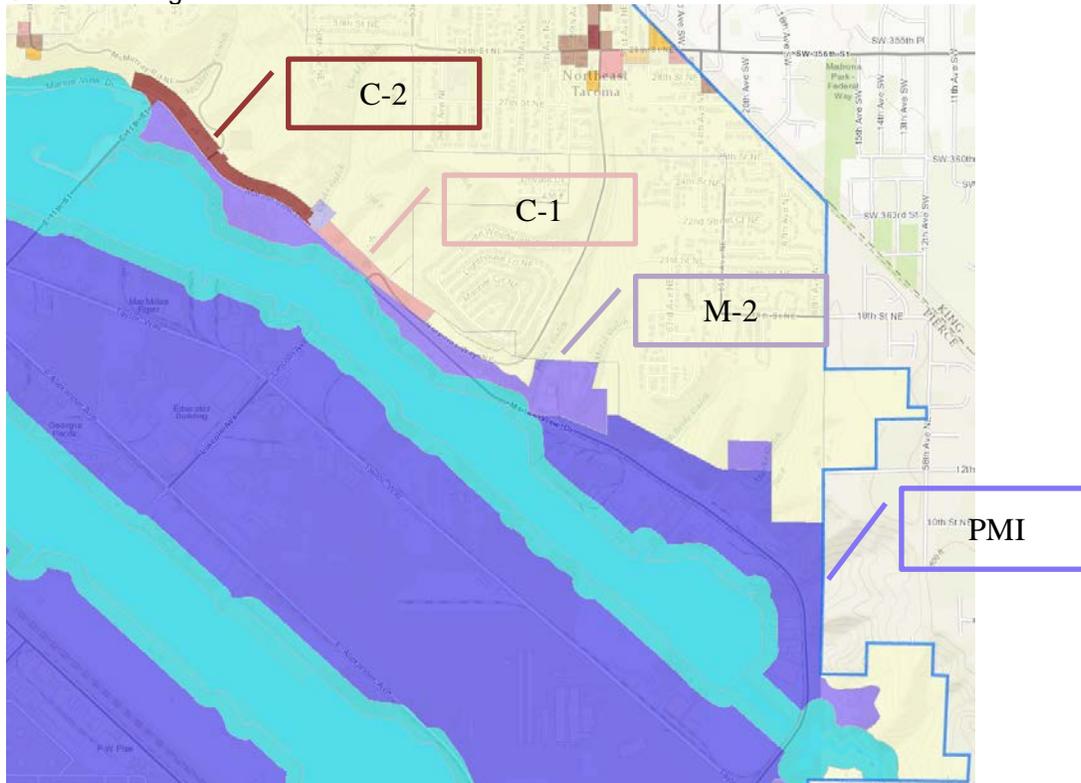
The next step is for the Planning Commission to review and approve of the Assessment Report, pursuant to Tacoma Municipal Code (TMC), Section 13.02.045 Adoption and Amendment Procedures. This Assessment Report, prepared for the Commission's consideration on May 3, 2017, includes three parts:

- A. Summary of Application
- B. Assessment
- C. Recommendation

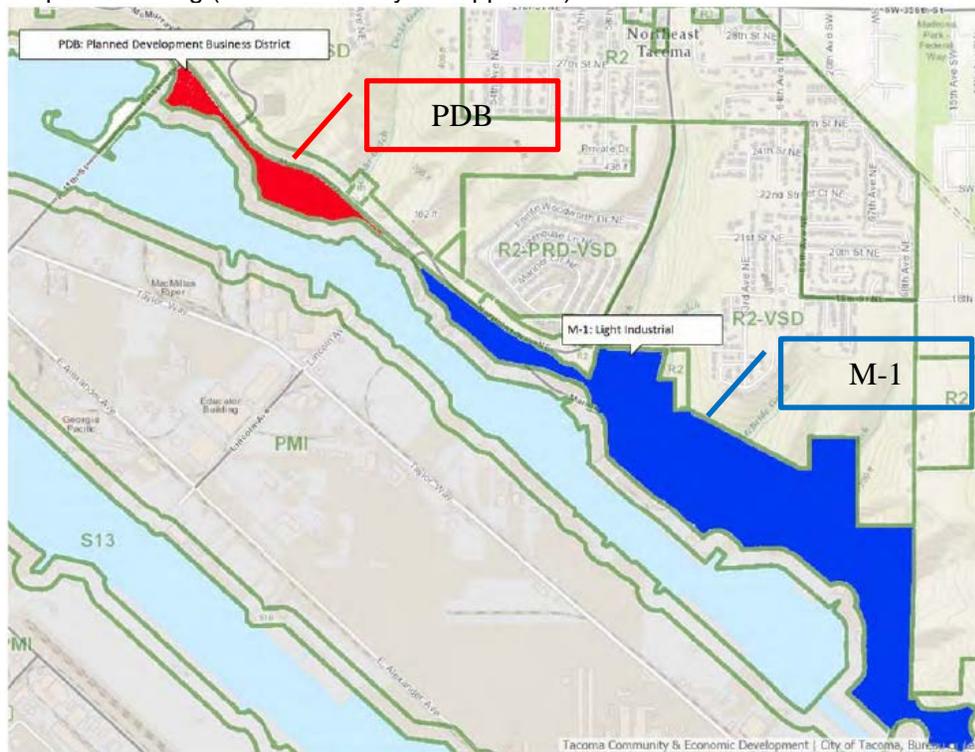
A. Summary of Application

The application seeks to rezone parcels on the northeast side of the Hylebos Waterway in the Port/Tideflats area from Heavy Industrial (M-2) and Port Maritime Industrial (PMI) zoning to Light Industrial (M-1) and Planned Development Business District (PDB) zoning. The intent of the application is to provide an improved buffer/transition area between the industrial uses of the Port/Tideflats and the residential neighborhoods along the top of the slope in Northeast Tacoma, as called for in the Container Port Element of the One Tacoma Comprehensive Plan.

Current Zoning:



Proposed zoning (as submitted by the applicant):



The application does not directly address the role of the slopes and open spaces within the transition area. Current zoning still allows potential new residential development on the slopes between the Port/Tideflats and the Northeast Tacoma residential areas. These slopes are currently zoned R-2 Single Family Dwelling, which would allow single family development with a potential density of up to 8-12 units per acre. The Container Port Element's Industrial/Commercial Area Goal (CP-2) suggests that the buffer area should protect the Core Area as well as protect and separate the surrounding non-industrial areas. Where feasible, the policies support utilizing natural buffers, such as topography, vegetated areas and water bodies as a means to separate incompatible uses. Therefore, staff proposes a modification to the application to expand the review of the buffer/transition area to include the adjacent slopes, gulches and natural areas designated as Parks and Open Space in the Future Land Use Map of the One Tacoma Plan.

Applicable policies from the Container Port Element include:

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

Policy CP–2.3 Development standards for industrial and commercial activities in the Industrial/Commercial Buffer Area should ensure compatibility with the activity levels and physical character of adjacent less intensive community character.

Policy CP–2.5 While the Industrial/Commercial Buffer Area provides for a wider range of uses than the Core Area, incompatible uses that would be impacted by the potential noise, odor and visual character of industrial areas should continue to be prohibited. This may include residential or other sensitive uses.

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

B. Assessment

The application was reviewed against the following assessment criteria pursuant to TMC 13.02.045:

1. If the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review;

Staff Assessment: The request is legislative and properly subject to Planning Commission review.

2. If there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into; and

Staff Assessment: The area defined in the application was included in the development of the Container Port Element, adopted in 2013. The applicant is seeking further implementation of the policies of the Container Port Element. Zoning and development standards were not amended at the time the Container Port Element was adopted. At the time, the existing zoning, development standards, and natural topography, were deemed sufficient to provide a buffer. The area was also reviewed as part of the 2013 Shoreline Master Program update, though this application specifically excludes areas under shoreline jurisdiction from the amendment.

Staff's assessment is that the prior studies do not preclude this application or cause this application to be redundant. There are, however, potential opportunities for consolidation. Similar and/or potentially related work program items include the Council Consideration Request from Councilmember Mello regarding the implementation of Container Port Element policies and a Director's Rule regarding enhanced public notification for heavy industrial uses. In addition, the City of Tacoma and Port of Tacoma have indicated the intent to move forward with a subarea plan for the Port/Tideflats, although a specific commitment or timeline for that project is yet to be established. Lastly, the City is scheduled to complete a periodic update of the Shoreline Master Program by June of 2019, which could potentially include a review of land uses and development standards allowed along Marine View Drive.

3. If the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

Staff Assessment: The application is fairly narrow in its scope, limiting the area of review to the northeast portion of the Hylebos Waterway and excluding the shoreline jurisdiction. In addition, the application does not seek to rezone the area to non-industrial zoning districts, which reduces the potential for use conflicts with existing industrial uses. However, several key issues that will need to be evaluated as part of the final scope of work include:

1. Impacts and compatibility with shoreline zoning. The City is scheduled to complete a periodic review of the Shoreline Master Program in June of 2019. Several of the existing uses that would be rezoned under this proposal are currently split zoned between shoreline zoning and non-shoreline zoning districts. Rezoning a portion of these sites would necessitate an evaluation of impacts to the shoreline portion of the site and consideration of the policies and intent of the Shoreline Master Program.

2. Inclusion of steep slopes within the transition area review. The current policies suggest that the function of the buffer/transition area to protect both the surrounding neighborhoods, but also encroachment of incompatible land uses into industrial areas.

3. Industrial land supply. While the proposal seeks to rezone properties to other districts that allow some industrial use, these districts also allow a greater range of non-industrial uses. As a result, the proposal would still likely trigger a need to evaluate the overall land supply for industrial uses to ensure that there is an adequate land supply available for heavy industry and port/container uses.

The Economic Development Element of the One Tacoma Plan includes the following policies pertaining to land supply within Manufacturing/Industrial Centers:

Policy EC-6.20 Strictly limit Comprehensive Plan Map amendments that convert industrial land and consider the potential for amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

Policy EC-6.21 Protect and preserve sufficient land use capacity for water-dependent and related industrial uses within the city's industrial shorelines.

Policy EC-6.22 Maintain properties currently developed with industrial users and strive to offset the reduction of development capacity with the addition of prime industrial capacity that includes consideration of comparable site characteristics.

4. Coordination with other related ongoing efforts, including City Council requests.

5. Consistency with or impact on the regionally designated Manufacturing/Industrial Center (MI/C). The area proposed for rezone is within a regionally designated MI/C. The proposal would necessitate an evaluation of regional policies and impacts to the areas status as a MI/C.

Based on the scope of the application, the amount of analysis is significant, may require some additional consultant services, and could result in postponement of other work program items.

C. Recommendation

According to TMC 13.02.045, the Planning Commission will review this assessment and make its decision within 120 days of receiving the applications, as to:

- (a) Whether or not the application is complete, and if not, what information is needed to make it complete;

Staff Recommendation: The application was received on March 31. The application fee was waived, based on the submission by the Northeast Tacoma Neighborhood Council (NETNC). Staff considered the application complete at the time of submittal. Subsequently it was brought to staff's attention that the application had not been officially endorsed by the NETNC prior to submitting the application. The NETNC, at its April 20th meeting brought the issue forward and voted to ratify the application. Ultimately, the determination of "completeness" is at the discretion of the Planning Commission as part of the initial assessment.

- (b) Whether or not the scope of the application should be modified, and if so, what alternatives should be considered;

Staff Recommendation: Based on the policies of the Container Port Element, staff recommends expanding the area of review to include the steep slopes abutting the industrial shoreline along Marine View Drive and to evaluate modifications to the zoning and development standards in that area as part of the industrial/commercial transition area.

- (c) Whether or not the application will be considered, and if so, in which amendment cycle. The Planning Commission shall make determinations concerning proposed amendments.

Staff Response: Based on the review of the proposal against the assessment criteria, staff concludes that the application is ready to proceed to the technical analysis phase of the 2018 Amendment process, recognizing that as part of the Planning Commission and Council's review of the Planning Work Program this application may be considered for consolidation with some of the other, related work program items.

D. Attachment:

- Application 2018-04: Northeast Tacoma Buffer Zone
(Staff note: Due to the bulk volume of the application, appendices are not included here. The application in its entirety is available for review at the following website: www.cityoftacoma.org/Planning, and click on "2017-2018 Amendment")



Application

To Amend

The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2017-18 -

Date Received:

Year of Amendment	2017-2018	
Application Deadline	Friday, March 31, 2017, 5:00 p.m.	
Application Fee	\$1,400 Waived - submitted by NE Tacoma Neighborhood Council	
Type of Amendment (Check all that apply)	<input type="checkbox"/> Comprehensive Plan Text Change <input type="checkbox"/> Regulatory Code Text Change <input checked="" type="checkbox"/> Land Use Designation Change <input checked="" type="checkbox"/> Area-wide Rezone <input type="checkbox"/> Interim Zoning or Moratorium	
Summary of Proposed Amendment (Limit to 100 words)	The purpose of this amendment is to provide a true buffer zone between residential areas of Northeast Tacoma and the industrial tide flats along Marine View Drive between Taylor Way and 11th Street.	
Applicant	Name	Yvonne McCarty
	Affiliation / Title	NE Tacoma Neighborhood Council / Co-Chair
	Address City, State & Zip Code	6716 E Side Dr NE, Suite 1, PMB 222 Tacoma, WA 98422-1169
	E-mail	netnc@comcast.net
	Phone / Fax	Phone 253-219-4127 Fax
Contact (if not Applicant)	Name	Ann Locsin
	Affiliation / Title	NE Tacoma Resident
	Address City, State & Zip Code	1843 Pointe Woodworth Dr NE Tacoma, WA 98422
	E-mail	locsinann@gmail.com
	Phone / Fax	Phone 206-249-3474 Fax
	Relationship to Applicant	Neighbor/Fellow Resident of NE Tacoma

I hereby state that I am the applicant listed above and the foregoing statements and answers made, and all the information and evidence submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that submitting this application does not result in automatic acceptance of this application or guarantee its final approval.

Signature: Yvonne McCarty

Date: 3/31/17

1. Describe the proposed amendment. If submitting text changes to the One Tacoma Comprehensive Plan or Regulatory Code, provide the existing and the proposed language. If submitting changes to the Comprehensive Plan land use designation(s) or the zoning classification(s), provide the current and the proposed land use designations and/or zoning classifications for the affected/proposed area.

The proposed amendment creates a true buffer zone between residential areas in the Northeast Tacoma (NET) neighborhood and the industrial tide flats. The *One Tacoma Comprehensive Plan* defines the Container Port Core and Industrial/Buffer Areas in its Container Port Element. It also provides a map for these areas in Figure 41. While the map lacks detail on how to “provide for a compatible transition for the Port of Tacoma maritime industrial area to [residential] development in the larger surrounding area,” which is one of the main intents of this Element, it clearly identifies the need for a buffer along Marine View Drive. Through changes to the existing zoning, the proposed amendment will allow meeting the objectives of the policies contained in the Container Port Element and will facilitate a compatible transition.

