Agenda Item D-1

City of Tacoma
Planning and Development Services

To:	Planning Commission
From:	Stephen Atkinson, Planning Services Division
Subject:	**Port/Tideflats Interim Regulations**
Meeting Date:	June 21, 2017
Memo Date:	June 14, 2017

As part of the 2017-2018 Comprehensive Plan and Land Use Regulatory Code Amendment application cycle, the Commission received multiple requests for amendments related to the Port of Tacoma Manufacturing and Industrial Center, including an application from the Northeast Tacoma Neighborhood Council to establish a buffer zone along Marine View Drive and a Council Consideration Request to review the use and development standards in the Port of Tacoma MIC zoning districts for consistency with Container Port Element policies. As a result of the multiple applications, on May 9, 2017 the City Council adopted Resolution No. 39723, to:

- Consolidate the various applications into a Tideflats Subarea Planning Process;
- Request the City Manager to identify resources necessary to move forward the Tideflats Subarea Plan; and
- Request the Planning Commission to immediately begin discussions regarding the need for interim regulations related to the Container Port Element while the subarea planning process is underway.

At the June 21st meeting, the Planning Commission will be asked to begin deliberations on the potential need for interim regulations. The first meeting will focus on developing findings of fact as to whether interim regulations for the Port/Tideflats are warranted. Staff will present an overall work plan and both procedural and substantive options for the Commission to consider.

Interim regulations are enabled per requirements in Tacoma Municipal Code 13.02.055. There are multiple ways in which interim regulations can be implemented. The following is a summary of some types of interim regulations the Commission could consider:

- Permit application types: Interim regulations could be used to modify the permit application types required for certain uses, to provide staff with more discretion to review the potential impacts from proposed development or expansion of existing uses. For example, a use could be changed from permitted outright to conditionally permitted.
- Prohibitions: Interim regulations could be used to prohibit uses that could have a significant impact on the subarea planning process itself, or those uses with a high risk of hazard or public health and safety impacts, until such time as the subarea planning process and environmental review is complete.
- Permit procedures: Interim regulations could modify notification and/or public meeting requirements for specific use types or permit types.

- Development standards: Interim regulations could modify setback, height, landscaping, transitions, or other development standards to avoid or limit new conflicts from arising during the subarea planning process as a result of incompatible use and development occurring in close proximity.
- Geographic scope: Interim regulations can be based on zoning districts or on the Manufacturing/Industrial Center boundary. In addition, interim regulations need not be limited to the Port of Tacoma M/IC and could be considered for areas adjacent to the M/IC as well where supported by findings of fact.
- New versus existing uses: The Commission should consider the impacts of any potential interim regulations on new versus existing uses. Likewise, interim regulations can be developed to differentiate between new use and development and the expansion of existing uses.

To facilitate the Commission's discussion, staff has assembled background materials on the Port of Tacoma M/IC and related topics. Please see the annotated list of attachment below.

Please contact Stephen Atkinson at (253) 591-5531, or email satkinson@cityoftacoma.org, with any questions.

Attachments (annotated):

1. Resolution #39723
   The City Council adopted Amended Resolution No. 39723 on May 9, 2017, initiating the subarea planning process as a viable course of action to comprehensively address land use issues associated with the future of the Tideflats area. The resolution requests the Planning Commission to consolidate various planning efforts into the subarea planning process, requests the Commission to consider land use interim regulations while the subarea planning process is underway, and authorizes the City Manager to negotiate an Interlocal Agreement (ILA) with the Port of Tacoma and the Puyallup Tribe for the collaborative development of the subarea plan.

2. Map of the Port of Tacoma M/IC
   The Port of Tacoma Manufacturing and Industrial Center boundary is consistent with the full boundary of the Core and Industrial Buffer Areas defined in the Container Port Element.

3. Port of Tacoma M/IC Regional Profile (2013 Regional Centers Monitoring Report)
   The data within this profile is from 2010, but generally provides a breakdown of key summary statistics pertaining to the land use, transportation, and economic profile of the Port of Tacoma M/IC. The boundaries of the M/IC in this profile are no longer consistent with current boundaries, however.

4. Port of Tacoma M/IC Zoning Map + 13.06.400 Industrial Districts
   The primary zoning districts within the Port of Tacoma M/IC Port Maritime District are the S-10 Shoreline District, PMI Port Maritime Industrial District and M-2 Heavy Industrial District. There is some land zoned M-1 Light Industrial adjacent to the Downtown Regional Growth Center.

5. 2014 Pierce County Buildable Lands Report: Inventory of Vacant and Underutilized Land
   The map and report identifies the overall City inventory of land and development capacity to meet the VISION2040 growth allocations. Currently, the City plans to accommodate 97,000 new jobs by 2040. The Puget Sound Regional Council forecasts that industrial jobs in the Puget Sound Region will grow by 84,000 between 2012 and 2040. Current planning targets include the addition of 7500 new jobs in the Port of Tacoma M/IC by 2040. https://www.psrc.org/sites/default/files/indlandexecsummary.pdf

6. Open Space Corridors: Zoning and Property Ownership
   The Container Port Element recognizes the natural topography of Northeast Tacoma as a means to transition between the residential neighborhoods and the industrial waterfront. The Buildable Lands Report identifies potential buildable parcels within the designated Open Space Corridor along the slopes above Marine View Drive. In addition, the attached maps, previously discussed with the Planning Commission, identify the current zoning and property ownership along this slope. The area is predominantly R-2 Single Family Dwelling District, but with some commercial and light industrial zoning along the base of the slopes. A significant amount of the slopes are publicly owned, but there remain large parcels in private ownership.

7. Council Consideration Request
   This Council Consideration Request (CCR) was submitted by Councilmember Mello to direct the Planning Commission to research and recommend possible modifications to zoning and development regulations to better implement the policies in the Container Port Element of the One Tacoma Plan. The Council Consideration Request was consolidated with the Subarea Plan process by request of the City Council in Resolution #39723. However, the Commission can consider the issues raised in the CCR as part of the deliberations on interim regulations.

8. NE Tacoma Neighborhood Council Application (no appendices)
   This application for the 2018 Comprehensive Plan and Land Use Regulatory Code amendments asked the Commission to consider further implementation of a buffer zone between residential and industrial lands along Marine View Drive. The application was consolidated with the Subarea Plan process by request of the City Council in Resolution #39723. However, the Commission can consider the issues raised in the application as part of the deliberations on interim regulations.

c. Peter Huffman, Director

Req. #17-0484 Amended 5-9-17

RESOLUTION NO. 39723

BY REQUEST OF COUNCIL MEMBERS CAMPBELL, IBSEN, AND WALKER LEE

A RESOLUTION relating to land use; requesting that the Planning Commission consolidate consideration of (a) creating a Northeast Tacoma Buffer Zone, (b) implementing the Container Port Element of the City's Comprehensive Plan; and (c) codifying the Director's Rule relating to Expanded Notification for Large Industrial Projects into the Tideflats Subarea planning process.

WHEREAS the City and Port of Tacoma ("Port") have agreed that a subarea planning process is the best course of action to comprehensively address land use issues associated with the future of the tideflats/port area in Tacoma ("Tideflats Area"), and

WHEREAS the City has received multiple applications/requests for zoning and land use process changes in the Tideflats Area, including the Northeast Tacoma Buffer Zone application, the implementation of the Container Port Element of the City's Comprehensive Plan, and the Director's Rule relating to Expanded Notification for Large Industrial Projects, and

WHEREAS consolidating these requests into a subarea plan will contribute to the Port and City and the community as a whole by facilitating a well-defined, comprehensive community discussion about creating clear policy and a long-term vision for the Tideflats Area that addresses issues such as land use and zoning, capital facilities including transportation and infrastructure, environmental protection and review, and economics, and

WHEREAS the City has identified the following overall goals and guidelines for the Tideflats Subarea Plan: (1) the plan will support the creation,

enrichment and preservation of desirable, healthy residential neighborhoods and this community's role as a growing metropolitan city; (2) the plan will support continued growth of this community's economy and employment base, and the important role of the Tideflats area as an economic engine for the City, Pierce County, and the region; (3) the plan will support the protection and improvement of our environment and the health and safety of our community and Puget Sound; and (4) the plan will be consistent with state and regional policies while also reflecting Tacoma's character and values, and

WHEREAS because the City values transparency, open government, and public involvement, the City Council insists the subarea plan be the product of a process that is grounded in community engagement and involvement, incorporating early, continuous, broad, respectful and informed public input, and integrating direct representation from, at a minimum, the Northeast Tacoma and New Tacoma Neighborhood Councils, the Port of Tacoma and its tenants, other businesses within the Tideflats area, environmental stakeholders, and adjacent jurisdictions, and

WHEREAS the City recognizes the Puyallup Tribe's critical stake in this area and invites the Tribe to be highly involved throughout this community planning process, and

WHEREAS the City Council desires to partner with the Port of Tacoma and the Puyallup Tribe on this subarea plan and begin negotiation of an Interlocal Agreement ("ILA") with both that would outline this partnership, including roles of

the City, the Port, and the Puyallup Tribe, responsibilities and funding for the project, and would be approved by all governing bodies; Now, Therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

Section 1. That the City Council hereby requests the Planning Commission to consolidate consideration of a Northeast Tacoma Buffer Zone, the implementation of the Container Port Element of the City's Comprehensive Plan, and of the Director's Rule relating to Expanded Notification for Large Industrial Projects into the Tideflats Subarea planning process.

