



## Tacoma Shoreline Master Program Workshop

### Waterfront Land Use Analysis

#### **Do we have enough land to meet the needs of recreational, government, commercial and industrial uses for the next 20 years?**

A key part of the Shoreline Master Program (SMP) Update is to determine whether there is sufficient land available to meet the most critical needs of water-dependent uses. This includes:

- Recreational boating (power, sail, and hand launched boats and support services such as fuel, repair and like services),
- Government (ferry terminals, moorage for City of Tacoma fireboats, US Navy and US Army and related vessels)
- Commercial/Industrial uses (public and private marine terminals, boat building, ship repair, moorage of company owned vessels, manufacturers or distributors that ship and/or receive products by water)

This process includes evaluating existing uses and estimating the future demand for waterfront uses. It also includes assessing whether there is sufficient vacant or under-utilized land to meet these needs.

For waterfront uses, another key issue is water depth. There are different requirements for different types of uses:

- Recreational boats typically require minimum depths of 6 to 12 feet<sup>1</sup>. Deeper channels and berths are required for larger boats. Sail boats also require deeper channels and berths than power boats to accommodate underkeel clearances.
- Tugs, barges, larger commercial fishing boats, small freighters, ferries and like craft usually need 10 to 30 feet of water depth. As an example, Martinac recently built a new tug that draws 16 feet of water. With underkeel clearance, this boat will require around 20 feet of water depth.
- Larger commercial vessels (tankers, breakbulk and container vessels) usually need more than 30 feet of water depth. The Ready Reserve fleet at Sperry Dock has a draft of 32 to 34 feet when fully laden and will require a channel and berth draft of around 35 or more feet. Larger container vessels (8,000 TEU+) have drafts of more than 45 feet and require a depth of 50+ feet.

The waterfront in Tacoma is very well utilized. The following pages describe the draft study results on existing uses, opportunities for redevelopment and potential conflicts.

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<sup>1</sup> Water depths used in this report refer to depth at mean lower low water (MLLW). Tides of 8+ feet occur in Commencement Bay. Under certain circumstances, non-scheduled cargo can be loaded at high tide.

Shoreline District	Description
<b>S-1 Western Slope South</b>	The main waterfront use is recreational boating facilities provided at the Narrows Marina. There appear to be redevelopment opportunities in the uplands of the Narrows Marina (mixed-use development) that could enhance recreational boating facilities.
<b>S-2 Western Slope Central</b>	The main waterfront uses in this area are recreational boating facilities in Titlow Beach Park that are leased to the Tacoma Outboard Association. These uses may be enhanced but are not expected to change significantly in the future.
<b>S-3 Western Slope North</b>	There are no waterfront uses in this area. This is not expected to change.
<b>S-4 Point Defiance Natural</b>	The entire unit is included in Point Defiance Park. There are no waterfront facilities in this area.
<b>S-5 Point Defiance Conservation</b>	The western portion of Point Defiance Park is included in this district and includes Owens Beach Boathouse Marina, Point Defiance Marina, Point Defiance-Tahlequah Ferry and Breakwater Marina. These facilities together provide beach access, fishing, recreational transportation, and pleasure boating supplies and rentals. The current SMP encourages the development of more access in this district. Tacoma Metro Parks is completing a plan for redevelopment that would enhance boating facilities in this area.
<b>S-6 Ruston Way</b>	The Town of Ruston is located between areas S-5 and S-6. The Point Ruston development, which is located in Ruston and Tacoma, may include additional recreational boating facilities. Boating facilities include facilities adjacent to commercial businesses (dock at Silver Cloud Hotel et al) and at public facilities (Old Town Dock). The current SMP encourages the development of more access in this district.
<b>S-7 Schuster Parkway</b>	The two waterfront facilities in this area are the Sperry Dock and the Port of Tacoma grain elevator (leased to Cargill). The owner of Sperry Dock has proposed a plan to upgrade the facility and increase the number of Ready Reserve vessels that use the facility. There is a conflict, since the plan concerns neighbors. There are few (if any) places that this activity could be relocated to in Tacoma. The grain elevator has been well utilized since its inception. There are no anticipated changes to the grain elevator.
<b>S-8 Thea Foss Waterway</b>	The Thea Foss has water depths of 19 to 22 feet inside the East 11 <sup>th</sup> Street bridge and 29 feet outside the East 11 <sup>th</sup> Street bridge. The Wheeler Osgood waterway has a stated depth of 2 feet at its mouth. There are several marinas and support services (fuel, repair et al) along the Thea Foss. It is expected that there will be an increase in this activity on both the West and East sides of the waterway. There are also several industrial operations including two petroleum product distributors, a manufacturer of marine floats and a ship yard. These uses are located on private property and will likely be there until the operator decides to change the use. Other properties (Wattles, Petrich BNSF et al) may be redeveloped in the future. It is expected that the waterfront will accommodate waterfront uses (marinas, boat ramp and support facilities) and possibly office buildings transitioning to light/heavy industry. Urban Waters (a laboratory and research facility) is planned for construction between the two petroleum distribution facilities on the East Thea Foss. The East Thea Foss area is another site of conflict over land use, competing visions of industrial and mixed-use operations.

Shoreline District	Description
<b>S-9 Puyallup River</b>	The Puyallup River is not navigable by the general public and there are no waterfront facilities. It is used by the Puyallup Tribe fishermen for subsistence and other fisheries.
<b>S-10 Port Industrial (Hylebos Creek)</b>	<p>The Port Industrial area is very well utilized, primarily by water-dependent uses.</p> <p>The Middle Waterway, which has water depth of around 12 to 15 feet at the outer end, is used by tug moorage, log lift dock and a ship yard.</p> <p>The St. Paul Waterway, which has water depth of around 2 feet to 23 feet, accommodates Simpson's barge dock.</p> <p>The Sitcum Waterway, which has a depth of 51 feet, is fully utilized by Port of Tacoma container and breakbulk terminals.</p> <p>The Blair Waterway, which also has a depth of 51 feet, is used by Port of Tacoma container terminals as well as several private terminals (Concrete Tech, GP Gypsum, Graymont Lime et al). There are plans to build two new container terminals on the Blair Waterway (one by the Port of Tacoma, one by the Puyallup Tribe and its partners SSA). This waterway is fully utilized. Expansions of marine terminals could dislocate other water-dependent uses.</p> <p>The Hylebos Waterway, which has a controlling depth of 30 feet, is mainly used by private water-dependent firms (American Construction, Sound Refining, Modutech, Manke Lumber, Glacier Northwest, Schnitzer Steel et al) and marinas (Hylebos Marina). There are also several non-water-dependent uses (Calbag, Buffelen Woodworking, et al). It is expected that if existing non-water dependent firms cease their use of a site, it be considered for water-dependent use.</p> <p>Much of the Blair-Hylebos peninsula will be re-configured as a result of container terminal development by the Port and Puyallup Tribe/SSA.</p> <p>There are a few vacant properties in this waterway (Pony Lumber site and Puyallup Tribe property at the end of the waterway)</p>
<b>S-11 Marine View Drive South</b>	Chinook Landing Marina, owned and operated by the Puyallup Tribe, and the adjacent Ole & Charlie's accommodate recreational boaters in this area. These uses are expected to continue.
<b>S-12 Marine View Drive North</b>	Tyee Marina and log storage occur in this area. These uses are expected to continue.