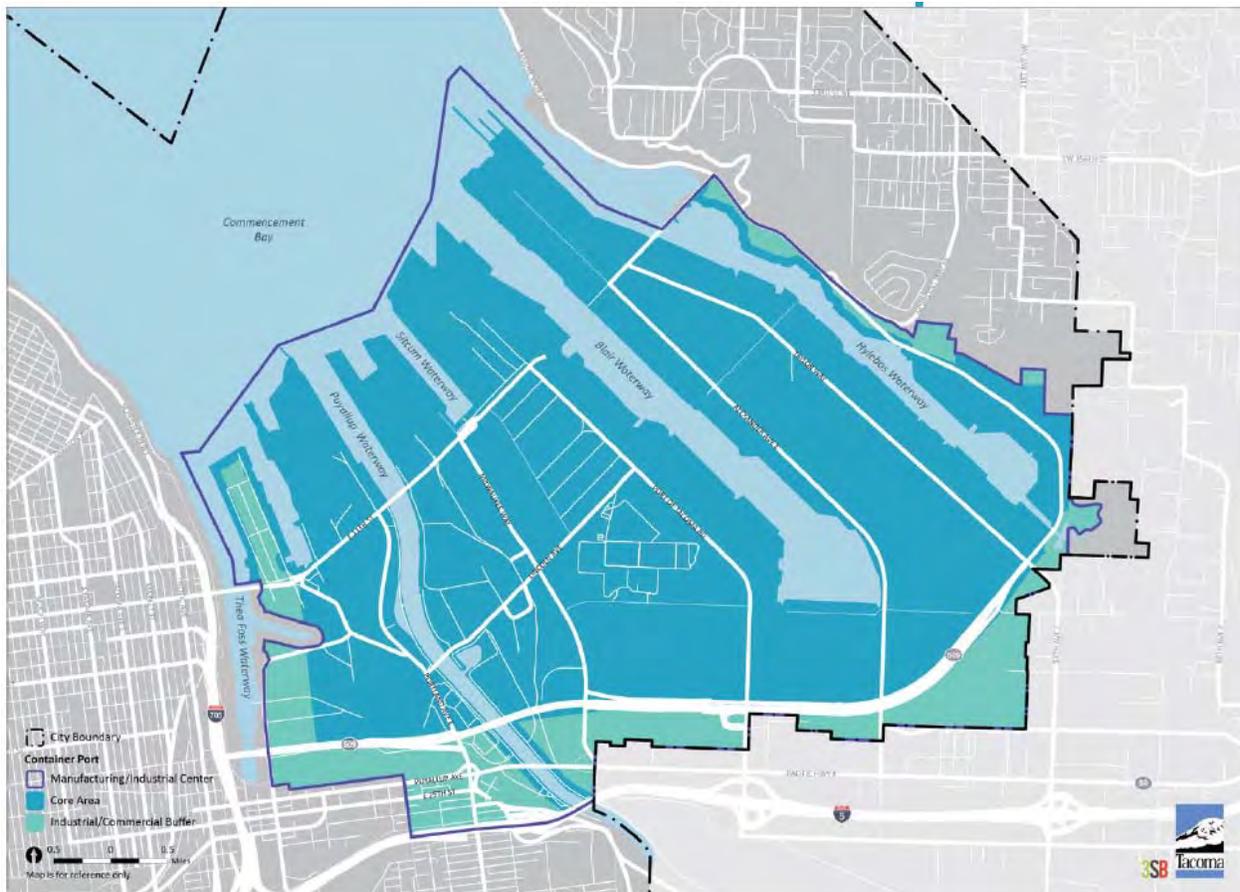


Figure 1: Container Port Core and Industrial/Buffer Areas [source: Figure 41 in Container Port Element of Tacoma One Plan]

The amendment proposes a few changes that intend to achieve three objectives:

(1) To implement aspects of the Container Port Element by creating a buffer between parcels already zoned as commercial or residential and the Container Port Core Areas;

The amendment proposes changes to the zoning that would create the Industrial/Commercial buffer areas as depicted in Figure 41 of the Container Port Element. Changes include downzoning some of the existing M-2 and PMI parcels to M-1 or PDB.

Currently zoned as M-2, all parcels located between East 11th Street and including Parcel 032126406 (Address: 2224 MARINE VIEW DR, TACOMA, WA) do not comply with Figure 41. Therefore, the amendment proposes to change their zoning to PDB, which would be compatible with the objectives of the policies contained in the Container Port Element while creating a graceful transition between differing densities, intensities and activities (Goal DD-9 of the Tacoma One Plan). Additionally, all M-2 parcels located along Marine View Drive southeast of Parcel 032126406 (Address: 2224 MARINE VIEW DR, TACOMA, WA) do not comply with Figure 41. Therefore, the amendment proposes to change their zoning to M-1, which would be compatible with the objectives of the policies contained in the Container Port Element while creating a graceful transition between differing densities, intensities and activities (Goal DD-9).

(2) To implement aspects of the Container Port and Design Development Elements by creating a compatible and graceful transition between differing densities, intensities and activities

The amendment proposes some additional downzoning from PMI to M-1 for parcels located east of the lower Hylebos waterway. These changes would not affect the boundaries of the Core Area or Manufacturing/Industrial center, but identify parcels where only light industrial/manufacturing activities can occur so that a sufficient transition area is created. Currently zoned as PMI, parcels along Marine View Drive and east of the Hylebos waterway and creek do not provide a sufficient transition area that would allow the long-term viability of the industrial areas while protecting the surrounding residential areas from unreasonable impacts. The current zoning only rely on a limited change in topography as a means to buffer and separate incompatible heavy industrial and residential uses, which has resulted in continuous complaints by residents. Therefore, the amendment proposes to change the zoning of the PMI parcels Northeast of the Hylebos Waterway and Creek to M-1, which would provide a sufficient and long-term transition through a mix of natural and land use buffers, including a change in topography, vegetated areas and the Hylebos water body.

(3) To improve consistency between parcels maps and zone maps by making few additional changes.

This objective is achieved through zoning changes along parcel boundaries. To this end, the amendment proposes some changes that would create a better alignment between zone and parcels boundaries, so that potential land uses would be clearly aligned to ownership rights.

2. Why is the amendment needed and being proposed?

While this question was already addressed from our response to Question 1, this section provides further information on why this amendment is proposed and is needed.

Over the years, the Northeast Tacoma (NET) neighborhood have graduated into a suburban area that hosts about 10% of Tacoma residents – without including residents in unincorporated Pierce County at Browns Point and Dash Point. Due to its prevalently residential zoning, the neighborhood is highly dependent upon the existing transportation infrastructure to and from the surrounding employment and business/retail centers for retails, professional services, and even public services. The projected demographic growth for the Puget Sound region suggests we cannot expect the residential use to decrease. The current zoning has created a sudden transition from residential to heavy industrial uses, which only insufficiently relies on topography buffers. Industrial activities in New Tacoma’s tideflats and along the Hylebos in NET have increased complaints by residents while adding pressure on an already strained transportation system, which relies on Marine View Drive.

While limited in its scope, the proposed amendment is expected to help address some of these issues by creating an effective and sufficient transition area between the growing port and industrial activities in Tacoma and the mainly residential Northeast Tacoma neighborhood. In specifics, the proposed amendment is needed to address an inconsistency between the current zoning and the Container Port and Design Development Elements of the One Tacoma Comprehensive Plan and to provide a sufficient transition area that would allow the long-term viability of the industrial areas while protecting the surrounding residential areas from unreasonable impacts.

The *One Tacoma Comprehensive Plan* defines the Container Port Core and Industrial/Buffer Areas in its Container Port Element. It also provides a map for these areas in Figure 41. While the map lacks detail on how to “provide for a compatible transition for the Port of Tacoma maritime industrial area to [residential] development in the larger surrounding area,” which is one the main intents of this Element, it clearly identify the need for a buffer along Marine View Drive. The City of Tacoma’s *Land Use Regulatory Code* (i.e. Title 13 of *Tacoma Municipal Code*) identifies M-1 light industrial zoning as the natural buffer between heavy industrial uses and commercial/residential uses.

1. M-1 Light Industrial District. This district is intended as a buffer between heavy industrial uses and less intensive commercial and/or residential uses. M-1 districts may be established in new areas of the City. However, this classification is only appropriate inside Comprehensive Plan areas designated for medium and high intensity uses.

Figure 2: M-1 Zoning Description [Source: Title 13 of Tacoma Municipal Code, page 13-143]

Still, the existing zoning along the Hylebos does not take advantage of the availability for this zoning tool or provides a basis for meeting the objectives of the policies contained in the Container Port Element. At a time the intensity of heavy industrial operations is again increasing in the tide flats, it is paramount to adopt a pro-active approach to planning by incorporating all zoning tools that can help the City of Tacoma achieve the vision outlined in the *One Tacoma Comprehensive Plan’s* elements and meet the objectives of the policies outlined in the *Container Port* and *Design Development* elements. Currently zoned as M-2 or PMI, parcels along Marine View Drive and east of the Hylebos waterway and creek do not provide a sufficient transition area that would allow the long-term viability of the industrial areas while protecting the surrounding residential areas from unreasonable impacts. Zoning changes proposed as part of this amendment are proposed and would be needed to overcome these issues.

3. *Please demonstrate how the proposal is consistent with the applicable policies of the One Tacoma Comprehensive Plan, and consistent with the criteria for amending the Comprehensive Plan or development regulations.*

While this question was partially addressed in our responses to Questions 1 and 3, this section provides further information on how the proposed changes are consistent with elements of the *One Tacoma Comprehensive Plan*. Moreover, we address the criteria for analyzing the amendment that are listed in Title 13 of the Tacoma Municipal Code as follows:

1. Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and
2. Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.

[Source: Tacoma Municipal Code, Title 13, Section 13.02.045.F]

Consistency with the applicable policies of the One Tacoma Comprehensive Plan

We can group changes into (a) changes from M-2 to PDB; (b) changes from M-2 to M-1; and (c) changes from PMI to M-1.

(a) Change parcel zoning from M-2 to PDB

The current M-2 zoning for all parcels located between East 11th Street and Parcel 032126406 (Address: 2224 MARINE VIEW DR, TACOMA, WA) creates an impediment to achieving some of the goals of the *Container Port* element of the *One Tacoma Comprehensive Plan*.

Figure 41 of the *Container Port* element allocates to these parcels the important role for achieving Goal CP-2 (i.e. "Establish an Industrial/Commercial Buffer Area around the Core Area that will protect the continued viability of the Core Area while providing for a compatible Industrial/Commercial Buffer to development in the larger surrounding area;" Source: Goal CP-2 in Container Port element) and implementing Policies CP-2.1 and CP-2.2.

However, these parcels are currently zoned for heavy industrial uses. To improve consistency between zoning maps and the *One Tacoma Comprehensive Plan*, the proposed amendment would change their zoning from M-2 to PDB. This change is compatible with the cited objectives of the policies contained in the *Container Port* element while also creating a graceful transition between differing densities, intensities and activities, which is consistent with Goal DD-9 – and its policies – of the *Design and Development* element. This change would also coincide with Policy 6.4 of the *Transportation* element (i.e. Support Mixed-Use Centers) creating a mixed-use district where Port and Maritime offices and vocational education can occur alongside with light industrial in a part of the City where this zoning is not available or pursuing it lacks economic attractiveness for developers due to the colocation with heavy industry. Moreover, the proposed change will also facilitate the implementation of the vision represented at Page 73 of the *Transportation* element by creating conditions for future creation of bicycle and shared use paths and trails alongside the Freight corridor shown in page 104.

(b) Change parcel zoning from M-2 to M-1

Additionally, all M-2 parcels located along Marine View Drive southeast of Parcel 032126406 (Address: 2224 MARINE VIEW DR, TACOMA, WA) creates another impediment to achieving some of the goals of the *Container Port* element of the *One Tacoma Comprehensive Plan*.

Figure 41 of the *Container Port* element allocates to these parcels the important role for achieving Goal CP-2 (i.e. “Establish an Industrial/Commercial Buffer Area around the Core Area that will protect the continued viability of the Core Area while providing for a compatible Industrial/Commercial Buffer to development in the larger surrounding area;” Source: Goal CP-2 in Container Port element) and implementing Policies CP-2.1 and CP-2.2.

However, these parcels are currently zoned for heavy industrial uses, which is inconsistent with Figure 41. Therefore, the amendment proposes to change their zoning to M-1. This change is also compatible with the cited objectives of the policies contained in the *Container Port* element while also creating a graceful transition between differing densities, intensities and activities, which is consistent with Goal DD-9 – and its policies – of the *Design and Development* element. Moreover, the proposed change will also facilitate the implementation of the vision represented at Page 73 of the *Transportation* element by creating conditions for future creation of bicycle and shared use paths and trails alongside the Freight corridor shown in page 104.

(c) Change parcel zoning from PMI to M-1

Currently zoned as PMI, most of the parcels along Marine View Drive and east of the Hylebos waterway (and creek) are listed as part of the Port Core Area. The current zoning has created a sudden transition from residential to heavy industrial uses, which insufficiently relies on limited changes in topography as buffers. The amendment also proposes additional downzoning from PMI to M-1 for parcels located east of the lower Hylebos waterway (and creek). These changes would not affect the boundaries of the Core Area or Manufacturing/Industrial center, but identify parcels of this portion of the Core Area where only light industrial/manufacturing activities can occur so that a sufficient transition area is created.

This portion of the proposed amendment would create a transition between differing industrial uses, but it does not create an industrial/commercial buffer as allowed uses would be limited to light industrial/manufacturing. This change is compatible with some of the Goals/Policies already cited, including CP-2 and DD-9 because it would provide a sufficient transition through a mix of natural and land use buffers, including a change in topography, vegetated areas and the Hylebos water body. This transition is also compatible with goal CP-1 and its policies because it “protect the long-term function and viability of this area” while also protecting the surrounding residential areas from unreasonable impacts from port activities. Moreover, the proposed change will also facilitate the implementation of the vision represented at Page 73 of the *Transportation* element by creating conditions for future creation of bicycle and shared use paths and trails alongside the Freight corridor shown in page 104.

Consistency with the with the criteria for amending the Comprehensive Plan or development regulations

Regarding the criterion No.1 (i.e. “Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City’s public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare”), the changes are not expected to affect the City’s public facilities and services. Instead, the proposed changes are expected to reduce traffic congestion on Marine View

Drive because they will controlling growth of freight traffic while also facilitating the implementation of the vision represented at Page 73 of the *Transportation* element.

Moreover, the proposed changes are expected to benefit the city as a whole because they will help meeting the objectives of the policies contained in the *Container Port* and *Design and Development* elements as extensively explained in other portions of this proposal. Last, the proposed changes are expected to improve relationship to public health and safety because they will: (a) have fewer off-site impacts than would be associated with industrial or community commercial areas; (b) diversify employment opportunities in the tide flats; (c) reduce heavy truck traffic on a constrained roadway that is the main connection between the Northeast Tacoma neighborhood and the City; and (d) support City of Tacoma's effort to improve air quality by controlling growth of freight traffic and facilitating the implementation of the multimodal vision represented at Page 73 of the *Transportation* element.

Regarding the criterion No.2, to the best of our knowledge, the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan. We rely on the City of Tacoma to analyze the proposed amendment as described in the Tacoma Municipal Code, Title 13, Section 13.02.045.F and to evaluate "whether or not the application is complete, and if not, what information is needed to make it complete."

4. If the proposed amendment is associated with a geographic area, please provide a more detailed description, along with maps, if applicable, of the affected area and the surrounding areas, showing all parcels (with parcel numbers), ownership of each parcel, current land uses, site characteristics, and natural features.

The proposed amendment applies to 64 parcels on both sides of Marine View Drive in Northeast Tacoma between 11th Street and Taylor Way. Figure 3 shows a map of the area impacted by the proposed changes in zoning. Table 1 provides a list of all affected parcels (with parcel numbers), ownership of each parcel, and current land uses. This information was obtained from the Pierce County Assessor website. This table includes information on the parcels in the impacted area. Whereas the proposed changes will affect all parcels in the areas colored as red and blue in Figure 3, parcels highlighted in yellow in the table are those that currently host activities that maybe not conform with the zoning change. Specific site characteristics and natural features of each parcel are unknown, although generally speaking: 1) parcels are accessed from Marine View Drive, 2) parcels range from undeveloped to developed as heavy industrial, 3) parcels on the west side of Marine View Drive have access to the Hylebos Waterway, and 3) parcels on the east side of Marine View Drive border the various neighborhoods of Northeast Tacoma.