Section 2. That the Planning Commission is hereby requested to immediately begin discussion regarding, and consideration of the need for interim regulations related to the Container Port Element in the Tideflats Subarea while the Subarea planning process is underway, and prior to the Subarea Plan's finalization.

Section 3. That the City Council hereby requests the Interim City Manager to identify resources necessary to move forward in a timely manner on the Tideflats Subarea Plan.

Section 4. That the City Council hereby requests the Interim City Manager to initiate discussions about an Interlocal Agreement among the City, the Port, and the Puyallup Tribe, which would come back for approval by all three legislative bodies.

Section 5. That the City Council hereby requests that all negotiations concerning a proposed Interlocal Agreement between the City, the Port, and the

Tribe be held only in public meetings, and all documents concerning such an agreement be open and available to the public; provided that each entity's staff may exchange initial drafts of the Interlocal Agreement without having to do so in a public meeting setting.

Adopted _____

_____
Mayor

Attest:

_____
City Clerk

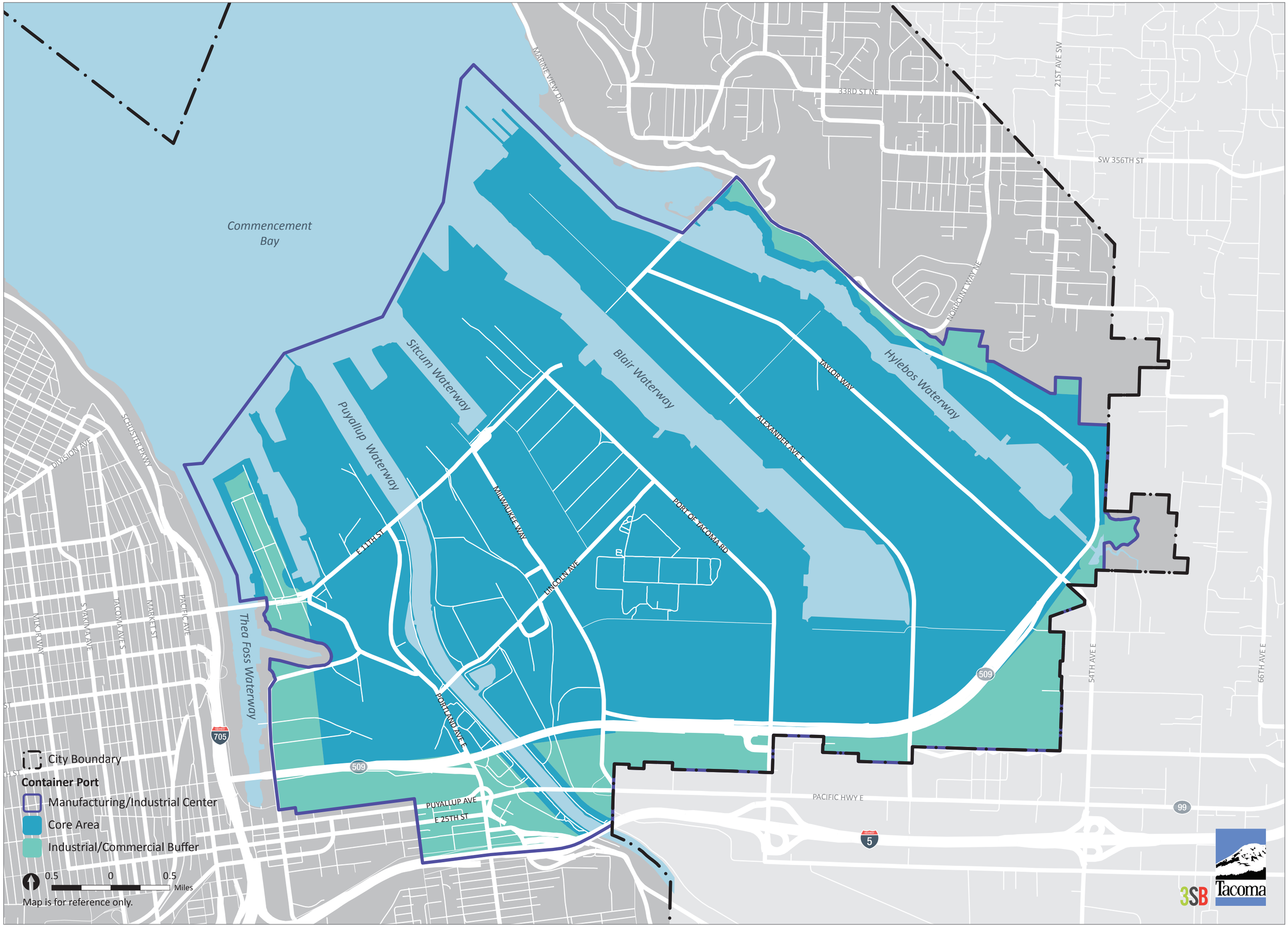
Approved as to form:

_____
Deputy City Attorney

City of Tacoma

Container Port Core + Industrial/Buffer Area

Jan 2016



PIERCE COUNTY • METROPOLITAN CITY • REGIONALLY DESIGNATED IN 2002

Port of Tacoma MIC

The City of Tacoma is the region's second most populous city and Pierce County's seat. Tacoma's location halfway between Olympia and Seattle provides it access to many modes of transportation, natural resources, economical power sources, and a deep, sheltered harbor, all of which have contributed to Tacoma's development as a successful industrial, commercial and trading center. The modern city has its beginnings in the mid-nineteenth century, when it was designated as Northern Pacific Railroad's western terminus for its transcontinental railroad in 1873. The city itself was incorporated in 1884. Tacoma continues its tradition as a hub for trade, with the Port of Tacoma among the most important in the nation and the Pacific Rim.

The Port of Tacoma MIC comprises 5,160 acres of waterfront land and adjoining waterways on Tacoma's Commencement Bay. The center includes the natural deep-water port and industrial lands adjoining Hylebos Waterway, Blair Waterway, Sitcum Waterway, the Puyallup River, Saint Paul Waterway, Middle Waterway, and Thea Foss Waterway. The Port is home to Tacoma and Pierce County's highest concentration of industrial and manufacturing activity, a major part of which is focused on port and marine terminals, marine cargo, on-dock intermodal rail yards, container terminals, roll-on/roll-off facilities, non-containerized cargo facilities (moving grain, fruit, alumina, and wood chips), automobile import facilities, shipyards, boat building and drydocks. The Port of Tacoma estimates the value of international trade passing through the port in 2011 at $34.5 billion, with the value of domestic trade estimated at $3 billion. The industrial development district includes warehousing, transloading, manufacturing, and fabrication and storage on sites close to marine cargo terminals. The Port also operates the Earley Business Center (EBC) at the north end of Alexander Avenue on Commencement Bay. EBC facilities include piers and moorage designed for vessel lay-up, outfitting, maintenance and repair, as well as rail-served manufacturing buildings and yard areas with overhead cranes. The center has excellent connections to two transcontinental railroads and the regional highway system.

Acreage & Mix of Activity

The Port of Tacoma MIC is among the largest regional manufacturing/industrial centers in terms of total gross acreage (5,160 acres) with a net developable acreage of 3,941 acres (76% of gross acres). In terms of its role in the city, the Port of Tacoma MIC contains 16 percent of the city's overall land area, 0.7 percent of the population, 0 percent of the housing, and 9.5 percent of the city's employment. Compared to centers as a whole, the Port of Tacoma has medium number of total activity units (10,550), a large number of jobs (9,250 total jobs), with heavily employment-oriented activity (88% jobs/12% residents). At 2.0 activity units per acre, Port of Tacoma is less dense than the 8.1 average for manufacturing/industrial centers.