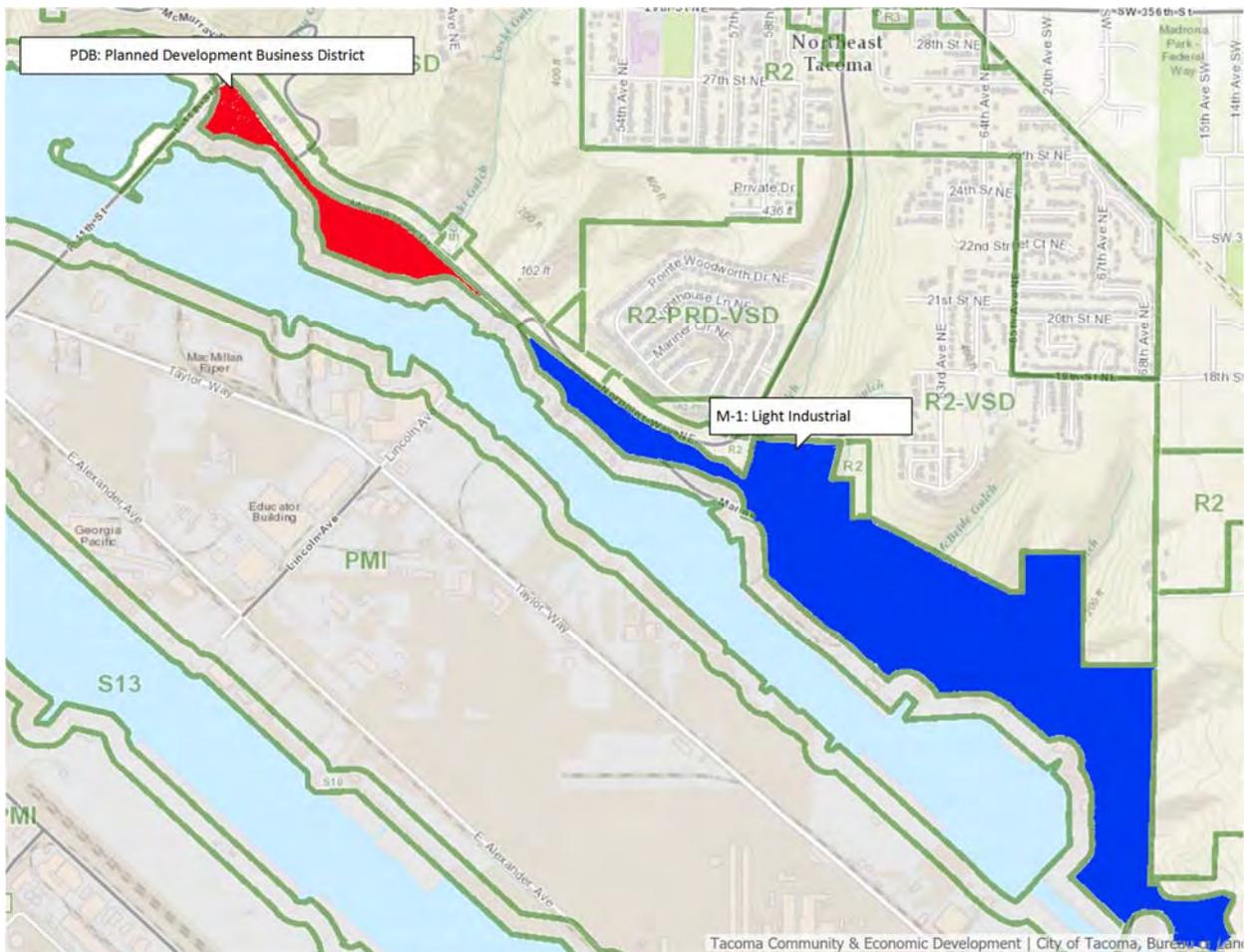


Figure 3: Map of the Impacted Area

Table 1A: List of Parcels in the Impacted Area

Taxpayer	Taxpayer Mailing Address	Business Name	Current Zoning	Uses	Future Zoning
JOHNSON JUDY D & OLINE RONALD S	1940 MARINE VIEW DR TACOMA WA 98422-4108	HYLEBOS MARINA - "B" & "C" DOCKS - SHOPS	S13, S10, M2	MARINAS	S13, S10, M1
CITY OF TACOMA - GG	REAL PROPERTY SERVICES 747 MARKET ST RM 737 TACOMA WA 98402-3701	N/A	C2, R2	VACANT LAND UNDEVELOPED	No Change
WHIRLWIND PROPERTIES LLC	6801 216TH ST SW MOUNTLAKE TER WA 98043-2033	N/A	M2	GEN WAREHOUSING STORAGE	M1
STORTINI MICHAEL J & CINDY M ETAL	1133 N JACKSON AVE TACOMA WA 98406-1124	N/A	C2	COMM VACANT LAND	No Change
KACHMAN CHRISTOFER J	C/O SOUND ROCK PRODUCTS 2244 MARINE VIEW DR TACOMA WA 98422-4111	N/A	C2, R2	VACANT LAND UNDEVELOPED	No Change
CITY OF TACOMA - GG	REAL PROPERTY SERVICES 747 MARKET ST RM 737 TACOMA WA 98402-3701	N/A	C2, R2	VACANT LAND UNDEVELOPED	No Change
WHIRLWIND PROPERTIES LLC	6801 216TH ST SW MOUNTLAKE TER WA 98043-2033	WHIRLWIND SERVICES	M2	GEN WAREHOUSING STORAGE	M1
WHIRLWIND PROPERTIES LLC	6801 216TH ST SW MOUNTLAKE TER WA 98043-2033	WHIRLWIND SERVICES	M2	GEN WAREHOUSING STORAGE	M1
MARINE VIEW 55 LLC	8655 S 208TH ST KENT WA 98031	N/A	C2, R2	COMM VACANT LAND	No Change
JDAC PROPERTIES LLC	8431 PACIFIC AVE TACOMA WA 98444	N/A	M2	IND LND WITH IMPROV LAND VAL ONLY	M1
TARGA SOUND TERMINAL LLC	KE ANDREWS & COMPANY 1900 DALROCK RD ROWLETT TX 75088-5526	TARGA SOUND TERMINAL TI#57	S10, M2	PETRO INDUSTRIES	S10, M1
GALER KARL	3604 S 356TH ST AUBURN WA 98001-9328	N/A	M2	MISC OFFICE SPACE	M1
WHIRLWIND PROPERTIES LLC	6801 216TH ST SW MOUNTLAKE TER WA 98043-2033	N/A	M2	GEN WAREHOUSING STORAGE	M1

Table 2A: List of Parcels in the Impacted Area (continued)

Taxpayer	Taxpayer Mailing Address	Business Name	Current Zoning	Uses	Future Zoning
STELLFOX BARBARA J TTEE	35451 1ST AV S APT F 202 FEDERAL WAY WA 98003	N/A	C2, R2	REPAIR SERVICES	No Change
TARGA SOUND TERMINAL LLC	KE ANDREWS & COMPANY 1900 DALROCK RD ROWLETT TX 75088-5526	TARGA SOUND TERMINAL TI#57	S10, M2	PETRO INDUSTRIES	S10, M1
EX LAND LLC	PO BOX 1553 TACOMA WA 98401-1553	JASPER ENGINES AND TRANSMISSIONS	S10	REPAIR SERVICES	No Change
PRIGGE JEFFREY A	3001 MARINE VIEW DR TACOMA WA 98422-3508	BOAT TOP SHOP	C2, R2	REPAIR SERVICES	No Change
TARGA SOUND TERMINAL LLC	KE ANDREWS & COMPANY 1900 DALROCK RD ROWLETT TX 75088-5526	TARGA SOUND TERMINAL TI#57	S13, S10, M2	PETRO INDUSTRIES	S13, S10, M1
PORT OF TACOMA	PO BOX 1837 TACOMA WA 98401-1837	N/A	M1, C1, R2	COMM VACANT LAND	No Change
TERRAS COMPANY LLC	PO BOX 68697 SEATTLE WA 98168-0697	N/A	C2, R2	COMM VACANT LAND	No Change
POSTON ROBERT N ETAL	20195 NAGLEE RD TRACY CA 95304-9447	SOUND ROCK PRODUCTS	S10, M2	CONTRACTOR SERVICES	S10, M1
#NAME?	PO BOX 1837 TACOMA WA 98401-1837	N/A	M1, C1, R2	VAC INDUSTRIAL LAND	No Change
TERRAS COMPANY LLC	PO BOX 68697 SEATTLE WA 98168-0697	N/A	C2, R2	COMM VACANT LAND	No Change
TERRAS COMPANY LLC	PO BOX 68697 SEATTLE WA 98168-0697	N/A	C2, R2	COMM VACANT LAND	No Change
TARGA SOUND TERMINAL LLC	KE ANDREWS & COMPANY 1900 DALROCK RD ROWLETT TX 75088-5526	TARGA SOUND TERMINAL TI#57	S13, S10, M2	PETRO INDUSTRIES	S13, S10, M1
TARGA SOUND TERMINAL LLC	KE ANDREWS & COMPANY 1900 DALROCK RD ROWLETT TX 75088-5526	TARGA SOUND TERMINAL TI#57	S13, S10, M2	PETRO INDUSTRIES	S13, S10, M1
TERRAS COMPANY LLC	PO BOX 68697 SEATTLE WA 98168-0697	N/A	M1, C2, R2	COMM VACANT LAND	No Change
SWINDAHL PROPERTIES LLC	2218 MARINE VIEW DR TACOMA WA 98422-4111	MODUTECH MARINE INC	S13, S10, M2	MARINAS	S13, S10, M1
JOHNSON JUDY D & OLINE RONALD S	1940 MARINE VIEW DR TACOMA WA 98422-4108	HYLEBOS MARINA -- "D" DOCK	S13, S10, M2	MARINAS	S13, S10, M1

Table 3A: List of Parcels in the Impacted Area (continued)

Taxpayer	Taxpayer Mailing Address	Business Name	Current Zoning	Uses	Future Zoning
WALRATH THOMAS E JR & TERI L & JAY LARRY	11405 24TH AVE E TACOMA WA 98445-5140	WALRATH TRUCKING	S13, S10, M2	CONTRACTOR SERVICES	S13, S10, M1
STOREY DOUGLAS M	7940 EAST SIDE DR NE TACOMA WA 98422-1167	N/A	C1, R2	AUTO REPAIR SERVICES	No Change
WALRATH THOMAS E JR & TERI L & JAY LARRY	11405 24TH AVE E TACOMA WA 98445-5140	WALRATH TRUCKING	S10, M2	CONTRACTOR SERVICES	S10, M1
WALRATH THOMAS E JR & TERI L & JAY LARRY	11405 24TH AVE E TACOMA WA 98445-5140	WALRATH TRUCKING	S10	CONTRACTOR SERVICES	No Change
PORT OF TACOMA	PO BOX 1837 TACOMA WA 98401-1837	N/A	C2, R2	COMM VACANT LAND	No Change
TARGA SOUND TERMINAL LLC	KE ANDREWS & COMPANY 1900 DALROCK RD ROWLETT TX 75088-5526	TARGA SOUND TERMINAL TI#57	S13, S10, M2	PETRO INDUSTRIES	S13, S10, M1
RAMSEY RICHARD A JR	227 BELLEVUE WAY NE # UNIT-166 BELLEVUE WA 98004- 5721	N/A	S10, M2	AG RELATED ACTIVITIES	S10, M1
EDMAN HOLDINGS LLC	EDMAN CO 2502 MARINE VIEW DR TACOMA WA 98422-3509	EDMAN COMPANY	S13, S10, M2	LUMBER & WOOD MFG	S13, S10, M1
MANKE TIMBER COMPANY INC	1717 MARINE VIEW DR TACOMA WA 98422-4104	MANKE LUMBER TI #35	M2, PMI, R2	VACANT LAND UNDEVELOPED	M1, R2
MANKE TIMBER COMPANY INC	1717 MARINE VIEW DR TACOMA WA 98422-4104	MANKE LUMBER TI #35	PMI	VAC INDUSTRIAL LAND	M1
MANKE TIMBER COMPANY INC	1717 MARINE VIEW DR TACOMA WA 98422-4104	MANKE LUMBER TI #35	S13, S10, PMI	LUMBER & WOOD MFG	S13, S10, M1
MANKE TIMBER COMPANY INC	1717 MARINE VIEW DR TACOMA WA 98422-4104	MANKE LUMBER TI #35	S13, S10, PMI	LUMBER & WOOD MFG	S13, S10, M1
PACIFIC NORTHWEST TERMINALS INC	1749 MARINE VIEW DR TACOMA WA 98422-4104	PACIFIC NW TERMINALS TALLOW TANK FARM	PMI	PETRO INDUSTRIES	M1
MANKE TIMBER COMPANY INC	1717 MARINE VIEW DR TACOMA WA 98422-4104	MANKE LUMBER TI #35	PMI	VAC INDUSTRIAL LAND	M1

Table 4A: List of Parcels in the Impacted Area (continued)

Taxpayer	Taxpayer Mailing Address	Business Name	Current Zoning	Uses	Future Zoning
MANKE TIMBER COMPANY INC	1717 MARINE VIEW DR TACOMA WA 98422-4104	MANKE LUMBER TI #35	PMI, R2	LUMBER & WOOD MFG	M1, R2
GENERAL METALS OF TACOMA INC	PO BOX 847 CARLSBAD CA 92018-0847	GENERAL METALS TI #20	S13, S10, PMI	PRIM METAL INDUSTRIES	S13, S10, M1
JESSE INVESTMENTS LLC	1840 MARINE VIEW DR TACOMA WA 98422-4106	JESSE ENGINEERING	S13, S10, PMI	FAB METAL PRODUCTS	S13, S10, M1
GENERAL METALS OF TACOMA INC	PO BOX 847 CARLSBAD CA 92018-0847	GENERAL METALS TI #20	S13, S10, PMI	PRIM METAL INDUSTRIES	S13, S10, M1
MANKE TIMBER COMPANY INC	1717 MARINE VIEW DR TACOMA WA 98422-4104	N/A	S10, PMI, M2	VAC INDUSTRIAL LAND	S10, M1
GENERAL METALS OF TACOMA INC	PO BOX 847 CARLSBAD CA 92018-0847	GENERAL METALS TI #20	S13, S10, PMI	PRIM METAL INDUSTRIES	S13, S10, M1
1941 MARINE LLC	1941 MARINE VIEW DR TACOMA WA 98422-4107	N/A	S10, M2	VAC INDUSTRIAL LAND	S10, M1
JONES CHEMICALS INC	1765 RINGLING BLVD STE 200 SARASOTA FL 34236-6873	JONES CHEMICAL	S10, M2	CHEMICAL MFG	S10, M1
SUSSMAN LESLIE P ETAL	PO BOX 82464 KENMORE WA 98028-0464	N/A	PMI, R2, M2	VAC LND MAJOR PROBLEM	M1, R2
OLINE RONALD S	1940 MARINE VIEW DR TACOMA WA 98422-4108	N/A	M2	VAC INDUSTRIAL LAND	M1
1941 MARINE LLC	1941 MARINE VIEW DR TACOMA WA 98422-4107	EARTH TECH	S10, M2	CONTRACTOR SERVICES	S10, M1
GENERAL METALS OF TACOMA INC	PO BOX 847 CARLSBAD CA 92018-0847	GENERAL METALS TI #20	S13, S10, PMI	PRIM METAL INDUSTRIES	S13, S10, M1
DAS VIER LLC	1650 MARINE VIEW DR TACOMA WA 98422-4117	STREICH BROS	S13, S10, PMI	FAB METAL PRODUCTS	S13, S10, M1
ALEUTIAN PROPERTIES LLC	2157 N NORTHLAKE WAY STE 210 SEATTLE WA 98103-9186	J&G MARINE SUPPY/MASON MARINE SERVICES INC	S13, S10, PMI	FAB METAL PRODUCTS	S13, S10, M1
PORT OF TACOMA	PO BOX 1837 TACOMA WA 98401-1837	N/A	PMI	QUARRY SAND ROCK	M1
DAS VIER LLC	1650 MARINE VIEW DR TACOMA WA 98422-4117	STREICH BROS	S13, S10, PMI	FAB METAL PRODUCTS	S13, S10, M1
Taxpayer	Taxpayer Mailing Address	Business Name	Current Zoning	Uses	Future Zoning
NORDLUNDS PROPERTIES INC	1626 MARINE VIEW DR TACOMA WA 98422-4103	NORDLUND	S13, S10, PMI	MISC MFG	S13, S10, M1
PORT OF TACOMA	PO BOX 1837 TACOMA WA 98401-1837	CALBAG METALS CO/HERBERT CONSTRUCTION	S13, S10, PMI	GEN WAREHOUSING STORAGE	S13, S10, M1
USA IN TRUST	PUYALLUP TRIBE OF INDIANS 3009 E PORTLAND AVE TACOMA WA 98404-4926	N/A	S13, S10, PMI	IND INDIAN RESERVATION LAND	S13, S10, M1

5. *If the proposed amendment is associated with a geographic area, please describe how it is compatible with the existing and planned land uses and development patterns of the adjacent neighborhood and explain how it may further enhance the adjacent neighborhood.*

The purpose of the proposed amendment is to provide a true buffer zone between the M-2 and PMI industrialized port zone and the adjacent residential areas. Currently there is no buffer zone along most of the Marine View Drive corridor between heavy industry and the residential areas. This lack of a buffer zone is a source of constant complaints and NET community dissatisfaction.

This proposed amendment will keep residential spread from reaching closer to the Port while providing an area for future development that will not adversely impact the existing M-2 and PMI in their current configurations or the growth of remaining M-2 or PMI areas.

The reclassification of the affected areas to M-1 and/or PDB will still allow medium to high intensity uses that would ultimately provide sources of income and jobs for the NE community as well as additional tax revenue for the City of Tacoma. The M-1 zone classification is designed and intended as a buffer zone according to Tacoma Municipal Code 13.06.400. The PDB zone classification is designed and intended to provide limited areas for a mix of land uses that includes warehousing, distribution, light assembly, media, education, research, and limited commercial, which are lacking in the Northeast Tacoma neighborhood. This use is compatible adjacently with residential uses because is intended to have fewer off-site impacts than would be associated with purely industrial or community commercial areas.

5. *If the proposed amendment is associated with a geographic area, please describe the applicant's interest in the affected property. Describe any plans for future activity related to or connected with this site. If you are not the owners, submit proof that the property owners have been notified and are aware of the application.*

The applicant's interest in the geographic area is only as residents who live in NE Tacoma. None of the parties has any ownership or financial interest in the affected properties. A parcel search was conducted (attached) and all property owners were mailed a letter on March 7, 2017. Copies of all the letters that were mailed to impacted businesses are attached in Appendix A.

6. *Describe any community outreach you have conducted (i.e., when and how you contacted affected and abutting property owners and neighbors), and any community response received to the proposed amendment. Attach any letter(s) of support or written community response, if applicable.*

The following outreach activities have occurred:

- Presentation to NE Tacoma Neighborhood Council on 3/2/17
- Letter mailed to all parcels in proposed area on 3/7/17
- Request for feedback via email to NE Tacoma Neighborhood Council
- Invitation to Open House for all impacted businesses on 3/23/17 at residential home in NE Tacoma
- Meeting with Pointe Woodworth HOA 3/18/17
- Presentation to Port of Tacoma Commissioner Don Meyer, Staff, and Robert Thoms on 3/22/17

To date, we have received one email from Troy Goodman with Targa inquiring about the amendment. We forwarded him a copy of the letter that was mailed and invited him to attend the open house on 3/23/17.

Additionally, John Thurlow, former Chair of the NE Tacoma Neighborhood Council has expressed his concerns related to any rezoning and impact to heavy industrial interests on Marine View Drive.

Several letters of support regarding the proposed amendment are included in Appendix B.

The Open House on 3/23/17 was attended by the following companies:

- Mark Miller, Macmillan-Piper, Inc
- Evette Mason, Port of Tacoma
- Mike Weinman, Schnitzer
- Rick Brown, Trident Seafoods
- Paul Watson, Fastco
- Jenn Adnen, EDB Tacoma-Pierce Co
- Tol Edman, Edman Company
- Bruce Martin, Westrock Tacoma
- Gary Cox, Sperry
- Jackie White, Westrock
- James Marshall, Vigor
- Nick Nicholas, Calbag Metals
- Bett Lucas, Targa
- Lawson Bronson, Youth Marine Foundation
- Darrin Swindahl, Modutech Marine
- Carl Swindahl, Modutech Marine
- Ron Oline, Hylebos Marina
- Gary Nordlund, Nordlund Properties

Through this meeting, we learned that various dynamic relationships exist among businesses in the tide flats that may extend the impact of the zoning beyond its boundaries. Since these relationships are dependent on the supply chain of different economic actors and their other business and personal relationships, we feel it would be best if future public outreach would be guided by the City of Tacoma and its staff, and designed to involve selected individuals by all parties equally represented (i.e. businesses and citizens) in the scheduling and organization of these outreach events. Since this amendment is intended to begin a civic conversation on the need to establish a buffer, traditional public outreach sessions should be designed to allow for dialogue and limit adversarial conversations.

8. *Please provide any supplemental information, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.*

Attached to this report is the following supplemental information:

- Appendix C: Noise complaints related to Schnitzer Steel Operations
- Appendix D: Odor complaints related to heavy industries
- Appendix E: Lab analysis from Dust Sample in NE Tacoma Neighborhood
- Appendix F: Presentation used for outreach to affected businesses, neighborhood council, and other stakeholders.



City of Tacoma
Planning and Development Services

**Agenda Item
D-3**

To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **VSD Height Measurement (Application #2018-06)**
Meeting Date: May 3, 2017
Memo Date: April 26, 2017

At the meeting on May 3, 2017, the Planning Commission will conduct an assessment of Application #2018-06, "VSD Height Measurement", submitted for consideration during the 2017-2018 Amendment cycle. Upon completing the assessment in accordance with TMC 13.02.045.E – Assessment of Proposed Amendments, the Commission will determine whether the application should be accepted and moved forward for technical analysis.

The application seeks to amend the Land Use Regulatory Code concerning how building heights are measured in the Old Town area, which is zoned C-2 General Community Commercial District with a View-Sensitive Overlay District (VSD).

Attached is an Assessment Report, which staff will facilitate the Commission's review and discussion at the meeting. The applicant will also be invited to present a brief description of the amendment request, the rationale for the request, and the desired outcomes.

If you have any questions, please contact me at (253) 591-5682 or lwung@cityoftacoma.org.

Attachment:

1. Assessment Report – VSD Height Measurement

c. Peter Huffman, Director



2018 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

ASSESSMENT REPORT

APPLICATION #2018-06: VSD HEIGHT MEASUREMENT

(FOR PLANNING COMMISSION'S CONSIDERATION, MAY 3, 2017)

Applications for proposed amendments to the *One Tacoma* Comprehensive Plan and/or the Land Use Regulatory Code for consideration during the 2017-2018 Amendment cycle ("2018 Amendment") were accepted through March 31, 2017. Pursuant to Tacoma Municipal Code (TMC), Section 13.02.045.E – Assessment of Proposed Amendments, the Planning Commission and the Planning and Development Services Department shall conduct an assessment of each application within 120 days of receiving it. This report documents the assessment of the following application:

Application #2018-06 – "VSD Height Measurement", received on March 31, 2017.

A. Summary of Application

The application seeks to amend the Land Use Regulatory Code concerning how building heights are measured in the Old Town area, which is zoned C-2 General Community Commercial District with a View-Sensitive Overlay District (VSD).

The applicant and owner of a property on N. 30th Street points out that Old Town's topography consistently slopes up from the south side of N. 30th Street and down from the north side and the disparity gives development/design advantages to property owners on the south side, including larger building envelopes, higher ceiling heights and first and second floor footprints that match. Instead of measuring building height from existing grade at the proposed building corners, the proposal would measure building height from a site's average existing grade along its N. 30th Street frontage.

B. Assessment

According to TMC 13.02.045.E, assessment of the application shall be conducted against the following criteria:

1. If the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review.

Staff Assessment:

The proposal involves amendments to TMC 13.06 Zoning Code, which is legislative and properly subject to the Planning Commission's review and the City Council's consideration. The proposal may also involve amendments to TMC, Title 02 Building Code, which is legislative, although not directly within the Planning Commission's purview.

2. If there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into.

Staff Assessment:

The review of and the consideration for potential modifications to the methodology for building height measurement in a View-Sensitive Overlay District (VSD) has not been studied recently. There are no relevant projects, active or planned, that this issue can be incorporated into.

3. If the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

Staff Assessment:

Although the proposed code amendment is apparently prompted by the applicant's interest in materializing the development potential for a specific site, staff anticipates that the scope of work for reviewing the proposal would involve a broader range of issues, encompass more areas and locations, and require some special analyses.

The scope of work may include the following tasks:

- *Modify the building height measurement methodology applicable in the Old Town VSD.*
- *Apply the modified methodology to other VSDs or slope areas across the city, with appropriate zoning- or location-specific adjustments.*
- *Currently, buildings within a VSD are subject to the additional height restrictions per TMC 13.06.555, while building heights in all other districts are measured consistent with the applicable Building Code. Consideration should be given to transitioning the modified VSD building height measurement methodologies to the Building Code.*
- *The potential impacts of new methodologies to development projects and to the neighborhood need to be carefully assessed and mitigation measures developed. This requires special view analysis with simulations and comparisons that take into account different locations and development scenarios.*

The amount of analysis is expected to be moderate to heavy, but reasonably manageable during the 2018 Amendment cycle.

C. Determination

According to TMC 13.02.045.E, the Planning Commission will review the assessment and make its decision by responding to the following questions (where staff recommendations have been provided for the Commission's consideration):

- (1) Whether or not the application is complete, and if not, what information is needed to make it complete.

Staff Recommendation:

The application is complete, with all appropriate questions answered, the cover sheet filled out and signed, and the \$1,400 application fee paid.

- (2) Whether or not the scope of the application should be modified, and if so, what alternatives should be considered.

Staff Recommendation:

The scope of work for evaluating the building height measurement methodology applied to the Old Town VSD needs to be expanded to address additional issues and cover more areas and locations as described in the staff assessment above.

- (3) Whether or not the application will be considered, and if so, in which amendment cycle.

Staff Recommendation:

Staff recommends that the application be accepted and moved forward for technical analysis during the 2018 Amendment cycle.

D. Attachment

1. Application #2018-06: "VSD Height Measurement"



Application

To Amend

The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2017-18 -

Date Received:

Year of Amendment	2017-2018	
Application Deadline	Friday, March 31, 2017, 5:00 p.m.	
Application Fee	\$1,400	
Type of Amendment (Check all that apply)	<input type="checkbox"/> Comprehensive Plan Text Change <input checked="" type="checkbox"/> Regulatory Code Text Change <input type="checkbox"/> Land Use Designation Change <input type="checkbox"/> Area-wide Rezone <input type="checkbox"/> Interim Zoning or Moratorium	
Summary of Proposed Amendment (Limit to 100 words)	<p>Amend how building height is measured in the Old Town commercial district (C-2; VS Overlay). In stead of measuring building height <u>from existing grade at the proposed building corners</u>, amend the language to measure building height <u>from a site's average existing grade along it's N 30th Street frontage</u>.</p> <p>Old Town's topography consistently slopes <u>up</u> from the <u>south</u> side of N 30th Street and <u>down</u> from the <u>north</u> side. This disparity gives development/design advantages to property owners on the south side, including larger building envelopes, higher ceiling heights and first and second floor footprints that match.</p> <p>(The additional 1-foot of height granted for the rear of the building (for sites sloping down from N 30th Street) is insignificant. A site with a slope of just 8% is 1-foot lower than the frontage sidewalk just 12.5-feet from it.)</p>	
Applicant	Name	Kenneth A. Thiem
	Affiliation / Title	
	Address City, State & Zip Code	6277 119 th PI SE Bellevue, WA 98006
	E-mail	Kthiem27@gmail.com
	Phone / Fax	Phone 425-442-1741 Fax
Contact	Name	

(if not Applicant)	Affiliation / Title		
	Address City, State & Zip Code		
	E-mail		
	Phone / Fax	Phone	Fax
	Relationship to Applicant		

I hereby state that I am the applicant listed above and the foregoing statements and answers made, and all the information and evidence submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that submitting this application does not result in automatic acceptance of this application or guarantee its final approval.

Signature: *Kenneth A. Hjine* Date: *March 21, 2017*

REQUIRED QUESTIONNAIRE

1. Describe the proposed amendment. If submitting text changes to the *One Tacoma* Comprehensive Plan or Regulatory Code, provide the existing and the proposed language. If submitting changes to the Comprehensive Plan land use designation(s) or the zoning classification(s), provide the current and the proposed land use designations and/or zoning classifications for the affected/proposed area.
2. Why is the amendment needed and being proposed?
3. Please demonstrate how the proposal is consistent with the applicable policies of the *One Tacoma* Comprehensive Plan, and consistent with the criteria for amending the Comprehensive Plan or development regulations.
4. If the proposed amendment is associated with a geographic area, please provide a more detailed description, along with maps, if applicable, of the affected area and the surrounding areas, showing all parcels (with parcel numbers), ownership of each parcel, current land uses, site characteristics, and natural features.
5. If the proposed amendment is associated with a geographic area, please describe how it is compatible with the existing and planned land uses and development patterns of the adjacent neighborhood and explain how it may further enhance the adjacent neighborhood.
6. If the proposed amendment is associated with a geographic area, please describe the applicant's interest in the affected property. Describe any plans for future activity related to or connected with this site. If you are not the owners, submit proof that the property owners have been notified and are aware of the application.
7. Describe any community outreach you have conducted (i.e., when and how you contacted affected and abutting property owners and neighbors), and any community response received to the proposed amendment. Attach any letter(s) of support or written community response, if applicable.
8. Please provide any supplemental information, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

Required Questionnaire Responses (City of Tacoma Code Amendment)

1. The proposed amendment and described on page 7 of the application, including proposed code language;
2. The amendment is needed because the existing method for measuring building height in the Old Town Commercial District unfairly produces a smaller building envelope for properties on located on the north side of N 30th Street, and dictates the need for a Height Variance for any viable two-story commercial building. The attached Section Drawing through N 30th Street illustrates what is driving the disparity in the allowable building envelopes from one side of the street to the other;
3. The amendment proposal is consistent with the following policies of the *One Tacoma Comprehensive plan*:

Policy DD-7.6 Encourage new development to optimize the range of benefits from solar and renewable resources, tree canopy, green roofs, and building design;

Policy H-3.3 Promote transit supportive densities along designated corridors that connect centers, including duplex, triplex, cottage housing, and townhouses;

Policy H-5.10 Promote innovative development techniques to better utilize land, promote design flexibility, preserve open space and natural features and conserve energy resources;

GOAL UF-9 Promote future residential and employment growth in coordination with transit infrastructure and service investments;

Policy H-1.7 Consider land use incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses, fee waivers, accelerated permitting, parking requirement reductions, and tax incentives) in appropriate locations to facilitate the development of new housing units;

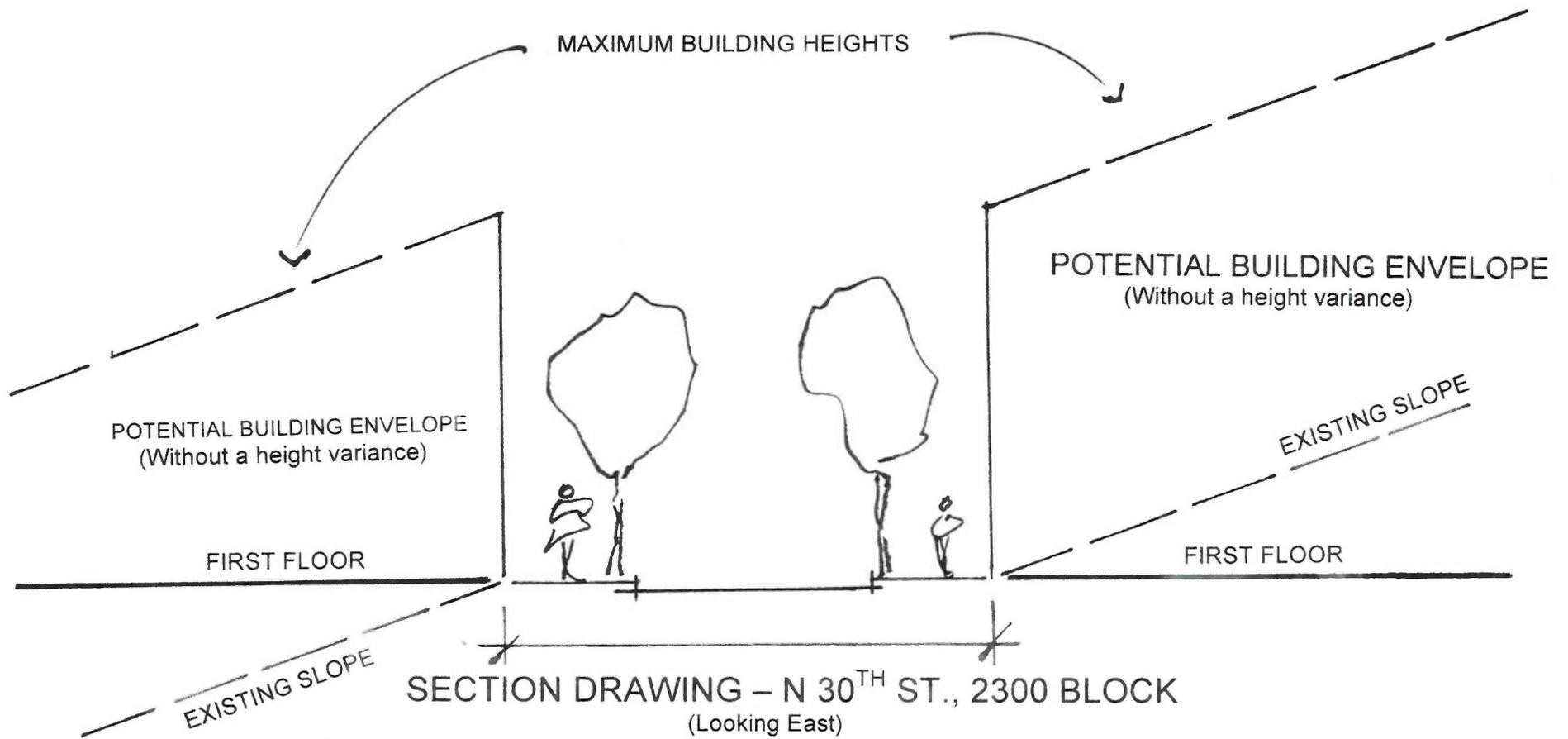
Policy H-5.10 Promote innovative development techniques to better utilize land, promote design flexibility, preserve open space and natural features and conserve energy resources;

General Commercial (includes C-2 zone) This designation encompasses areas for medium to high intensity commercial uses which serve a large community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, open with reasonably direct access to a highway. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation.