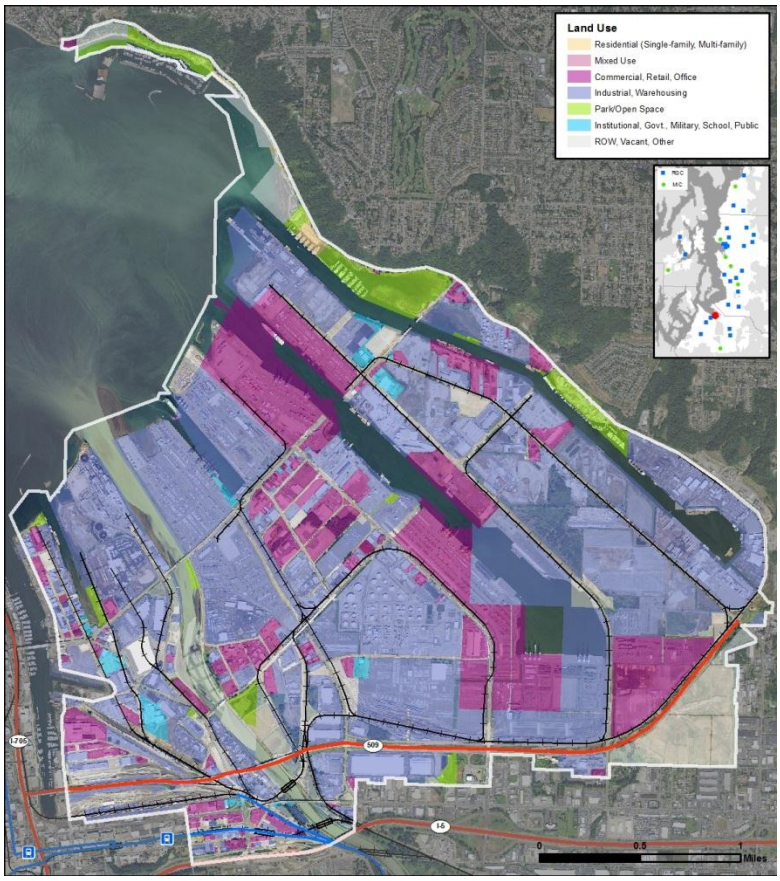
2010 Summary Statistics

Land use	
Gross acreage	5,160
Average block size (acres)	25.0
Average parcel size (acres)	5.0
Mix of uses	
Population/Employee ratio	1.4 : 10
Population	
Total population	1,300
Change (2000–2010)	698
Housing	
Total housing units	25
Change (2000—2010)	-22
Employment	
Total employment	9,250
Change (2000–2010)	-2,653
Transportation	
Employee access to transit	9%
Work-based mode share	
SOV / HOV	84% • 9%
Walk & Bike / Transit	1% • 6%

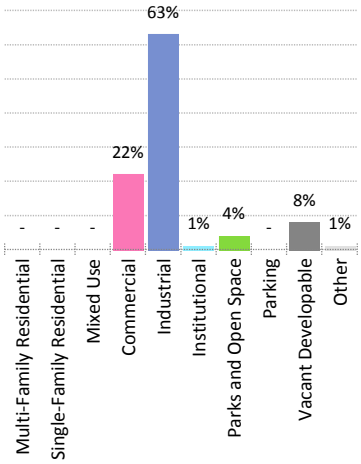
Land Use & Urban Form

The major land uses in Port of Tacoma are industrial (63%), commercial (22%) and vacant developable (8%). About 86 percent of the center's 3,941 net acres are in employment-related use.

The Port of Tacoma MIC's average parcel size is 5 acres, which is smaller than the average 7.0-acre size for manufacturing/industrial centers. The center's average block size is 25.0 acres, smaller than the average 55.4-acre size among manufacturing/industrial centers. Port of Tacoma has a partial network of sidewalks (30% coverage).



Current Land Use
(3,941 net acres)



Population

The total population in the Port of Tacoma MIC is 1,300, an increase of 698 residents over the past 10 years. Much of this growth can be attributed to development of new group quarters facilities at the Tacoma Northwest Immigration Detention Center.

Employment

The total employment in the Port of Tacoma MIC is 9,250, and it has decreased by 2,653 jobs over the past 10 years. The major industry sectors are Wholesale, Transportation & Utilities (37%), Manufacturing (36%) and Services (13%). Of the total number of jobs, almost three-quarters (77%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers.

Housing

Port of Tacoma has 25 total housing units, with a density of essentially 0 housing units per gross acre. Over the past 10 years, housing has decreased by 22 units (an 47% decrease in residences).

Transportation

For work-based trips, the Port of Tacoma MIC's travel characteristics are somewhat different from the region as a whole, with more single-occupant vehicle (SOV) and fewer transit trips. The region's SOV share is 76 percent, while the center's share is 84 percent. The region's non-SOV mode share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center's non-SOV share is 16 percent, with 6 percent in transit and 1 percent in walk/bike. The total daily trips from Port of Tacoma are slightly focused on destinations in regional centers (15% of all trips); this includes trips that stay within the center (2%) and trips that go to other centers (13%).

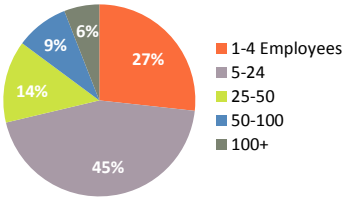
Employee access to transit in the Port of Tacoma MIC is very limited access, with 9 percent of employees within a 1/4 mile walk to a transit stop. For the 1/2 mile walkshed, the center has somewhat less limited levels of employee access to transit (27%).

Plan Overview & Comparison to Center Plan Checklist

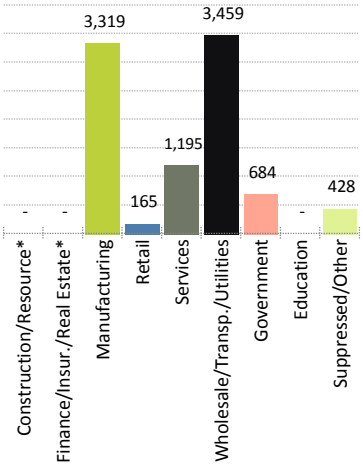
The city's primary center planning document was reviewed to evaluate the extent to which the plan addresses topics in the PSRC Regional Center Plan Checklist. This policy-level review of the current plan is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements.

The Port of Tacoma MIC does not currently have a dedicated subarea plan or comprehensive plan element, but the center is addressed through policies throughout the city's comprehensive plan. This analysis covers the comprehensive plan policies that directly address the Port of Tacoma MIC and other applicable industrial land policies. The city intends to incorporate a Container Port element in its comprehensive plan in fulfillment of new state requirements, which will include policies applicable to the MIC.

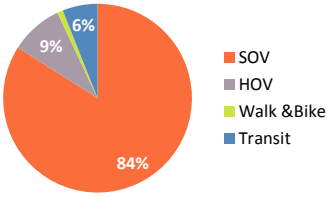
Size of Businesses
(308 workplaces)



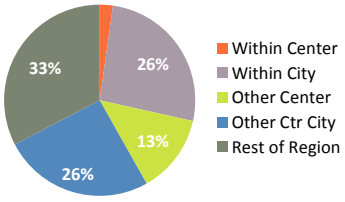
Jobs by Sector
(9,236 jobs)