Target Development Density: 45–75 dwelling units/net acre.

- Concentrate new housing in and around centers and corridors near transit and services to reduce the housing/transportation cost burden.

4. The proposal would affect the commercial building on the north and south sides of N 30th Street. This commercial area has a mix of uses including restaurant retail, service, business and professional office uses. Access to the "Front Door" (or main entrance) for all these is from N 30th Street.
5. The proposal is compatible with existing and planned uses. Old Town was approximately 90% developed when the View Sensitive Overlay was passed. Most of the buildings are two stories in height, and several are 45-feet in height, (measured from the public sidewalk on N 30th Street). Floor-to-ceiling heights in these existing buildings are gracious, what you would expect to see in small-footprint commercial uses. The C-2 zoning designation and supporting policies clearly support two story, viable multi-use structures, which may be done successfully without a height variance on the south side of N 30th Street. But may not be done on the north side of the street, even with a "minor" variance. This regulated imbalance in development potential from one side of the street to the other is a result of commercial building.
6. I've owned a small commercial lot on the north side of N 30th Street for years. The site slopes down from the public sidewalk at 8-percent. For every 12.5-feet of distance from the sidewalk existing grade drops a foot. You get the picture. In the early 90s I applied for a pseudo variance. Denied. Attached to this application are preliminary drawings for a mixed-use project that includes a small food-related use next to the street, a professional office behind it and a single residence above. The proposed height is 25-feet at the public sidewalk. The elevation and perspective drawings include a yellow line delineating the maximum allowable height. Even with a site that slopes at the same gradient as the frontage sidewalk, I can't get a second level without a variance. If the same site were located on the other side of the street I would be treated differently under the City's code. If it made sense to locate this project's front door off of N 31st Street, it would not be an issue. However, it should be clear to everyone that the front door for all commercial uses should face N 30th Street, regardless of which side of the street the building is locate
7. Community outreach has been limited to brief conversations. I have no letters of support or oppose the requested code change.
8. The supplemental information is included in this packet. The underlying question: Was it the City's intent to permit outright, in the Old Town commercial district, two-story buildings on the south side of N 30th Street and one-story buildings on the north side of N 30th street?



This drawing illustrates how the existing requirement for measuring building height in the Old Town commercial district unfairly reduces the allowable building envelope on the north side of the street, and mandates the need for a height variance for any two-story on that side. This wouldn't be an issue if N 31st street could function as the Front Door. It cannot, as the properties across the alley are residential. The front door for all commercial uses in this district is N 30th Street.

It should also be noted that using the same height calculation for measuring commercial and residential building heights does not take into consideration the inherent dimensional differences between these uses. Commercial uses tend to need more ceiling height to accommodate mechanical equipment and to make the building occupants/customers feel comfortable. This fact has been noted in height variance approvals for development on the south side of this street.

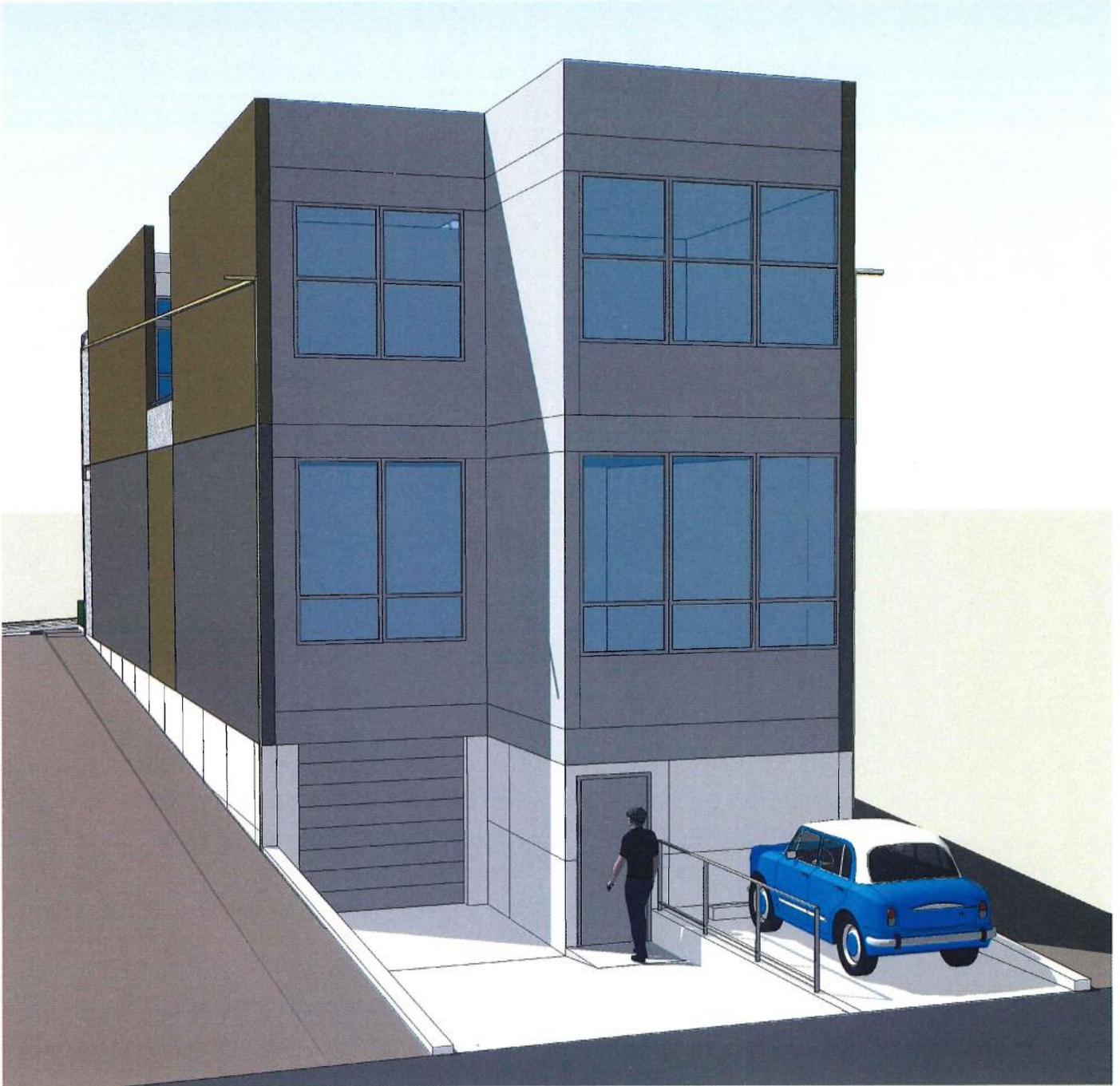


OLD TOWN DELI - PRELIMINARY FRONT PERSPECTIVE

Address: 2309 N 30th Street, Tacoma, WA
Parcel: 8910000470
Owner: Ken Thiem 425.442.1741
Date: May 9, 2014

CLINKSTON
ARCHITECTS

104 West Kinneer Place
Seattle, WA 98119
206.286.2000

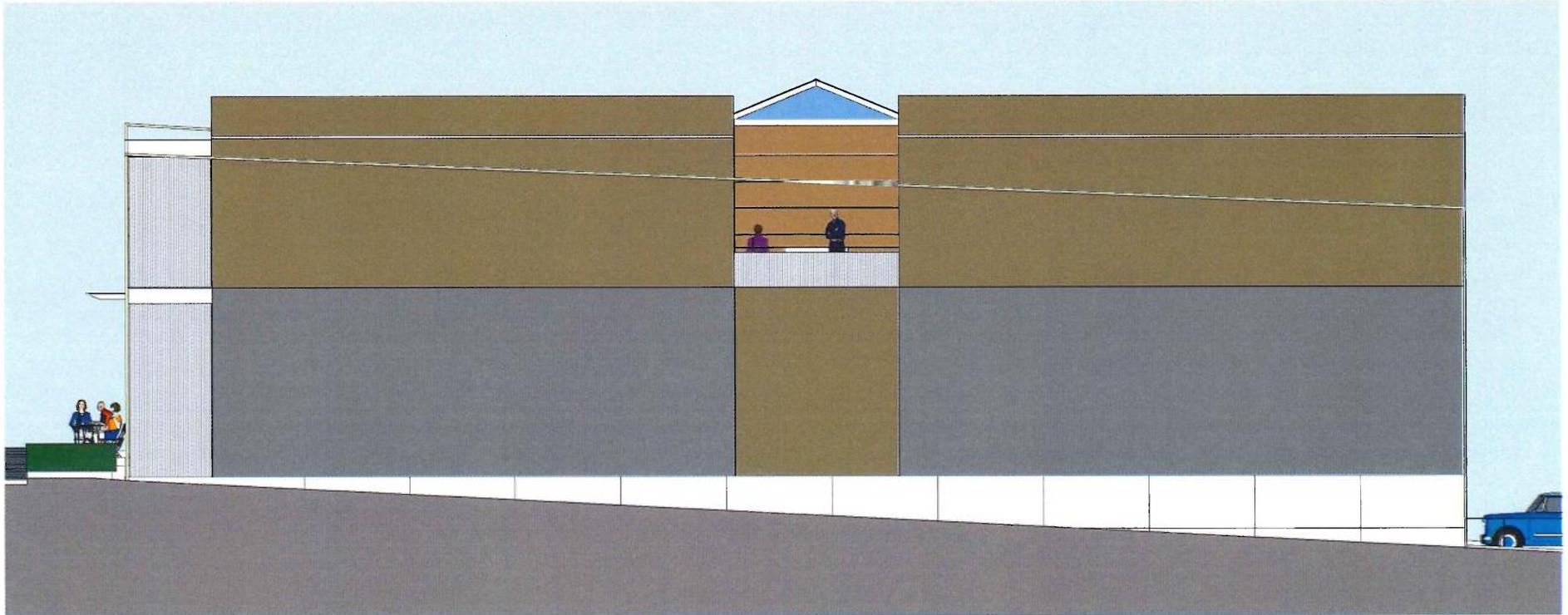


OLD TOWN DELI - PRELIMINARY REAR PERSPECTIVE

Address: 2309 N 30th Street, Tacoma, WA
Parcel: 8910000470
Owner: Ken Thiem 425.442.1741
Date: May 9, 2014

CLINKSTON
ARCHITECTS

104 West Kinnear Place
Seattle, WA 98119
206.286.2000

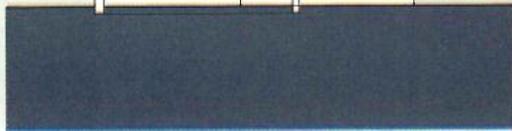
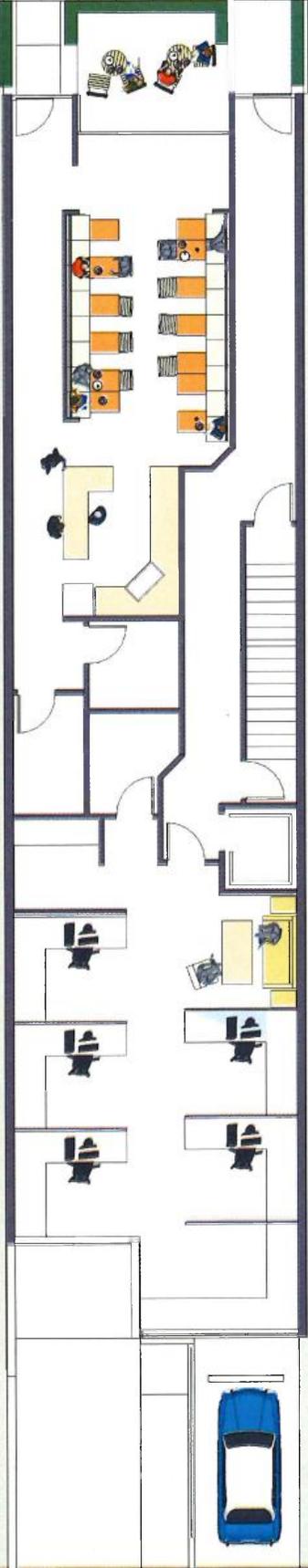
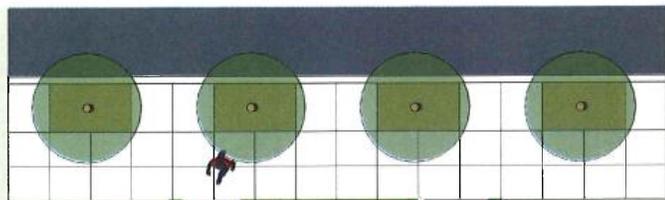


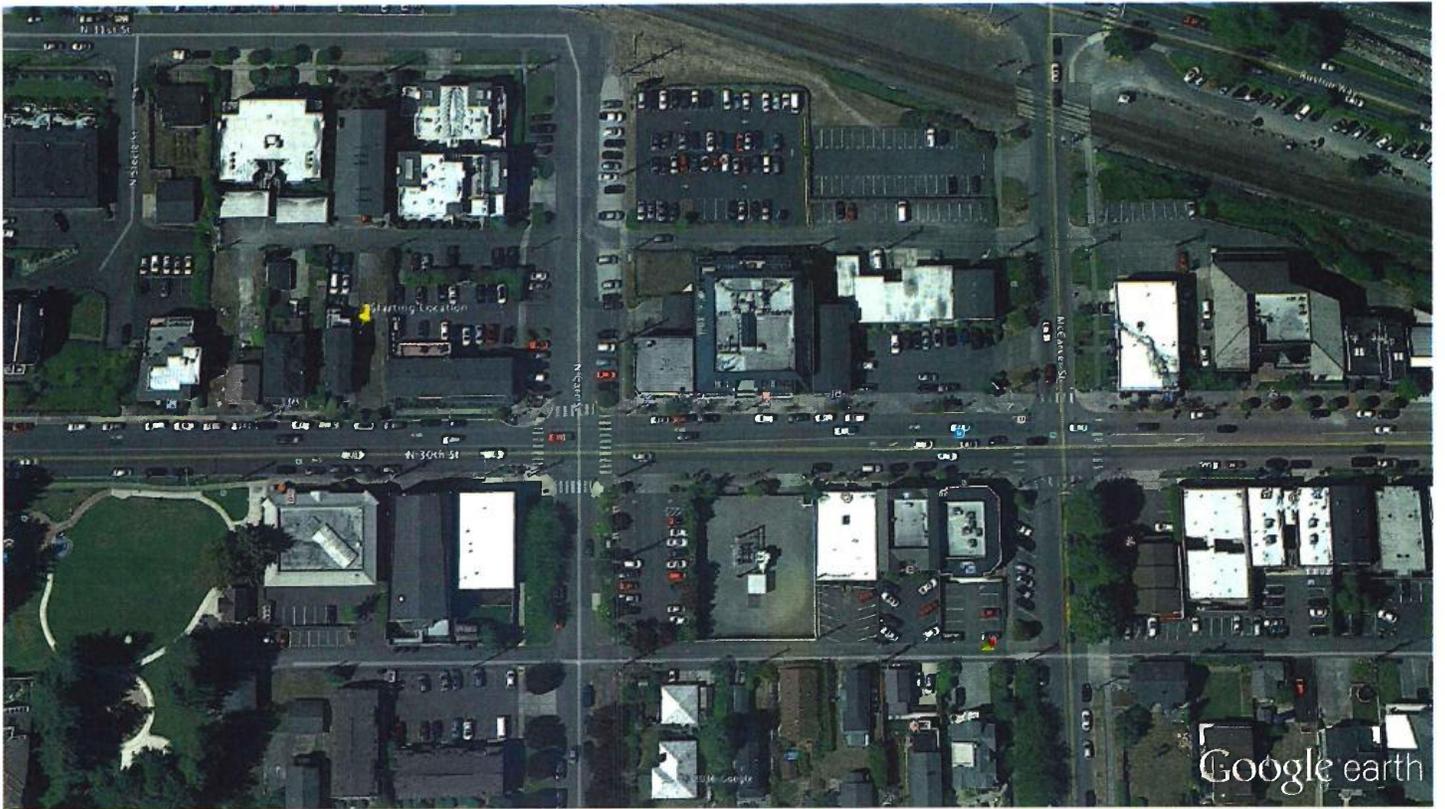
OLD TOWN DELI – PRELIMINARY EAST ELEVATION