Mode Shares



Trip Destinations

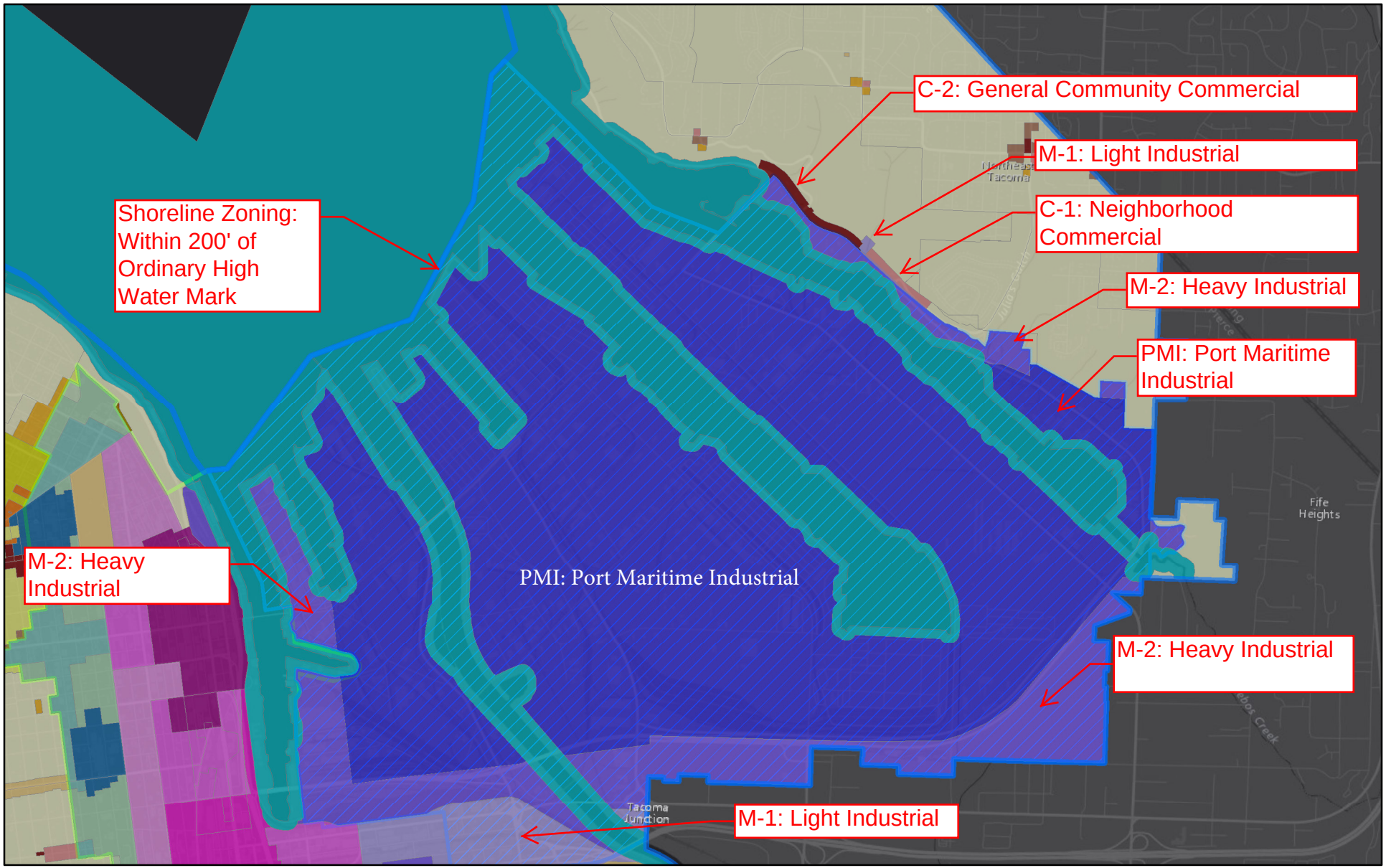


Several of the Regional Manufacturing/Industrial Center Plan Checklist items are addressed through comprehensive plan policies. The plan discusses the economic role of the center and includes a general vision to remain as a major employment center for the city and the region. Several environmental policies speak to protecting the ecosystem in Commencement Bay in the context of existing industrial uses, referencing the *Tacoma Port Industrial Area - Wetland Study*. The plan identifies the regional designation of the center and includes a map of the boundaries. Also included are several policies regarding landscaping, maintenance and compatible design to mitigate impacts of industrial activities.

The plan addresses items on the Manufacturing/Industrial Center Plan Checklist, though there are topics that the comprehensive plan does not address or that could be strengthened through a dedicated MIC subarea plan. As the city moves forward on planning for the center, employment growth targets and additional detail on environmental topics should be incorporated. Economic development strategies to support or maintain manufacturing could be incorporated in future planning; incompatible land uses are currently strictly regulated through port maritime/industrial zoning. The comprehensive plan includes policy to prioritize improvements to manufacturing/industrial and mixed-use centers, but capital facilities planning and financing are not specifically called out. In addition, transportation policies regarding freight, employee commuting or mode split goals should be addressed in future planning.

D1 Attachment 4: MIC Zoning Districts

Port of Tacoma M/IC: Zoning



June 15, 2017

Tacoma City Boundary

1:36,112

0 0.3 0.6 1.2 mi

0 0.35 0.7 1.4 km

Tacoma CED & PDS

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13.06.400 Industrial Districts.

The 400 series contains regulations for all industrial classifications, including the following:

M-1 Light Industrial District
M-2 Heavy Industrial District
PMI Port Maritime & Industrial District

A. Industrial district purposes.

The specific purposes of the Industrial districts are to:

1. Implement goals and policies of the City's Comprehensive Plan.

2. Implement Growth Management Act goals, county-wide planning policies, and multi-county planning policies.

3. Create a variety of industrial settings matching scale and intensity of use to location.

4. Provide for predictability in the expectations for development projects.

B. Districts established.

M-1 Light Industrial District
M-2 Heavy Industrial District
PMI Port Maritime & Industrial District

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.

2. M-2 Heavy Industrial District. This district is intended to allow most industrial uses. The impacts of these industrial uses include extended operating hours, heavy truck traffic, and higher levels of noise and odors. This classification is only appropriate inside Comprehensive Plan areas designated for medium and high intensity uses.

3. PMI Port Maritime & Industrial District. This district is intended to allow all industrial uses and uses that are not permitted in other districts, barring uses that are prohibited by City Charter. The Port of Tacoma facilities, facilities that support the Port's operations, and other public and private maritime and industrial activities make up a majority of the uses in this district. This area is characterized by proximity to deepwater berthing; sufficient backup land between the berths and public right-of-ways; 24-hour operations to accommodate regional and international shipping and distribution schedules; raw materials processing and manufacturing; uses which rely on the deep water berthing to transport raw materials for processing or manufacture, or transport of finished products; and freight mobility infrastructure, with the entire area served by road and rail corridors designed for large, heavy truck and rail loads.

The PMI District is further characterized by heavy truck traffic and higher levels of noise and odors than found in other districts. The uses are primarily marine and industrial related, and include shipping terminals, which may often include container marshalling and intermodal yards, chemical manufacturing and distribution, forest product operations (including shipping and wood and paper products manufacturing), warehousing and/or storage of cargo, and boat and/or ship building/repair. Retail and support uses primarily serve the area's employees.

Expansion beyond current PMI District boundaries should be considered carefully, as such expansion may decrease the distance between incompatible uses.

Expansion should only be considered contiguous to the existing PMI District. This classification is only appropriate inside Comprehensive Plan areas designated for high intensity uses.

4. ST-M/IC South Tacoma Manufacturing/Industrial Overlay District. This overlay district is intended to provide additional protection to industrial and manufacturing uses within the designated boundary of the South Tacoma M/IC by placing further restrictions on incompatible uses within this defined area. Standards established through the overlay zone are in addition to the requirements of the underlying zone. In all cases, where the overlay district imposes more restrictive standards than the underlying zone, these shall apply. The additional requirements imposed through the South Tacoma M/IC Overlay District are intended to preserve this area for long term urban industrial and manufacturing use consistent with policy direction in the Comprehensive Plan. Expansion of the overlay district beyond the current boundaries can only be done in conjunction with an expansion of the designated South Tacoma M/IC Center in the Comprehensive Plan. Expansion beyond current boundaries should be carefully considered, as

such expansion may decrease the distance between incompatible uses and will impose additional restrictions on the development of residential and commercial uses in affected areas.

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.400. All portions of Section 13.06.400 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels. Explicit exceptions or modifications are noted. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as "Pedestrian Streets." The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

4. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

5. District use table.

Uses	M-1	M-2	PMI	Additional Regulations[1]
Adult family home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District See Section 13.06.535.
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.525.
Agricultural uses	CU	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area.
Airport	CU	CU	CU	
Ambulance services	P	P	P	
Animal sales and service	P	P	N	
Assembly facility	P	P	N	
Brewpub	P	P	P	
Building material and services	P	P	P	
Business support services	P	P	P	

Uses	M-1	M-2	PMI	Additional Regulations[1]
Carnival	P/TU*	N	N	*Temporary use only within the South Tacoma M/IC Overlay District
Cemetery/internment services	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	P	P	P	
Commercial recreation and entertainment	P/CU*	P/CU*	N	*Within the South Tacoma M/IC Overlay District, a conditional use permit is required for facilities over 10,000 square feet of floor area in the M-2 district and over 15,000 square feet in the M-1 district.
Communication facility	P	P	P	
Confidential shelter	P/N*	N	N	See Section 13.06.535. *Not permitted within the South Tacoma M/IC Overlay District.
Continuing care retirement community	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Correctional facility	N	CU	CU	Modifications or expansions to existing facilities that increase the inmate capacity shall be processed as a major modification (see Section 13.05.080). A pre-application community meeting is also required (see Section 13.06.640.Q).
Craft Production	P	P	P	
Cultural institution	P/CU*	P/CU*	N	*Conditional use within the South Tacoma M/IC Overlay District, unless an accessory use.
Day care, family	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Day care center	P	P	N	Subject to development standards contained in Section 13.06.155.
Detoxification center	CU	CU	N	
Drive-through with any permitted use	P	P	P	Subject to the requirements of TMC 13.06.513.
Dwelling, single-family detached	P/N*~	N*	N*	In M-1 districts, single-, two- and three-family and townhouse dwellings are prohibited, except for residential uses in existence on December 31, 2008, the effective date of adoption of this provision. In M-1 districts, new multi-family residential dwellings
Dwelling, two-family	P/N*~	N*~	N*~	
Dwelling, three-family	P/N*~	N*~	N*~	
Dwelling, multiple-family	P/N*~	N*~	N*~	