Address: 2309 N 30th Street, Tacoma, WA
Parcel: 8910000470
Owner: Ken Thiem 425.442.1741
Date: May 9, 2014

CLINKSTON
ARCHITECTS

104 West Kinnear Place
Seattle, WA 98119
206.286.2000





Google earth

feet
meters





City of Tacoma
Planning and Development Services

**Agenda Item
D-4**

To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **Vehicle Service and Repair Development Standards
(Application #2018-02)**
Meeting Date: May 3, 2017
Memo Date: April 26, 2017

At the meeting on May 3, 2017, the Planning Commission will conduct an assessment of Application #2018-02, "Vehicle Service and Repair Development Standards", submitted for consideration during the 2017-2018 Amendment cycle. Upon completing the assessment in accordance with TMC 13.02.045.E – Assessment of Proposed Amendments, the Commission will determine whether the application should be accepted and moved forward for technical analysis.

The application seeks to amend the Land Use Regulatory Code (TMC 13.06.510 E) concerning the development standards for Vehicle Service and Repair in the C-2 General Community Commercial District.

Attached is an Assessment Report, which staff will facilitate the Commission's review and discussion at the meeting. The applicant will also be invited to present a brief description of the amendment request, the rationale for the request, and the desired outcomes.

If you have any questions, please contact me at (253) 591-5682 or lwung@cityoftacoma.org.

Attachment:

1. Assessment Report – Vehicle Service and Repair Development Standards

c. Peter Huffman, Director



2018 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

ASSESSMENT REPORT

APPLICATION #2018-02: VEHICLE SERVICE AND REPAIR DEVELOPMENT STANDARDS

(FOR PLANNING COMMISSION'S CONSIDERATION, MAY 3, 2017)

Applications for proposed amendments to the *One Tacoma* Comprehensive Plan and/or the Land Use Regulatory Code for consideration during the 2017-2018 Amendment cycle ("2018 Amendment") were accepted through March 31, 2017. Pursuant to Tacoma Municipal Code (TMC), Section 13.02.045.E – Assessment of Proposed Amendments, the Planning Commission and the Planning and Development Services Department shall conduct an assessment of each application within 120 days of receiving it. This report documents the assessment of the following application:

Application #2018-02 – "Vehicle Service and Repair Development Standards", received on March 29, 2017.

A. Summary of Application

The application seeks to amend the Land Use Regulatory Code concerning development standards for Vehicle Service and Repair businesses, with a focus on discount and used tire shops in the C-2 General Community Commercial District. There are seven applicants associated with this amendment. All are small business owners and/or landlords of discount/used tire sales operations in the C-2 District. Most of these businesses are in repurposed buildings (mostly old auto repair or service stations) on underutilized lots along arterial streets.

B. Assessment

According to TMC 13.02.045.E, assessment of the application shall be conducted against the following criteria:

1. If the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review.

Staff Assessment:

The proposal involves amendments to TMC 13.06 Zoning Code, which is legislative and properly subject to the Planning Commission's review and the City Council's consideration.

2. If there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into.

Staff Assessment:

The review of, and the consideration for, potential modifications to the development standards for vehicle service and repair uses have not been studied recently. There are no relevant projects, active or planned, that this issue can be incorporated into.

3. If the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

Staff Assessment:

The proposed code amendment is prompted by the seven applicants' interest in adjusting the development standards in order to keep their businesses viable and save the jobs of their workers. While the primary goal of the proposed amendment is to allow for outdoor storage of

tires for retail sale, there are a number of related issues that arise. Recognizing that the development standards for vehicle service and repair businesses affects numerous types of uses (tire sales, auto body repair, mechanical repair, car washes, etc.) and the knowledge that there are more used tire dealers in the city than represented by the applicants, staff anticipates that the scope of work for reviewing the proposal would involve a broader range of issues, encompass more areas and locations, and require some special analyses.

The scope of work may include considering the following options and issues:

- *Modifying the screening and landscaping regulations for all vehicle service and repair uses in some or all zoning districts.*
- *Potentially separating out and regulating differently the various kinds of uses (such as tire dealers) currently grouped within the vehicle service and repair use category.*
- *Considering the implications for permitting storage of other vehicle-related equipment or parts, such as junk vehicles and auto parts, outside of an enclosed building in some or all zoning districts.*
- *Identifying the full number of tire businesses in Tacoma that could be impacted positively or negatively by any modifications to the development standards.*
- *Exploring the potential impacts to the business climate for small businesses in the City and to commercial or residential properties that may be adjacent to such businesses.*

The amount of analysis is expected to be moderate, but reasonably manageable during the 2018 Amendment cycle.

C. Determination

According to TMC 13.02.045.E, the Planning Commission will review the assessment and make its decision by responding to the following questions (where staff recommendations have been provided for the Commission's consideration):

- (1) Whether or not the application is complete, and if not, what information is needed to make it complete.

Staff Recommendation:

The application is complete, with all appropriate questions answered, the cover sheet filled out and signed, and the \$1,400 application fee paid.

- (2) Whether or not the scope of the application should be modified, and if so, what alternatives should be considered.

Staff Recommendation:

The scope of work for evaluating the proposed amendment needs to be expanded to address additional issues identified in the potential scope of work above.

- (3) Whether or not the application will be considered, and if so, in which amendment cycle.

Staff Recommendation:

Staff recommends that the application be accepted and moved forward for technical analysis during the 2018 Amendment cycle.

D. Attachment

1. Application #2018-02: "Vehicle Service and Repair Development Standards"



Application

To Amend

Application No.:

#2017-18 - 02

Date Received:

The Comprehensive Plan or Land Use Regulatory Code

Year of Amendment 2017-2018

Application Deadline Friday, March 31, 2017, 5:00 p.m.

Application Fee \$1,400 *pd. recpts w/ Brenda*

Type of Amendment Comprehensive Plan Text Change

Regulatory Code Text Change

(Check all that apply)

Land Use Designation Change

Area-wide Rezone

Interim Zoning or Moratorium

Summary of
Proposed
Amendment

see attached

(Limit to 100 words)

Applicant

Name

Affiliation / Title

Address

City, State & Zip Code

Contact (if not Applicant)

E-mail
Phone / Fax Phone Fax
Name
Affiliation / Title
Address
City, State & Zip Code
E-mail
Phone / Fax Phone Fax
Relationship to Applicant

I hereby state that I am the applicant listed above and the foregoing statements and answers made, and all the information and evidence submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that submitting this application does not result in automatic acceptance of this application or guarantee its final approval.

Signature: _____

Date: _____

CODE AMENDMENT # AA 2018-02

Vehicle Service and Repair development standards (TMC 13.06.510 E)

APPLICANTS

Seven small tire store businesses in Tacoma (see attached list).

1. PROPOSAL

Allow for outdoor storage of tires for tire stores in the C-2 zoning district with screening requirement and other performance standards to prevent potential adverse impacts of the modified standards. Current code (TMC 13.60.510 E) only allows vehicle service and repair businesses with outdoor storage in areas screened with fencing in the UCX and industrial zoning districts. The changes to this code section will also require screening and perimeter landscaping in all zoning districts that permit outdoor storage areas for junk vehicles, auto parts and vehicles awaiting repair except the PMI.

PROPOSED CHANGES TO TMC 13.06.510 E.

E. Vehicle services and repair; and vehicle service and repair, industrial.

1. Intent. It is the intent of this regulation to require minimum standards for all vehicle repair uses in order to protect adjoining property, minimize nuisances, and maintain a landscaped setting along street frontages.

2. Minimum standards.

a. Screening. Junk vehicles, auto parts, and vehicles~~Vehicles~~ awaiting repair must be fully screened from public view. These areas shall be screened by a ~~six-foot tall solid or~~ opaque screening fence that is equal in height to the highest level of items stored.

b. Junk vehicles and auto parts must be stored inside an enclosed building, except in the M, PMI, or UCX, Districts and except in the C-2 District for tires only. Where outdoor storage is allowed, -tires must be stored on end, tread up, in maximum three row high tire racks. The top row of the rack must have a cover that overlaps the tires by 6-12 inches to help prevent rainwater from entering the tires.

c. Customer vehicles awaiting repair or pickup must be parked on business property and not on City right-of-way.

d. All repairs must be conducted entirely within an enclosed building, except for tire installation.

e. No windows or openings are allowed if facing a residential district.

f. Landscaping. Except in the PMI district, all outdoor storage areas for junk vehicles, auto parts - including tires, and vehicles waiting for repair must provide site perimeter landscaping as required in TMC 13.06.502 E between the screening fence and the property line.

3. Application. The foregoing regulations shall apply in all zoning districts with exceptions only as noted.

2. PURPOSE

Currently, there are number of small businesses in Tacoma that sell used or resale tires from property zoned C-2 General Community Commercial District. The applicants here represent seven businesses, but there are more in the City. During PDS review of the business licenses for these businesses, it was discovered that tire stores in the C-2 district were not operating per the Tacoma Municipal Code standards in TMC 13.60.510, which the license requires. The main reason for non-compliance was the outdoor storage of auto parts (tires). The businesses were sent code enforcement letters to comply. In order to comply, the businesses would have to move all storage inside an enclosed building. Constructing a new building and complying with all the regulations associated with a new building is beyond the means of our businesses and would force our businesses to close or move out of the city. The revisions to the standards will allow our businesses to continue while providing protection for the general public against possible adverse impacts of the use.

3. CONSISTENCY WITH COMPREHENSIVE PLAN

These tire shops represent small neighborhood type businesses. All but one is minority operated, with two of the minority operators being women. These businesses have been good neighbors to the neighborhoods where they are located. There none of the enforcement actions were started from neighbor's complaints. They were the result of business licensing requirements. Most of the following One Tacoma plan policies demonstrating consistency deal with economic development and equity.

Economic Development

GOAL EC-1 Diversify and expand Tacoma's economic base to create a robust economy that offers Tacomans a wide range of employment opportunities, goods and services. **These tire shops provide steady employment for people in the service industry and provide the community with the opportunity to purchase low cost tires. Also provides income to the tire wholesalers that they acquire the tires from. An operational family vehicle is essential to most segments of our society to gain employment and to get to work. Low cost tires may be the only option to keep a vehicle operational and working for the family.**

GOAL EC-2 Increase access to employment opportunities in Tacoma and equip Tacomans with the education and skills needed to attain high-quality, living wage jobs. **Tire shops are a needed service in the community and provide jobs to persons who may not otherwise have employment.**

GOAL EC-3 Cultivate a business culture that allows existing establishments to grow in place, draws new firms to Tacoma and encourages more homegrown enterprises. **Tacoma was an attractive city for these business start-ups and the demand for their services has sustained them for a number of years.**

GOAL EC-5 Create a city brand and image that supports economic growth and leverages existing cultural, community and economic assets. **Accommodating the code change will be a positive indicator of support for economic growth and encouragement for small business start-ups in the City.**

GOAL EC-2 Increase access to employment opportunities in Tacoma and equip Tacomans with the education and skills needed to attain high-quality, living wage jobs. **At least one of the tire shop operators is using money from the business to pay for college for one of her kids.**

Policy EC-2.1 Maintain adequate employment land and public facilities that support living wage jobs that do not require a 4-year college degree and facilitate career advancement for low income people. **The tire shop jobs are semi-skilled jobs that do not require a college degree.**

Policy EC-2.2 Encourage investment in, and alignment of, public efforts to reduce racial, gender, ethnic and disability-related disparities in income and employment opportunity. **Six of the seven tire shops have minority business operators.**

Policy EC-2.3 Improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses. **In addition to the minority status, two of the small business tire shops are operated by women.**

EC-3 Cultivate a business culture that allows existing establishments to grow in place, draws new firms to Tacoma and encourages more homegrown enterprises.

EC – 3.1 Support efforts to attract, expand and retain large, medium and small businesses that offer high quality jobs, generate local tax revenue and/or provide needed goods or services to residents. **Tire shops are small businesses that supply steady jobs for their workers, generating taxable income and needed option to the community to purchase inexpensive tires.**

EC- 3.11 Maintain and expand a robust Business Retention and Expansion visitation program to existing Tacoma companies. **Changing the code will allow seven businesses to stay in Tacoma.**

EC-6.14 Promote development or redevelopment of vacant, underutilized or surplus properties, particularly those with potential to serve as a catalyst for economic development, through the use of incentives and other assistance. Collaborate with other entities to identify economic and service needs that could be met through the marketing and development of such sites. **Many of the lots that the tire shops are on were underutilized or vacant. A bustling business is good for nearby businesses as well and projects a positive image on the economic climate of the city.**

GOAL DD-7 Support sustainable and resource efficient development and redevelopment. **Used tire shops are inherently green businesses, re-using tires that would otherwise likely end up in the waste stream. This allows for the tire needs of the public to be met with less production of new tires, saving fossil fuels and energy.**

4. **GEOGRAPHIC AREA – City-wide in the C-2 zoning district**

5. **COMPATIBILITY WITH EXISTING AND PLANNED USES. – There have been no complaints from the neighbors as a result of negative impacts from the tire shops. As mentioned above, a lively business drawing customers to it is good for nearby businesses generating more potential customers.**

6. **APPLICANT INTEREST IN THE PROPERTY. Two of the applicants are owner/operators (Calhoun Family LLC for Sinaloa Tires and Jesus Flores of Pacific New and Used Tires) of the land and business. The other five are operators of the business and have supportive landlords. The businesses will make improvements associated with the new development standards for tire shops in the C-2 zone.**

7. **COMMUNITY OUTREACH. Tire shop operators plan to reach out to neighbors to listen to concerns and get support for the code changes.**

8. **No further information.**

AA # 2018-02

Applicants for Tire shops in the C-2 zone (most converted auto sales or repair shops)

JoJo's Tire Center - 6602 6th Ave (PA0220022095) 253-203-8728 (Gabriella), 253-265-3311

(Roger); NC – Neighborhood Commercial land use plan category

Est between JUL 2008 and JUL 2012

arciniega.gabriela@gmail.com

SCOTT ROGER M

2129 50TH AVE NW

GIG HARBOR WA 98335-7517

Applicant Name (Print) Gabriela Ariniega

Signature  Date 3-29-17

Jeff's Tire Center – 4301 6th Avenue (PA 3900000550) 253-759-4971 (Store) (Limited Non-conf

Rights) Est between JUL 1990 and JUN 1996; NC – Neighborhood Commercial land use plan category

KELLY BRUCE H

1560 KANUNU ST APT 617

HONOLULU HI 96814-3202

Applicant Name (Print) Alyssa Bell

Signature  Date 3-29-17

Jandy's Used Tires – 2001 South 12th Street, (PAs 9405000140 and 9405000150) 253-531-8455

(Store); Gabriel 206-245-8135 Est between JUL 2012 and JUL 2014; NC – Neighborhood