Uses	M-1	M-2	PMI	Additional Regulations[1]
Dwelling, townhouse	P/N*~	N*~	N*~	are permitted only within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts. ~Not permitted within the South Tacoma M/IC Overlay District except for quarters for caretakers and watchpersons and temporary worker housing, as noted above.
Dwelling, accessory (ADU)	P/N~	N	N	Subject to additional requirements contained in 13.06.150. ~Not permitted within the South Tacoma M/IC Overlay District.
Eating and drinking	P	P	P	
Emergency and transitional housing	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008 the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Extended care facility	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Foster home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District.
Fueling station	P	P	P	
Funeral home	P	P	N	
Golf course	P/N*	P/N*	N	*Not permitted within the South Tacoma M/IC Overlay District.
Group housing	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District.

Uses	M-1	M-2	PMI	Additional Regulations[1]
Heliport	CU	CU	CU	
Home occupation	P	P	P	Subject to additional requirements contained in Section 13.06.100.E
Hospital	P/CU*	P/N~	N	*Conditional use within the South Tacoma M/IC Overlay District. ~Not permitted within the South Tacoma M/IC Overlay District.
Hotel/motel	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Industry, heavy	N	P	P	Animal slaughter, fat rendering, acid manufacture, smelters, and blast furnaces allowed in the PMI District only.
Industry, light	P	P	P	
Intermediate care facility	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Juvenile community facility	P/N*	P/N*	P	See Section 13.06.530 for resident limits and additional regulations. *Not permitted within the South Tacoma M/IC Overlay District.
Live/Work	P	N	N	Projects incorporating live/work in new construction shall contain no more than 20 live/work units. Subject to additional requirements contained in Section 13.06.570.
Marijuana processor, producer, and researcher	P	P	P	See additional requirements contained in Section 13.06.565
Marijuana retailer	P~	P~	N	~Within the South Tacoma M/IC Overlay District, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. See additional requirements contained in Section 13.06.565.
Microbrewery/winery	P	P	P	
Mobile home/trailer court	N	N	N	
Nursery	P	P	N	
Office	P*	P*	P	*Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district.
Parks, recreation and open space	P	P	P	Subject to the requirements of Section 13.06.560.D.
Passenger terminal	P	P	P	
Personal services	P	P	P	

Uses	M-1	M-2	PMI	Additional Regulations[1]
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	P*	*Preferred use.
Public safety and public service facilities	P	P	P	
Religious assembly	P	P	P	
Repair services	P	P	P	
Research and development industry	P	P	N	
Residential care facility for youth	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Residential chemical dependency treatment facility	P/N*	N	N	See Section 13.06.535. *Not permitted within the South Tacoma M/IC Overlay District.
Retail	P~	P~	P*	*Limited to 7,000 square feet of floor area, per development site, in the PMI District. ~Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. Outside of the South Tacoma M/IC Overlay District, limited to 65,000 square feet per use, unless approved with a conditional use permit. See Section 13.06.640.J.
Retirement home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
School, public or private	P/N*	P/N*	P/N*	*General K through 12 education not permitted in the PMI District or in the South Tacoma M/IC Overlay District.
Seasonal sales	TU	TU	TU	Subject to development standards contained in Section 13.06.635.
Self-storage	P	P	P	See specific requirements in Section 13.06.503.B.
Short-term rental	N	N	N	

Uses	M-1	M-2	PMI	Additional Regulations[1]
Staffed residential home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. See Section 13.06.535.
Student housing	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District.
Surface mining	CU	CU	CU	
Temporary uses	P	P	P	Subject to development standards contained in Section 13.06.635.
Theater	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Transportation/freight terminal	P	P	P	
Urban Horticulture	P	P	P	
Utilities	P	P	P	
Vehicle rental and sales	P	P	P	Subject to development standards contained in Section 13.06.510.
Vehicle service and repair	P	P	P	Subject to development standards contained in Section 13.06.510.
Vehicle service and repair, industrial	P	P	P	Subject to development standards contained in Section 13.06.510.
Vehicle storage	P	P	P	Subject to development standards contained in Section 13.06.510.
Warehouse/storage	P	P	P	Storage and treatment facilities for hazardous wastes are subject to the state locational standards adopted pursuant to the requirements of Chapter 70.105 RCW and the provisions of any groundwater protection ordinance of the City of Tacoma, as applicable.
Wholesale or distribution	P	P	P	
Wireless communication facility	P*/ CU**	P*/ CU**	P*/ CU**	*Wireless communication facilities are also subject to Section 13.06.545.D.1. **Wireless communication facilities are also subject to Section 13.06.545.D.2.
Work/Live	P	N	N	Projects incorporating work/live in new construction shall contain no more than 20 work/live units. Subject to additional requirements contained in Section 13.06.570.
Work release center	CU	CU	P	Subject to development standards contained in Section 13.06.550.

Uses	M-1	M-2	PMI	Additional Regulations[1]
Uses not prohibited by City Charter and not prohibited herein	N	N	P	

Footnotes:

1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.

D. Building envelope standards.

	M-1	M-2	PMI
Minimum Lot Area	N/A	N/A	N/A
Minimum Lot Width	N/A	N/A	N/A
Maximum Lot Coverage	None	None	None
Minimum Front Setback	In all districts listed above, 0 feet, unless: • Created by requirements in Section 13.06.502; or • Abutting a dwelling district, then equal to the dwelling district setback for the first 100 feet from that side. The above setback requirements may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Maximum Height Limit	75 feet	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.
Maximum Height Exceptions	Certain specified uses and structures are allowed to extend above height limits, per Sections 13.06.602.A.2 and 13.06.545.		

E. Residential Development.

1. Minimum Usable Yard Space. Residential development shall provide usable yard space in accordance with the provisions of 13.06.100.D.7 based on the building type.

2. Tree canopy coverage. Residential uses shall meet the tree canopy coverage requirements in 13.06.100.D.8 in accordance with the R-4 District.

F. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Sections 13.06.500 and 13.06.600. These requirements apply to Section 13.06.400 by reference.

Refer to Section 13.06.500 for the following requirements for development in Industrial Districts:

13.06.502 Landscaping and buffering standards.
13.06.503 Residential transition standards.
13.06.510 Off-street parking and storage areas.
13.06.511 Transit support facilities.
13.06.512 Pedestrian and bicycle support standards.
13.06.520 Signs.
13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area)

(Ord. 28429 Ex. B; passed May 9; 2017: Ord. 28417 Ex. A; Mar. 7, 2017: Ord. 28376 Exs. B, D; passed Aug. 16, 2016: Ord. 28361 Ex. B; passed May. 24, 2016: Ord. 28336 Ex. C; passed Dec. 1, 2015: Ord. 28327 Ex. C; passed Nov. 3, 2015: Ord. 28281 Ex. A; passed Feb. 17, 2015: Ord. 28230 Ex. D; passed Jul. 22, 2014: Ord. 28182 Ex. A; passed Nov. 5, 2013: Ord. 28157 Ex. F; passed Jun. 25, 2013: Ord. 28050 Ex. C; passed Feb. 14, 2012: Ord. 27995 Ex. D; passed Jun. 14, 2011: Ord. 27893 Ex. A; passed Jun. 15, 2010: Ord. 27813 Ex. D; passed Jun. 30, 2009: Ord. 27772 §§ 2,3,5-18; passed Dec. 9, 2008: Ord. 27771 Ex. C; passed Dec. 9, 2008: Ord. 27680 § 2; passed May 13, 2008: Ord. 27665 §§ 11,13; passed Dec. 4, 2007: Ord. 27644 Ex. A; passed Sept. 18, 2007: Ord. 27574 §§ 2, 3; passed Mar. 20, 2007: Ord. 27539 § 15; passed Oct. 31, 2006: Ord. 27362 § 3; passed Jun. 7, 2005: Ord. 27245 § 11; passed Jun. 22, 2004: Ord. 27079 §§ 24-28; passed Apr. 29, 2003: Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.410 M-1 Light Industrial District. *Repealed by Ord. 27079.*

(Ord. 27079 § 29; passed Apr. 29, 2003: Ord. 26966 § 11; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.420 M-2 Heavy Industrial District. *Repealed by Ord. 27079.*

(Ord. 27079 § 30; passed Apr. 29, 2003: Ord. 26966 § 12; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

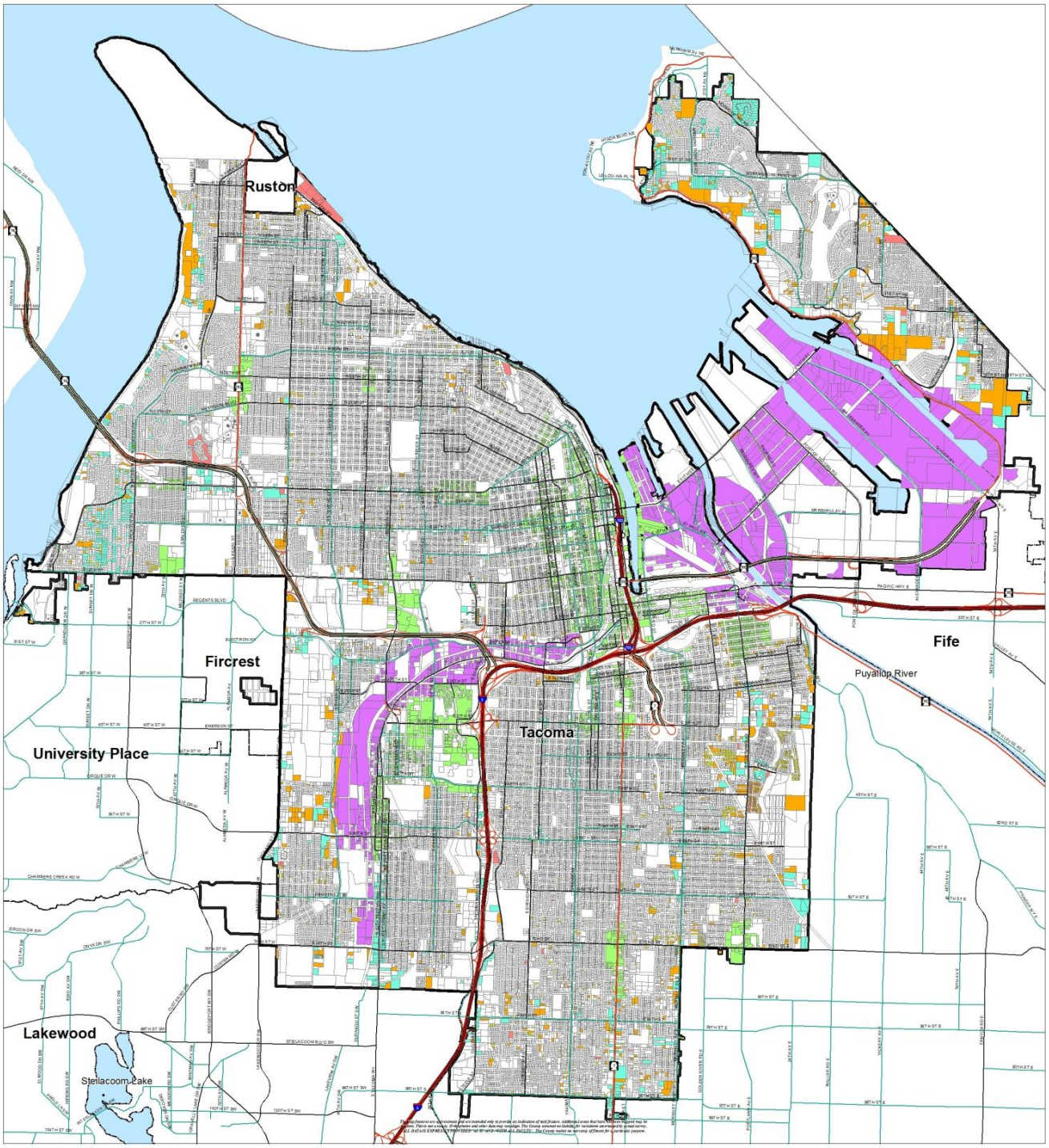
13.06.430 M-3 Heavy Industrial District. *Repealed by Ord. 27079.*

(Ord. 27079 § 31; passed Apr. 29, 2003: Ord. 26966 § 13; passed Jul. 16, 2002: Ord. 26933 § 1; passed Mar. 5, 2002)

13.06.500 Requirements in all preceding districts.

Applicability. The regulations of this section are applicable in all zoning districts, with exceptions only as noted. Regulations may refer to districts by class of districts, for example Districts or Industrial Districts, this means that all districts carrying the designated prefix or suffix are required to meet the given regulation. Overlay districts are combined with an underlying zoning district and supplement the regulations of that district. Overlay districts only apply to land carrying the overlay district designation.

(Ord. 26933 § 1; passed Mar. 5, 2002)



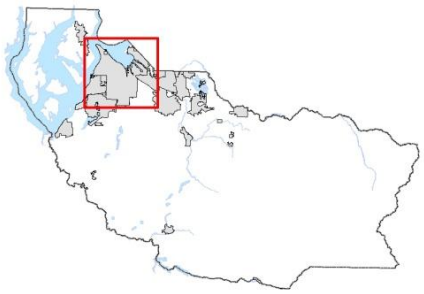
City of Tacoma
Inventory of Vacant and Underutilized Land

- Underutilized
- Vacant
- Vacant Single Unit
- Pipeline
- Built Out/Undevelopable