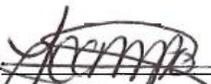
Commercial land use plan category

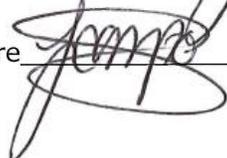
REED JON & AURORA SHEENA TTEE

PMB 140

855 EL CAMINO REAL STE 13-A

PALO ALTO CA 94301

Applicant Name (Print) ~~~~ Tamara Ortiz

Signature  Date 3-29-17

AA # 2018-02

Darinka's Tire Shop - 6443 S Tacoma Way, 98409 (PA3825000080) 253-212-9464 (store)

Est between JUL 2009 and MAY 2012; GC – General Commercial land use plan category

6443 LLC

1245 S GEIGER ST
TACOMA WA 98465

Applicant Name (Print) David Gomez Rios

Signature  Date 3-29-17

Sinaloa Tires – 4540 Pacific Avenue, 98418 (PA 7470024730) C-2 NCU 253-472-5095 (store)

Est after 1998 with requirement for storage inside building (but not enclosed building); NC –

Neighborhood Commercial land use plan category

*Karen Calhoun KarenC@nventure.com
253-355-2918*

CALHOUN FAMILY LLC

PO BOX 928

TACOMA WA 98401-0928

Applicant Name (Print) Calhoun Family LLC

Signature on check Date 3/28/17

Nora's Tires - 5535 McKinley Ave, 98404 (PA 9105001500) 1991 concomitant agreement no

outdoor storage 253-330-9616 (store); GC – General Commercial land use plan category

WINTERSTEIN VILIMA & TOLEAFOA LOMA

711 E 54TH ST

TACOMA WA 98404-2041

Applicant Name (Print) Maria Marguer

Signature Maria Marguer Date 03-29-17

Pacific New and Used Tires Tire Services – 9614 Pacific Ave, 98444 (PA 0319042036) Tire

business start After 10/2008 253-301-1100 (store); 253-293-1108 (Jesus and Francisco); GC –

General Commercial land use plan category

FLORES JESUS D & RODRIGUEZ GALINDO JANET

9614 PACIFIC AVE

TACOMA WA 98444

Applicant Name (Print) Jesus Diego Flores

Signature  Date 03-29-17

From: Lynett, Kristin

Sent: Wednesday, April 26, 2017 9:05 AM

To: Barnett, Elliott; McKnight, Reuben; Wung, Lihuang; Kammerzell, Jennifer; McBride, Amy; Armstrong, Andreta

Subject: Just Released: 2016 Progress Report for Tacoma's Environmental Action Plan

Please forward to your Commissions and stakeholders...

Tacoma Environmental Action Plan: Progress Report 2016

In 2015, citizens of Tacoma, partner organizations and city staff came together to develop a plan for meeting the environmental goals outlined in the Tacoma 2025 Strategic Plan. The resulting **Environmental Action Plan** is a list of meaningful, high-priority actions the City of Tacoma and community will take over five years to co-create a healthier environment.

This week the City of Tacoma released its year one **Environmental Action Plan Progress Report**. The report summarizes successes and offers updates that keep all of the stakeholders accountable to their five year responsibilities. **The report shows how much progress has been made towards each target, and provides a progress rating and status update for each action.** The targets and actions fall into six categories representing urban sustainability: Buildings and Energy, Transportation, Materials Management, Natural Systems, Air and Local Food, and Climate Resiliency.

Some successes highlighted in the progress report include the Tacoma Public Utilities Community Solar Project, passage of the Bring Your Own Bag ordinance, creation of the Point Defiance Regional Stormwater Treatment Facility, and the opening of the Eastside Farmer Market. Kristin Lynett, Sustainability Officer who oversaw development of the EAP, is "excited to see what new success stories come from implementing the plan in collaboration with other City departments and the community."



To view the 2016 Progress Report and the full Environmental Action Plan visit cityoftacoma.org/EAP.

Tacoma Environmental Action Plan: Progress Report 2016

As residents of Tacoma, we all care about the place where we live. One thing that makes Tacoma special is its physical environment, from its tree-filled parks and public beaches to its views of Mt. Rainier, the Olympic Peninsula and Puget Sound.

Last year, community and City leaders came together to reaffirm our commitment to a clean, healthy environment where both our residents and our economy can thrive. As global climate change continues to affect the world around us, actions prioritized in this Plan aim to ensure that all Tacomans, regardless of socioeconomic status, have the same opportunities to access, participate in and enjoy an even more beautiful and livable city.

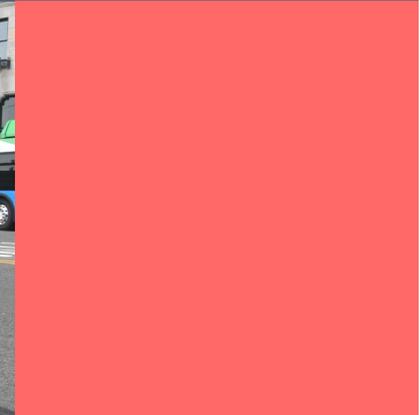
Tacoma's First Annual Environmental Action Plan Progress Report serves as our first check-in on how we, as a city, are doing and if we are on track to meet our five-year targets. Not only does the report summarize our successes, but it also holds us accountable to our stewardship responsibilities.

To learn more and join the effort, visit www.cityoftacoma.org/sustainability.

Sincerely,



Marilyn Strickland
Mayor





What is the Environmental Action Plan and Its Intent?

The Environmental Action Plan (EAP) is a list of meaningful, high-priority actions that the City of Tacoma and our community will take between 2016 and 2020 to meet the environmental goals outlined in the Tacoma 2025 Strategic Plan.

Replacing the 2008 Climate Action Plan and building on the 2016 Climate Change Risk Assessment, the EAP presents near-term sustainability targets and actions in each of the following categories: Buildings and Energy; Transportation; Materials Management; Natural Systems; Air and Local Food; and Climate Resiliency.

The EAP was developed over nine months in a collaborative process with staff from multiple city departments, representatives of partner organizations, and citizens of Tacoma.

Co-Benefits of Environmental Actions

During EAP development, co-benefits were considered in recognition of the reality that targeted investments in our environment often have significant economic and social benefits beyond the anticipated environmental ones. The six co-benefits are below.



2016 Progress Report

This report contains near-term **targets**, which track progress toward major goals, and **actions** designed to help accomplish these targets. A **progress rating** and **2016 status** is given for each action.

Look for **stories of success** throughout the report to see some of the exciting accomplishments made this year in each EAP category.





Buildings and Energy

TARGETS



Achieve all cost effective electricity conservation savings.

2017

239 mil kWh conserved

2016

222 mil kWh



2010-2015

196 mil kWh conserved

Reduce water use at City facilities by 10%.

2014

102,252 CCF

2016

99,810 CCF



2020

92,207 CCF

Increase water conservation.

2017

273 mil gal conserved

2011-2015

228 mil gal conserved



2016

171 mil gal conserved

Reduce energy use in City General Government buildings by 10%.

2015

151 million kBtu

2016

144 million kBtu



2020

136 million kBtu

Fund all cost-effective low income residential conservation spending.

2017

\$16.8 million

2016

\$14.6 million



2010-2015

\$13.4 million

Certify 20% more buildings as LEED.

2020

49 buildings certified

2016

44 buildings certified



2015

41 buildings certified

Reduce electricity use in City operations by 10%.

2015

91.7 kWh

2016

90.6 kWh



2020

82.5 kWh

Increase solar power by 26%.

2016

1,600 kW



2020

1,012 kW

2015

803 kW

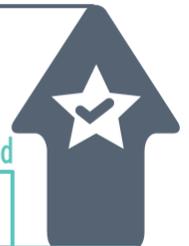
Certify 100% more buildings as Energy Star.

2020

77 buildings certified

2016

14 buildings certified



2015

14 buildings certified



Action	Progress Rating (1-5)	2016 Status
B1 Meet I-937, the Washington State Energy Independence Act, energy conservation targets which require utilities to achieve all cost-effective energy conservation measures.	4	Tacoma Power acquired 25.95 million kWh of energy conservation savings. These savings provide enough power for heating and lighting 2,076 homes.
B2 Develop a pilot commercial program focused on reducing utility costs through improving building operations and maintenance.	3	Commercial program will launch in 2017. Six Strategic Energy Management projects were completed with large industrial energy users providing 3.7 million kWh in energy savings.
B3 Continue to develop water conservation incentives, rebates and education for residential, commercial and industrial customers.	3	Tacoma Water engaged in community outreach activities, workshops, fixture giveaways, and television appearances.
B4 Hire a green building advocate for the city's Permit Office to identify incentives, remove barriers, and encourage green building practices.	1	Need to develop implementation plan for green building advocacy and education.
B5 Retain funding for low income energy efficiency programs.	4	Tacoma Power provided low income assistance to 236 projects in 212 low-income homes/buildings saving 986,050 kWh at a cost of \$1.2 million.
B6 Support efforts at the state and local level to incentivize conservation in rental properties.	3	382 single family and multifamily projects completed using \$1.4 million in incentives, providing 2.1 million kWh in energy savings. Tacoma Water continues to offer efficient fixtures to rental customers.
B7 Work with regional partners to increase cost effective energy efficiency standards in the State Energy Code. Participate actively to revise the State Building Code to incorporate performance that targets net-zero energy by 2030.	4	TPU facilitated revision of, and PDS adopted 2015 State energy codes, increasing the energy efficiency standards for building construction, especially residential buildings.
B8 Develop community-owned solar projects and support distributed generation.	5	Tacoma Power built and fully subscribed four 75-kW projects. Slightly more than 1000 customers participate in the Program. Rooftop solar customers grew from 216 to 340 in 2016.
B9 Promote transparency, investment and competition of energy and water performance by requiring commercial benchmarking and disclosure through EPA's Energy Star utility tracking system. Increase awareness of the system and provide technical assistance to customers to better track and monitor building energy use.	2	Not anticipated to begin work on ordinance until 2018. Tacoma Power will be working with large customers on automated but voluntary reporting in 2017.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed



Action	Progress Rating (1-5)	2016 Status
B10 Upgrade all streetlights to LED where cost effective and use best practices when possible to reduce light pollution.	3	Updated lighting engineering design and construction specifications to Dark Sky standards. General Government is teaming with Tacoma Power to upgrade approximately three-quarters of Public Works' streetlighting fixtures to LED.
B11 Track and report city buildings' utility performance and Energy Star scores. Develop a Resource Conservation Management (RCM) Plan.	2	General government facilities set up to track energy use and costs. Energy Team formed, but without a Resource Conservation Manager, only incremental and opportunistic progress will be made.
B12 Meet federal Better Building Challenge goal (10% reduction in 5 years) by implementing energy efficiency in city buildings where cost effective.	3	Established a baseline and energy tracking system for City buildings. PW Facilities implements cost effective energy efficiency projects as part of general maintenance. There are currently no capital projects budgeted in 17'-18' geared directly towards energy efficiency. TPU will be installing in 2017 interval meters at the TPU Admin Complex to provide consumption data for the campus that will assist energy conservation efforts.
B13 Ensure all existing occupied LEED New Construction buildings comply with LEED Existing Building Operations and Maintenance guidelines.	2	No progress on Solid Waste Admin or Transfer Center buildings yet. Police Dept. Headquarters conducted initial audit and potential challenges emerged. Next steps are to identify high priority action items from the audit in order to request funding for capital improvements if LEED EBOM is feasible for the facility. The Center for Urban Waters began the LEED EBOM process and will complete it in 2017.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed

Tacoma Public Utilities Community Solar Project

In the winter of 2016, Tacoma Power constructed its Community Solar Project, consisting of four 75-kilowatt solar projects on the warehouse roof. More than **1,000 customers** purchased solar units (up to 20 each) for \$100 per unit. Participants earn Washington State renewable energy production incentives and the value of solar electricity generated by the project – a total of \$1.12 per kilowatt hour. In its first full year, the project produced 15% more electricity than originally modeled.





Transportation

TARGETS



Decrease single occupancy vehicle trips by 7% of 2015 levels.

2016
84%

2015

77%

2020

70%



Reduce bicycle and pedestrian collisions in low income neighborhoods and communities of color by 50% of 2015 collisions.

2015

276 collisions

2016

163 collisions

2020

138 collisions



Decrease fossil fuel use by 15% of 2014 levels.

2016
1.99 mil gal

2014

1.96 mil gal

2020

1.67 mil gal



Decrease city employee single occupancy vehicle trips by 5% of 2015 levels.

2015

75%

2016
75%

2020

70%



Register 2,000 electric vehicles by 2020.

2020

2,000 registered

Data available July 2017

2015

383 registered



Increase pedestrian counts by 15% of 2015 counts (as measured during annual Bicycle/Pedestrian Count Week).

2020

4,188

2015

3,642

2016
2,510



Increase miles of bicycle infrastructure by 35% of 2015 miles.

2020

83 miles

2016

62.1 miles

2015

61 miles





Action	Progress Rating (1-5)	2016 Status
T1 Develop education programs and materials for the public on benefits and practicalities of electric vehicles.	2	Held two well attended electric vehicle workshops. Applied for grant, but was unsuccessful. Sustainability Office will work with Tacoma Power to jointly develop outreach campaign and materials.
T2 Establish dedicated and stable funding for active transportation education, encouragement, safety programs, and infrastructure improvements.	3	Through the Tacoma Streets Initiative, \$2.5 million/year is dedicated to active transportation.
T3 Synchronize and recalibrate the timing of traffic signals on all Tacoma arterials. Repair, improve, or upgrade infrastructure as needed to maximize signal efficiency.	2	Acquired grant funding to synchronize ~10% of the City's traffic signals. Have acquired no dedicated funding for infrastructure specific to traffic signal efficiency upgrades.
T4 Become a Bicycle Friendly Silver Community by implementing the next 5 prioritized Mobility Master Plan roadway projects and next 32 trail projects.	2	Grant funding received to implement several Mobility Master Plan projects in 2018.
T5 Support 4 multi-year Safe Routes to School Programs and infrastructure improvements.	3	Safe Routes to School Strategic Plan is underway, with expected completion in April 2017. Funding has been secured for improvements at two schools.
T6 Create a grant program that supports walking, biking, and transit projects in business districts and designated centers.	1	Innovative grants for business districts can no longer be used on projects in the right of way. No other grant program has been developed.
T7 Develop sidewalk, curb ramp and crosswalk inventories to prioritize future investments, as part of a Pedestrian Mobility Strategy.	2	Hired consultant to provide sidewalk inventory data, expect to have it completed by April 2017. Public Works partnered with UWT to develop an app allowing City inspectors to inventory and provide conditions on curb ramps. Over 20 locations were inventoried in the pilot program.
T8 Advocate at the state and national levels for policies and programs that provide incentives for Tacoma residents to use more fuel-efficient and alternative-fuel vehicles.	2	Electric vehicle support is in the City's Legislative Manual approved by the City Council.
T9 Advocate for strong Sound Transit and Pierce Transit policies and funding, including South corridor ST3 projects and Pierce Transit bus rapid transit on Route 1.	4	Tacoma City Council actively supported the ST3 ballot measure and staff will work with Pierce Transit on scoping and public engagement for the Pacific Avenue Route 1 Bus Rapid Transit corridor in 2017/2018.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed



Action	Progress Rating (1-5)	2016 Status
T10 Equip operationally appropriate city vehicles with petroleum fuel saving and/or anti-idling technology.	3	TPU Fleet Services will test Automatic Vehicle Location (AVL) data collection with the goal to implement idle-reduction technology on TPU fleet vehicles. TPU Fleet services purchased four more plug-in-electric vehicles. The Police Department tested in 2015 an anti-idle system on new SUVs, but found the technology has not reached a point where it is operationally feasible. A proven strategy to reduce fuel use is to replace aging vehicles with more fuel efficient models. The General Government fleet has over 400 vehicles past due for replacement, equating to over \$24M. The 2017-2018 budget includes \$5M to aid in this replacement effort.
T11 Convert solid waste trucks from diesel to renewable natural gas made from methane captured at the wastewater treatment plant.	3	20 Solid Waste trucks (~25%) were converted to Certified Natural Gas with more ordered for arrival. This contributed to a reduction of 25,000 gallons of diesel. Renewable natural gas from the treatment plan will be online in 2018.
T12 Develop, implement, and monitor a Fuel Reduction Policy and associated education and awareness campaigns for both employee commuting and city trips.	1	Without an internal focused Resource Conservation Manager, only incremental and opportunistic progress will be made, such as promoting Downtown on the Go and Pierce Trips programs to staff.
T13 Update the City's telecommuting policy and flexible work schedule to foster increased use when it meets city business needs.	1	Existing policies were written in 2002 and 2009. Implementation is inconsistent and not applied or promoted consistently.
T14 Join West Coast Electric Fleets at the Highway Lane Level in 2016.	1	TPU and General Government Fleet Managers are evaluating their fleet for EV opportunities and will be joining in 2017.
T15 Develop and incorporate contractor fuel emissions reduction standards into bids and contracts.	1	Without an internal focused Resource Conservation Manager, only incremental and opportunistic progress will be made on sustainable purchasing.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed

Funds Dedicated to Active Transportation

2016 was a regrouping year for Active Transportation at the City of Tacoma. A new Coordinator was hired and projects were prioritized for the local 2015 Streets Initiative Funding. Over **\$5 million in critical grant match** was secured to begin 5 projects in 2017. A total of \$20 million of Streets Initiative funding will be dedicated to active transportation projects over the next 10 years.