Municipal Boundary

Mixed Use Centers
- Developable
- Undevelopable

Manufacturing/Industrial Centers
- Developable
- Undevelopable



Pierce County, Washington

0 0.75 1.5 3 Miles

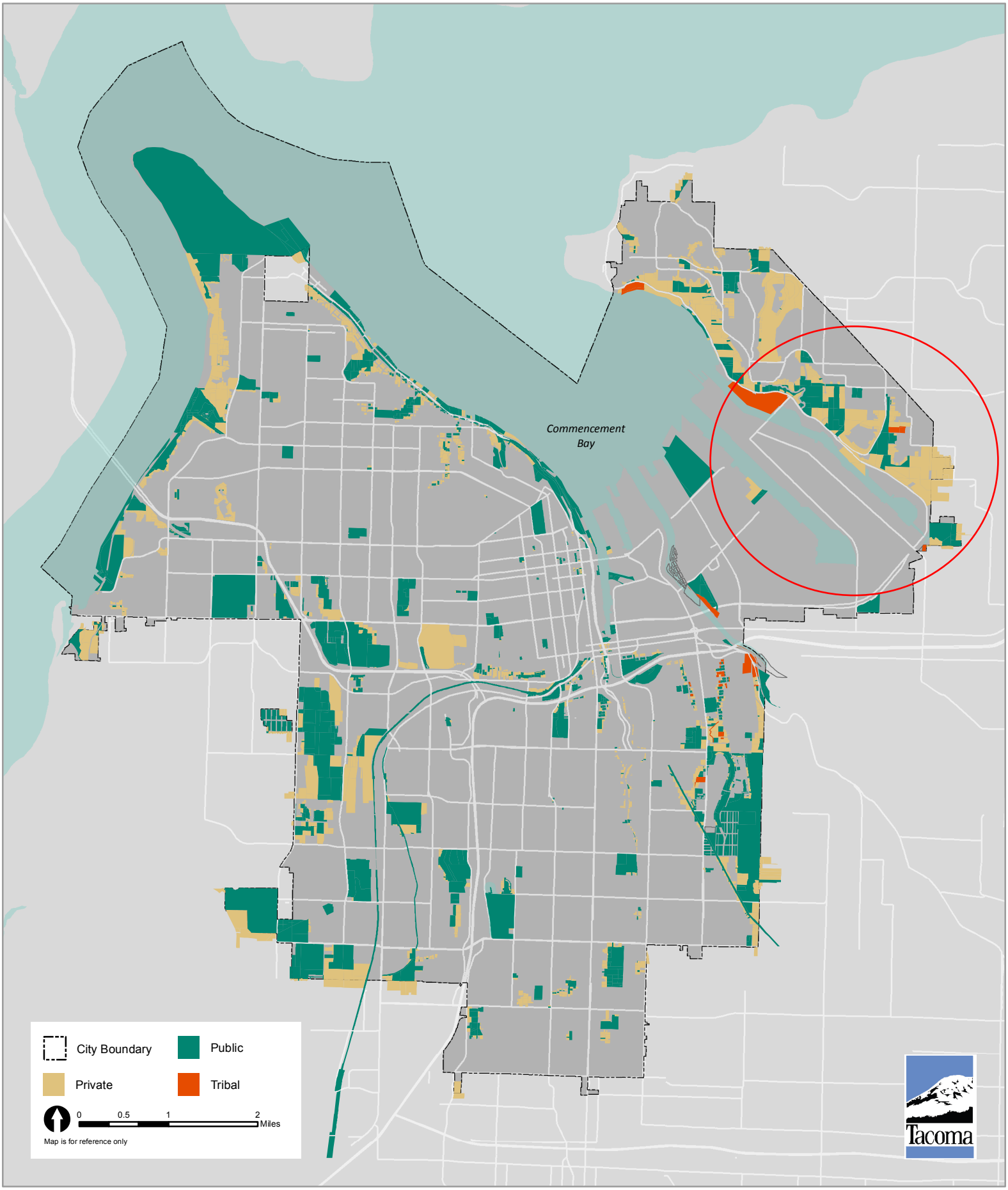
Pierce County

Buildable Lands Report

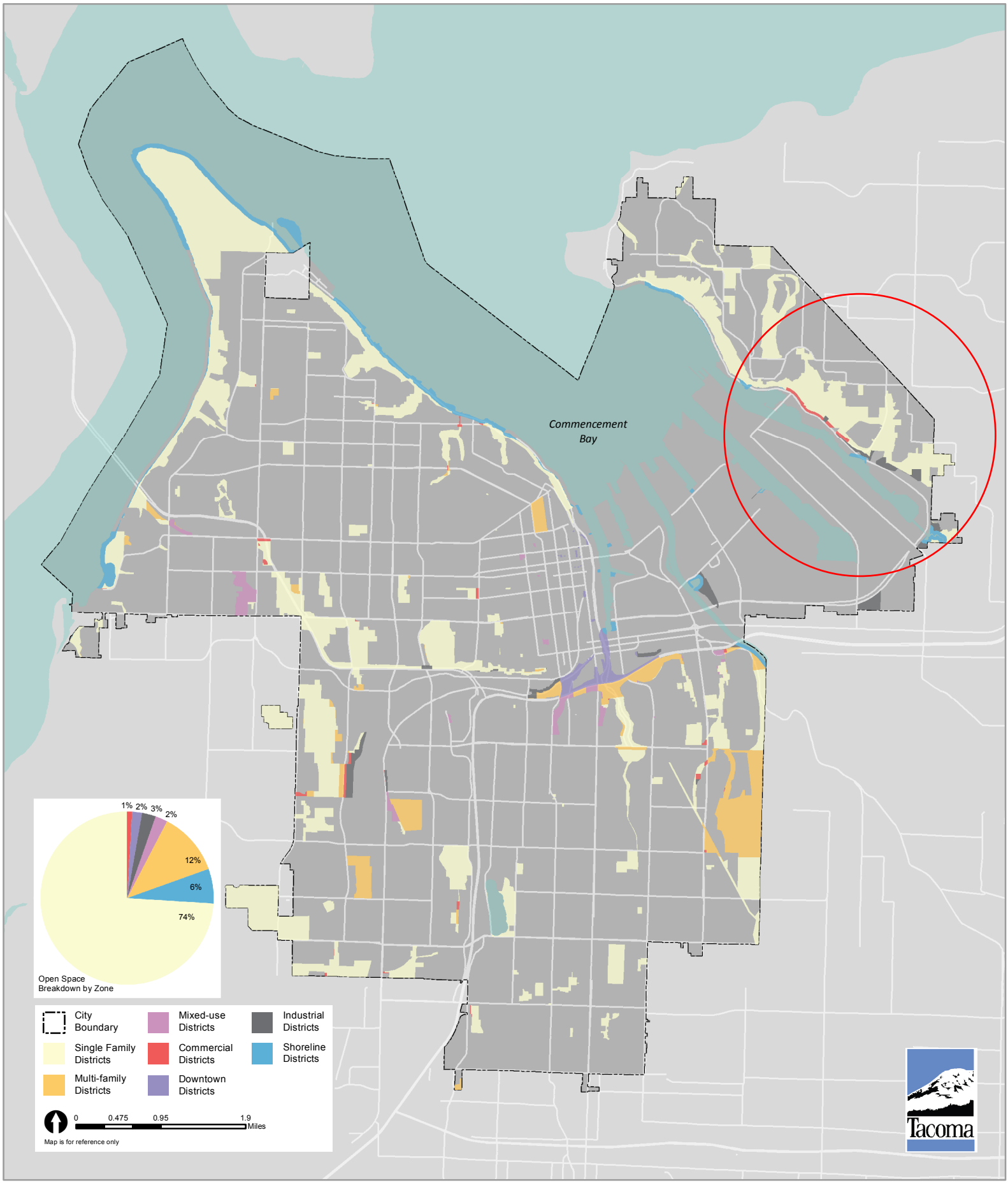
N W E S

Map Document: \\sclient\W\2015 Comp Plan\Buildable Lands\Maps\MXD\FINAL\Tacoma_BLI_2014.mxd

Open Space Corridors: Public, Private, and Tribe Owned Lands



Open Space Corridors by Zoning Classification



CITY OF TACOMA, WASHINGTON
OFFICE OF THE CITY COUNCIL
COUNCIL CONSIDERATION REQUEST (CCR)

TO:	City Council
FROM:	Councilmember Ryan Mello
COPIES TO:	Elizabeth Pauli, City Manager; Executive Leadership Team; file
SUBJECT:	Implementing the Container Port Element of the City Comprehensive Plan
DATE:	March 16, 2017

ITEM/ISSUE PROPOSED FOR COUNCIL CONSIDERATION:

I respectfully ask for City Council concurrence to have staff and the Planning Commission research and bring to City Council their recommendations on possible modifications to the City's zoning, subdivision, and development regulations to better implement the Container Port Element of the *One Tacoma* Comprehensive Plan. This review and the resulting recommendations should be coordinated with the Infrastructure, Planning and Sustainability Committee.

BRIEF BACKGROUND:

Within the City, the Tideflats area is regionally and locally designated as an important Manufacturing/Industrial Center (M/IC) – a location with unique characteristics that should serve as a long-term and growing employment center. As required by State law (RCW 36.70A.085), the City adopted a Container Port Element (CPE) in its Comprehensive Plan in 2014. Consistent with State requirements, this CPE provides policy guidance relative to protection of core areas of container port and port-related industrial areas within the City and to protection against potential land use conflicts, both within and along the edge of the core area.

Recent proposals and community discussion have highlighted that the City's existing zoning within and around the Tideflats area is not sufficiently achieving the community's goals. The CPE provides the following direction: Policy CP-1.6 "…While localized impacts are permitted, continue to require Core Area industrial uses to be developed in a manner that protects the environment and preserves public health and safety from a citywide and regional perspective." Existing zoning needs to be reviewed against this standard.

The CPE identifies a core of PMI (Port-Maritime Industrial) zoning that is intended to be protected from encroachment by incompatible land uses (such as residential) by a buffer of general industrial zoning (M-1 and M-2). However, this basic planning and zoning structure is complicated by the fact that PMI zoning allows for an exceptionally wide variety of heavy industries, such as smelters, hazardous chemical manufacturing and shipping terminals of all kinds (not just container terminals), as well as light industry and warehousing. The PMI zoning also allows for "uses not prohibited by City Charter and not prohibited herein," which essentially means that uses this community has potentially never contemplated and/or evaluated are automatically an allowed use in this area. In general, the current zoning allows for high-impact, high-hazard, and high-resource uses that deserve more scrutiny, and which in some cases may no longer be appropriate or consistent with the community's policies and vision for the area.

The existing zoning within the Tideflats also allows for a number of non-industrial uses, such as farming, day care centers, golf courses, religious assembly, and others, which need to be evaluated to ensure that they are not creating incompatibilities with the long-term viability of the Tideflats as a heavy industrial and container shipping area, as called for by the CPE.

CITY OF TACOMA, WASHINGTON
OFFICE OF THE CITY COUNCIL
COUNCIL CONSIDERATION REQUEST (CCR)

Finally, existing core area buffers need to be reviewed against Policy CP-1.4, which states "Reduce the potential for land use conflicts between industrial development and surrounding non-industrial uses by providing for adequate Industrial/Commercial buffer areas…." Given recent development activity, the CPE observation that "… to the east, the steep bluff rising above Marine View Drive provides a clear transition from the industrial area to the residential development at the top of the bluff…" and the CPE conclusion that "…the existing geography provides a very effective buffer and no additional transition area is necessary…" needs to be reviewed against current best practices and the changing development landscape. This review will complement the citywide Open Space Corridors regulatory review that is currently underway.

The City, Port and others are discussing the potential for subarea planning to comprehensively address long-term land use, transportation and environmental planning issues. However, in the meantime it is appropriate for the City to consider initial measures regarding, zoning, subdivision, and development regulations and buffers.

SUBMITTED FOR COUNCIL CONSIDERATION BY: Ryan A. Mello

SUPPORTING COUNCILMEMBERS SIGNATURES (2 SINATURES ONLY)

(Signatures demonstrate support to initiate discussion and consideration of the subject matter by City Council for potential policy development and staff guidance/direction.)

1. _____ POS # _____

2. _____ POS # _____

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)	☐ Comprehensive Plan Text Change ☐ Regulatory Code Text Change ■ Land Use Designation Change ■ Area-wide Rezone ☐ 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 the main intents of this Element, it clearly identify 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.

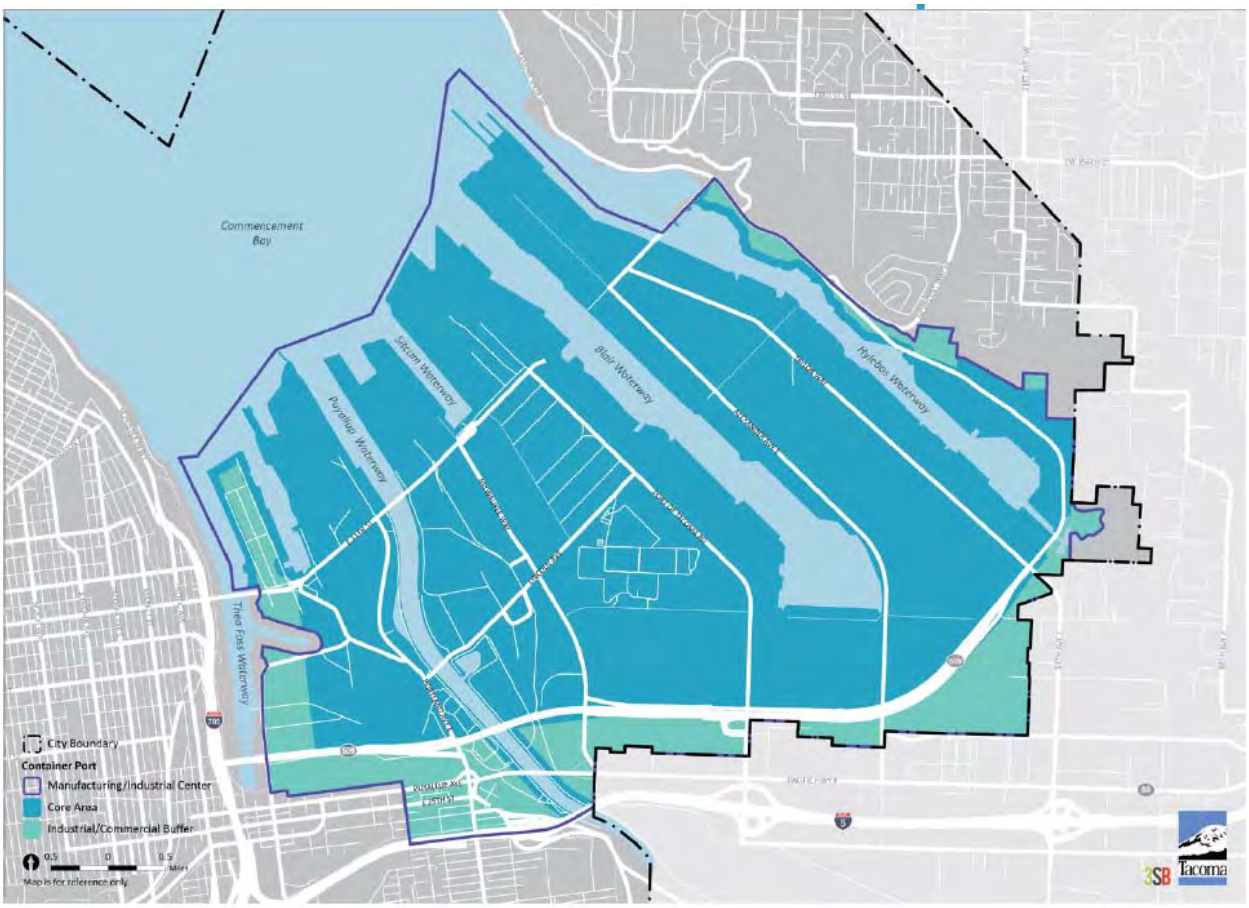


Figure 1: Container Port Core and Industrial/Buffer Areas [source: Figure 41 in Container Port Element of Tacoma One Plan]

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.

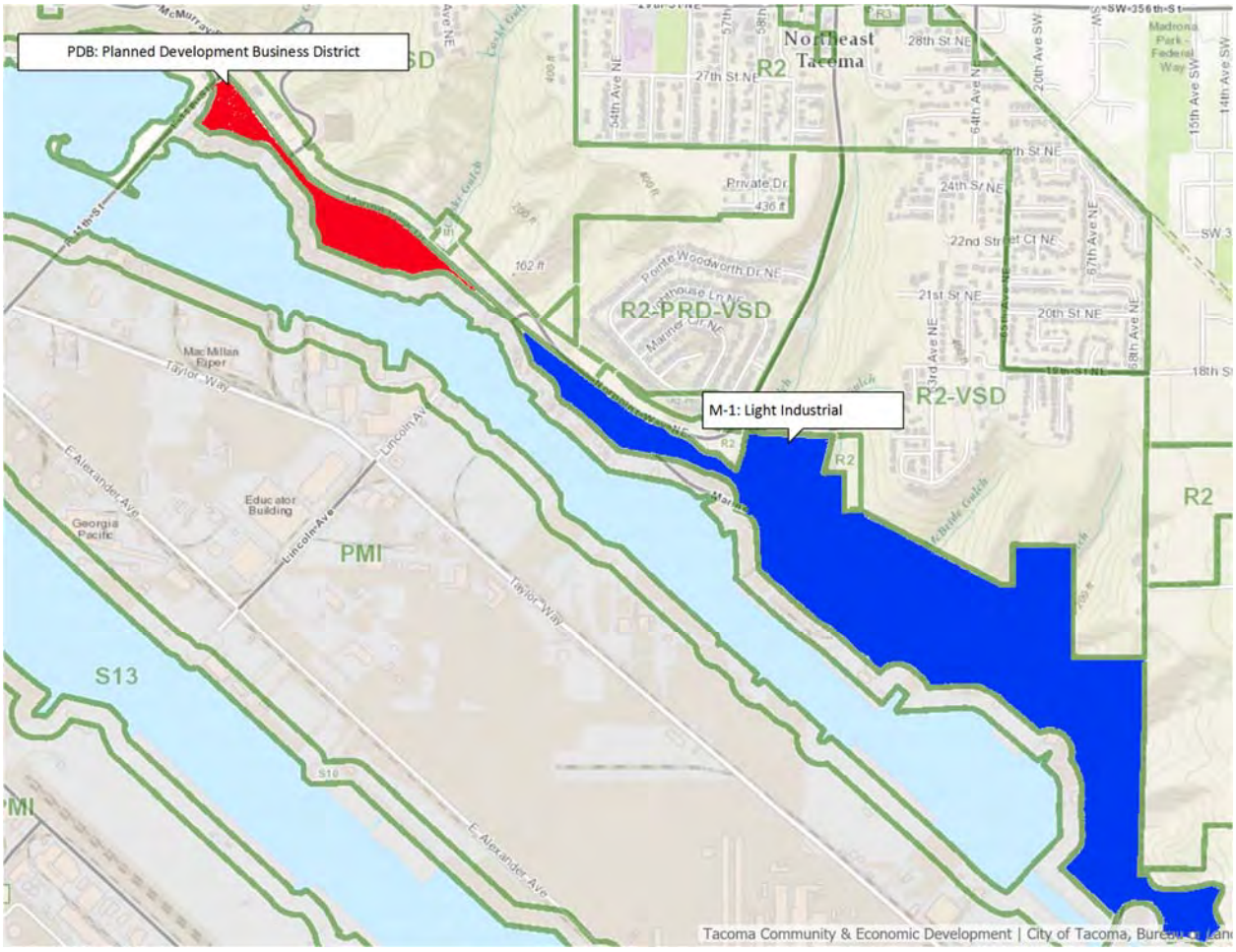


Figure 3: Map of the Impacted Area

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
TERRA5 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
TERRA5 COMPANY LLC	PO BOX 68697 SEATTLE WA 98168-0697	N/A	C2, R2	COMM VACANT LAND	No Change
TERRA5 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
TERRA5 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
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.