Materials Management

TARGETS

Decrease waste generation by 11% per capita per day. **2016** 4.8 lbs.

2014

4.4 lbs.

2020

3.9 lbs.



Increase multi-family recycling accounts.

2020

1,160 accounts

2015

1,105 accounts

2016

1,026 accounts



Double commercial composting accounts. **2016** 270 accounts

2020

220 accounts

2015

110 accounts



Increase amount of waste diverted from the landfill by 5%.

2020

60%

No new data in 2016

2015

55%



Bring Your Own Bag Ordinance

The Tacoma City Council passed the Bring Your Own Bag (BYOB) ordinance on July 12, 2016. The law goes into effect one year after passage, and helps address the litter and waste created by both disposable plastic and paper checkout bags. BYOB encourages shoppers to bring their own bag, as retailers will no longer be able to distribute disposable plastic bags. If shoppers forget their bags, they can pay \$0.05 (minimum) for a paper or other qualifying checkout bag. Tacoma is now one of 16 communities in Washington State that have taken similar action to keep our communities, land and waterways clean and healthy.





Materials Management

ACTIONS

Action	Progress Rating (1-5)	2016 Status
M1 Develop Construction and Demolition Diversion program that includes education, reporting, regulation and enforcement.		Solid Waste Dept. is evaluating options and will develop an Implementation Workplan in 2017.
M2 Support and advocate for strong product stewardship policies at the state and national levels, minimizing environmental impacts of product and packaging throughout all lifecycle stages, especially manufacturing.		Solid Waste Dept. provides funding for Northwest Product Stewardship Council and the sustainability office actively participates.
M3 Provide financial incentives to increase diversion of materials at the Tacoma Recovery and Transfer Center.		Research has started on market pricing for clean wood and related technologies for maximizing recovery efforts.
M4 Conduct and support education and outreach on waste prevention (including food) and toxic reduction, with focused outreach to communities of color.		A food waste prevention pilot launched including a webpage, resident Challenge, public outreach, workshops, and informational packet for commercial food waste donation. A general waste prevention webpage is in development. Two Healthy Homes, Healthy Neighborhoods campaigns shared food waste messaging (Hilltop and Lincoln Districts).
M5 Incentivize the use of sink food grinders as a strategy for beneficial use of food scraps. Food sent to the wastewater treatment plant is used as Tagro and can be turned into renewable natural gas.		The use of disposals is currently recommended when appropriate but no financial incentives are in place at this time.
M6 Provide recycling and composting education and outreach targeted at multifamily property managers and tenants.		Increase in overall commercial yard and food waste customers, but focused efforts on multi-family will begin in 2017.
M7 Require new buildings to provide adequate space and receptacles for recycling and organics storage and collection.		Solid Waste staff is currently reviewing building and site development plans for new construction project permits to ensure there is adequate space for garbage, recycling, and organics.
M8 Enhance opportunities to sort and drop-off reusable and recyclable materials at the Tacoma Recovery and Transfer Center through better signage, enhanced floor sorts, and drop-off area.		Some improved signage and re-organization of the material areas have been implemented. A contract with local reuse non-profits is in place.
M9 Reduce disposable bag use by shoppers.		Tacoma City Council adopted the Bring Your Own Bag Ordinance on July 12, 2016. It goes into effect on July 12, 2017.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed



Materials Management

ACTIONS



Action	Progress Rating (1-5)	2016 Status
M10 Ensure compliance with existing Sustainable Purchasing Policy, including increasing staff training.	1	Without an internal focused Resource Conservation Manager, only basic sustainable purchasing will occur. Procurement and Payables staff support Department purchasing contracts, but no additional monitoring or training has been conducted.
M11 Conduct waste characterization audits at 4 city facilities in order to develop better strategies for waste minimization and diversion.	2	TPU has been engaged with Solid Waste Dept. on this effort. The TPU administration complex has established measurement of seven different waste and recycling streams with a current recycling rate above 40%.
M12 Increase materials surplus recovery and sale of city-owned goods and building demolitions.	1	Without an internal focused Resource Conservation Manager, only opportunistic progress will be made.
M13 Use low-carbon concrete or asphalt made with a percentage of recycled asphalt and/or recycled asphalt shingles in city projects, including streets, where feasible and applicable.	2	The City's asphalt shingle recycling plant is not in operation, though a project was done to keep rainwater out of the manufacturing process when it begins, which may be in the summer of 2018.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed

Preventing Wasted Food

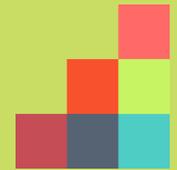
The Office of Environmental Policy and Sustainability launched a residentially focused Preventing Wasted Food program in an effort to reduce the amount of edible food sent to the landfill or composted. Wasting food wastes significant amounts of natural resources and contributes emissions to climate change. Based on a program developed by the Environmental Protection Agency, the program engages with residents at community events and through workshops with the goal of attaining participants in the Food: Too Good To Waste Challenge. In 2016, the 4-week at-home challenge resulted in an average 56% reduction in the amount of preventable wasted food being disposed of. The program will continue in 2017.





Natural Systems

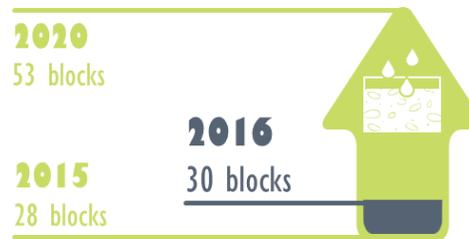
TARGETS



Increase acres managed by Green Stormwater Infrastructure.



Increase blocks of new permeable residential streets.



Increase volunteers engaged in stewardship activities and programs by 20%.



Increase acres of actively managed open space ecosystem habitat by 52%.



Increase tree canopies, focusing on low income neighborhoods and communities of color most susceptible to heat island effect.



Point Defiance Regional Stormwater Treatment Facility

In 2015, Metro Parks Tacoma and the City of Tacoma joined forces to create an innovative water treatment system designed to improve Puget Sound water quality. Using natural processes, without requiring energy or chemicals, runoff is intercepted, cleaned and sent on its way to Puget Sound. The 5,500-square-foot project is the largest of its kind in the world and features a series of six cascading pools that channels runoff from streets and properties as far south as North 30th Street. Before this facility was built, polluted stormwater flowed untreated before spilling into the Sound near Point Defiance Marina. The facility treats 480 acres.





Action	Progress Rating (1-5)	2016 Status
N1 Reduce stormwater quantity and/or increase quality in each of the city's watersheds by developing Management Plans that use best practices appropriate to each watershed's natural and built conditions.	3	Developed a preliminary GIS-based environmental evaluation strategy for Tacoma's nine watersheds. It will be used to develop Management Plans to prioritize areas for reducing stormwater quantity and/or increasing quality.
N2 Implement code that discourages development on lands where such development would endanger life, property or infrastructure, or important ecological functions.	1	Under consideration for the 2017-2018 Comprehensive Plan and Land Use Regulatory Amendment work program. The final scope of work and schedule for adoption will be completed in May.
N3 Develop Urban Forestry Implementation Strategy for strategic and equitable planting locations, incentives, public engagement, retention strategies and maintenance. Create stable funding for implementation.	2	The budget for the Urban Forest Management Plan has been allocated in the 2017/18 biennium, which will define the level of services for these EAP actions.
N4 Plan, create incentives for, and support green stormwater retrofit projects such as rain gardens and other low-impact designs.	4	A low impact development stormwater rate reduction was updated. Green Stormwater Infrastructure (GSI) guidelines, specifications, and drawings have been developed to assist in design and construction of those projects. The City participated in two Depave projects.
N5 Develop and manage an Open Space program based on watershed planning that seeks to own most valuable properties and effectively manages and restores habitat, using volunteers as appropriate.	3	Currently in the strategic planning process for OS to be completed in 2017. Will include a prioritization exercise. A volunteer program is also in the process of being developed and will be actively implemented in 2017.
N6 Improve regulations to encourage tree preservation and protection on private property and in the city right-of-way.	2	City Staff have developed recommendations for regulation changes for tree preservation and will begin the code update process in 2017.
N7 Create a public education campaign, targeted outreach effort or incentives to inform residents and/or plant sellers about the benefits of native and pollinator-friendly species and the hazards of invasive species.	1	A robust education and outreach campaign will be implemented during the development of the Urban Forest Management Plan.
N8 Adopt and implement Landscaping Manual and Integrated Pest Management Policy and Plan for all City facilities and train staff.	1	Environmental Services staff will develop a work plan for Integrated Pest Management in 2017.
N9 Retrofit one City facility with Green Stormwater Infrastructure.	3	Several facilities were evaluated to determine feasibility for GSI retrofitting. Field studies for infiltration are moving forward on appropriate sites.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed



Air and Local Food

TARGETS



Meet healthy fine particle pollution levels 365 days a year (in 2015, 9 days were above healthy particle levels).

2020
365 days

2015
356 days

2016
358 days



Increase number of low income neighborhoods and communities of color with community gardens by 14%.

2020
16 gardens

2015
14 gardens

2016
14 gardens



Wood Stove Removal Program

In October 2015, the Wood Stove Rule was passed making it illegal to own or operate an uncertified wood stove in the Smoke Reduction Zone. Air Safe Pierce County is helping residents who have old or uncertified wood stoves or fireplace inserts move on to better heat. With funding from the Department of Ecology and the Puget Sound Clean Air Agency, they were able to offer Wood Stove Buy Back and Wood Stove Replacement programs. In 2016, the programs **changed out or scrapped 884 uncertified woodstoves** and made great progress towards reducing fine particle pollution and cleaning up our air.



Eastside Farmers Market Opens

The Eastside Farmers Market sits in the heart of the Salishan. Located between two low-income senior living facilities the Eastside market provided access to fresh, healthy, local food to **250-300 qualifying seniors** each week who would have trouble accessing otherwise.

In addition, the Market ran a Fresh Bucks EBT (Food Stamps) matching program, worked with Tacoma Housing Authority Residents and WSU Extension to provide transportation and market navigation services at the market, and worked with the Salishan Community Health Advocates to provide translation services in Khmer, Vietnamese, Korean, Spanish, and Russian.





Action	Progress Rating (1-5)	2016 Status
A1 Continue to collaboratively seek federal and state funding for reducing wood smoke pollution.	4	The City continues to support the woodstove change out program administered by the Tacoma-Pierce County Health Department.
A2 Sustain and grow community garden program through enhanced garden support and education.	4	Additional funding was provided by the City to continue to support community gardens and their many social and environmental benefits.
A3 Create and fund a reporting system and feedback forum for the city to hear from those suffering from food insecurity.	2	Starting to work with the Puyallup Watershed Initiative's Just and Healthy Food System Community of Interest to support and listen to those suffering from food insecurity.
A4 Support gleaning (harvesting produce left over in fields and home and community gardens for donation) in Tacoma through funding and outreach.	1	City of Tacoma will begin support in 2017 for Pierce Conservation District's successful gleaning program.
A5 Support urban agriculture and clear legal hurdles so citizens can sell produce grown in the city.	1	Research and program development will begin in 2017.
A6 Support innovative projects to encourage more disadvantaged citizens to shop at farmer's markets.	3	The City has provided financial and support for the farmer's markets for many years, but plans to work with them more intentionally starting in 2017.
A7 Pilot 1 - 2 small-scale urban agriculture programs on public land.	1	Not anticipated to begin work until 2018.
A8 Implement community supported agriculture (CSA) pick-up at 4 city facilities for employees.	1	No existing staff resources available to develop program.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed

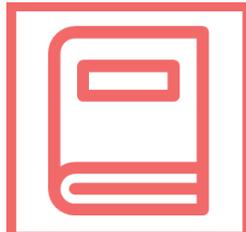


Climate Resiliency

TARGETS



Complete sea level and flooding studies.



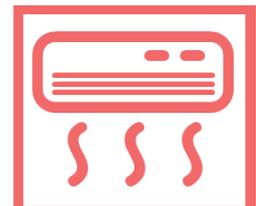
2020 = 2 studies

Incorporate climate risks into formal asset management, Capital Improvement Plans and implementation, and emergency management plans.



2020 = Planning and implementation

Have adequate and accessible cooling stations to address heat waves.



2020 = cooling stations

Use information from completed studies to modify development codes, ensuring safety and resiliency.



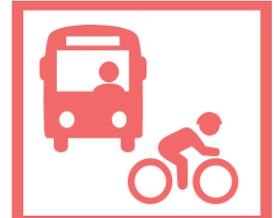
2020 = Improved safety and resiliency

Educate the public on risks of climate change and opportunities for climate resilience and adaptation.



2020 = Public education on climate

Identify which public infrastructures and facilities are at unacceptable risk from climate change; prioritize adaptations for these elements.



2020 = Assess infrastructure needs

Washington Coastal Resilience Grant

The Coastal Resilience Project is a three-year effort to rapidly increase the state's capacity to prepare for natural events that threaten the coast, such as coastal flooding, wave damage and shoreline erosion which will increase as climate change continues. The **City of Tacoma is acting as a case study** to help understand resilience issues at a local scale by lending its tideflats, steep slopes, restoration projects and Owen Beach to study. Grant partners include Washington Sea Grant and WA Department of Ecology as leads, and UW's Climate Impacts Group, U.S. Geological Survey, U.S. Department of Energy and others.





Action	Progress Rating (1-5)	2016 Status
C1 Incorporate climate resilience actions into equity initiatives and programs, and consider future climate risk in emergency planning and hazard mitigation plan updates.	1	No progress made.
C2 Preserve and expand urban forest canopies with climate resilient species based on heat island data analysis.	3	The City uses resilient trees species on capital improvement projects and published a list of urban resilient trees in the Urban Forest Manual. This list is updated periodically to accommodate new species.
C3 Prioritize the most vulnerable neighborhoods for capital improvement, development, and planning activities to ensure that these communities receive the services they need to build resilience to climate change and other stressors.	1	No progress made.
C4 Begin a conversation with the business community around climate impacts and resilience.	1	The WA Coastal Resilience Grant project will include a workshop on the impact of SLR on the tideflats, which will include members from businesses and The Port of Tacoma.
C5 Engage with and support community organizations that enhance community resilience.	1	No progress made.
C6 Ensure that near-term capital improvement projects consider climate change risks.	1	No progress made.
C7 Conduct additional studies (including data gathering, research, and mapping) to identify infrastructure that will be impacted by sea level rise and flooding.	2	The WA Coastal Resilience Grant will be complete in 2018, providing probabilistic sea level rise data for WA coastal areas.
C8 Inspect, maintain, and upgrade critical infrastructure.	1	No progress made.
C9 Preserve remaining natural areas, and provide more guidance and specifications on incorporating climate science in habitat restoration plans.	3	The City engages in passive open space restoration which contributes to ecosystem resiliency and adaptability.
C10 Evaluate the development code related to landslide and flooding hazards.	1	Under consideration for the 2017-2018 Comprehensive Plan and Land Use Regulatory Amendment work program.
C11 Integrate climate change considerations (e.g., increased sediment, increased flow, increased sea level) into current and near-term work for Puyallup River flood planning.	1	No progress made.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed