

CONTAINER PORT POLICIES

The City of Tacoma, in collaboration with the Port of Tacoma, prepared a Container Port Element as part of its Comprehensive Plan to meet requirements from the Washington State Legislature.

LAND USE

The land use goals and policies are organized into two sections to address (1) the Core Area and (2) the Industrial/Commercial Buffer area.

CORE AREA GOAL

Identify the core port and port-related container industrial area and protect the long term function and viability of this area.

CORE AREA POLICIES

CP-1 Port and Port-Related Cargo and Industrial Uses

Within the designated Core Area, prioritize, protect and preserve existing and planned port uses, port-related container and industrial uses and rail-related uses. Uses should consist **primarily of cargo port terminal, port-related container and industrial activity, compatible manufacturing, industrial-related office, cargo yard, warehousing, transportation facilities, and other similar uses.**

CP-2 Port and Port-Related Cargo and Industrial Land

Preservation of available industrial waterfront land for port and port-related container and industrial activity is vital to the City's economy. Prohibit uses that would negatively affect the availability of land for the primary port and port-related cargo and industrial function of the Core Area. Encourage aggregation of industrial land for future development as cargo port terminals and supporting uses.

CP-3 Incompatible Core Area Uses

Clearly **identify and prohibit uses that are entirely incompatible with the Core Area uses.** Examples may include those that attract people to the area for non-industrial purposes or that would be incompatible with typical industrial area impacts (noise, truck movement, etc.). These may include residential, general retail, temporary lodging or other similar uses.

CP-4 Land Use Buffers

Reduce the potential for land use conflicts between industrial development and surrounding nonindustrial uses by **providing for adequate Industrial/Commercial Buffer areas, and clear public commitment to continuation of Port and port-related cargo and industrial uses in the designated Core Area.**

CP-5 Core Area Boundary

Do not allow unrelated uses to gradually encroach on the Core Area through incremental development and modifications of the Core Area boundary. **Consider boundary adjustments only in collaboration with the Port of Tacoma and as part of a comprehensive review of long-term port and port-related cargo and industrial land needs.**

CP-6 Noise, Odor, and Visual Character

In the Core Area, allow for localized impacts associated with industrial activities, including noise, odor and visual character, that that are appropriate and expected in heavy industrial areas but would not be allowed in other parts of the city. Noise and odor may be associated with transportation and manufacturing facilities. Visual character may include outdoor storage, relatively large building mass and impervious surface area. While localized impacts are permitted, continue to **require 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.

CP-7 Collaboration

Continue to work in close **collaboration with the Port of Tacoma to ensure that port and port related cargo and industrial uses remain viable** and that land use development along the edges of the Core Area is thoughtfully planned to **avoid land use conflicts and incompatibility. Consider collaborative efforts to develop landscape and street standards** that recognize the special working character of the Core area.

CP-8 Public Service Standards

Within the Core Area the Port should assume a greater role in setting level of service and **concurrency standards** under City Comprehensive Plan Policies CF-APFS-1, 2, and 3 and in addressing funding responsibilities under City Comprehensive Plan Policy CF-FCF-2. This could be achieved through a stand-alone Port Comprehensive Plan, and/or a City sub-area plan.

CP-9 Maritime Industrial Planning

In order to ensure that the Core Area continues to serve future port needs, encourage the Port of Tacoma to **develop and periodically update a comprehensive long-range maritime development program** that assesses future cargo market demand, developing technologies, geographic constraints and other factors affecting future intermodal cargo opportunities, and land and capital investment necessary to permit Tacoma to continue to serve port and port-related cargo and industrial needs.

INDUSTRIAL/COMMERCIAL BUFFER AREA GOAL

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.

INDUSTRIAL/COMMERCIAL BUFFER AREA POLICIES

CP-10 Industrial/Commercial Buffer Area Collaboration

The City of Tacoma should work in collaboration with adjacent jurisdictions, including Pierce County and the City of Fife, to **ensure a good Industrial/Commercial Buffer from the Core Area to larger surrounding areas.**

CP-11 Industrial/Commercial Buffer Area Function

In general, natural buffers, such as change in topography, vegetated areas and water bodies are preferred as a means to buffer and separate incompatible uses (see Policy CP-4). **The Industrial/Commercial Buffer Area designation is needed only where the existing geography does not provide an effective buffer.**

The City should ensure that unrelated uses in the Industrial/Commercial Buffer Area are not allowed to gradually encroach on the Core Area boundary. The Industrial/Commercial Buffer Area should remain of sufficient size to provide a long-term buffer for the Core Area.

CP-12 Industrial/Commercial Buffer Area Uses

The Industrial/Commercial Buffer Area contains a mix of industrial, auto-oriented commercial and retail uses that will provide an appropriate Industrial/Commercial Buffer between the Core Area and nearby residential or pedestrian-oriented commercial zones. **Development standards for industrial and commercial activities in the Industrial/Commercial Buffer Area should ensure compatibility** with the activity levels and physical character of **adjacent less intensive community character.**

CP-13 Retention of Industrial Uses

Industrial activity and development is an essential component of the Industrial/Commercial Buffer area. Recognizing the importance of industrial activity to the local and regional economy, industrial uses in the Industrial/Commercial Buffer area should be preserved and promoted. Industrial uses, including non-water related industry, is compatible with and can support maritime industrial uses in the core area, as well as contributing to the region's economy as a whole.

CP-14 Incompatible Industrial/Commercial Buffer Area Uses

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

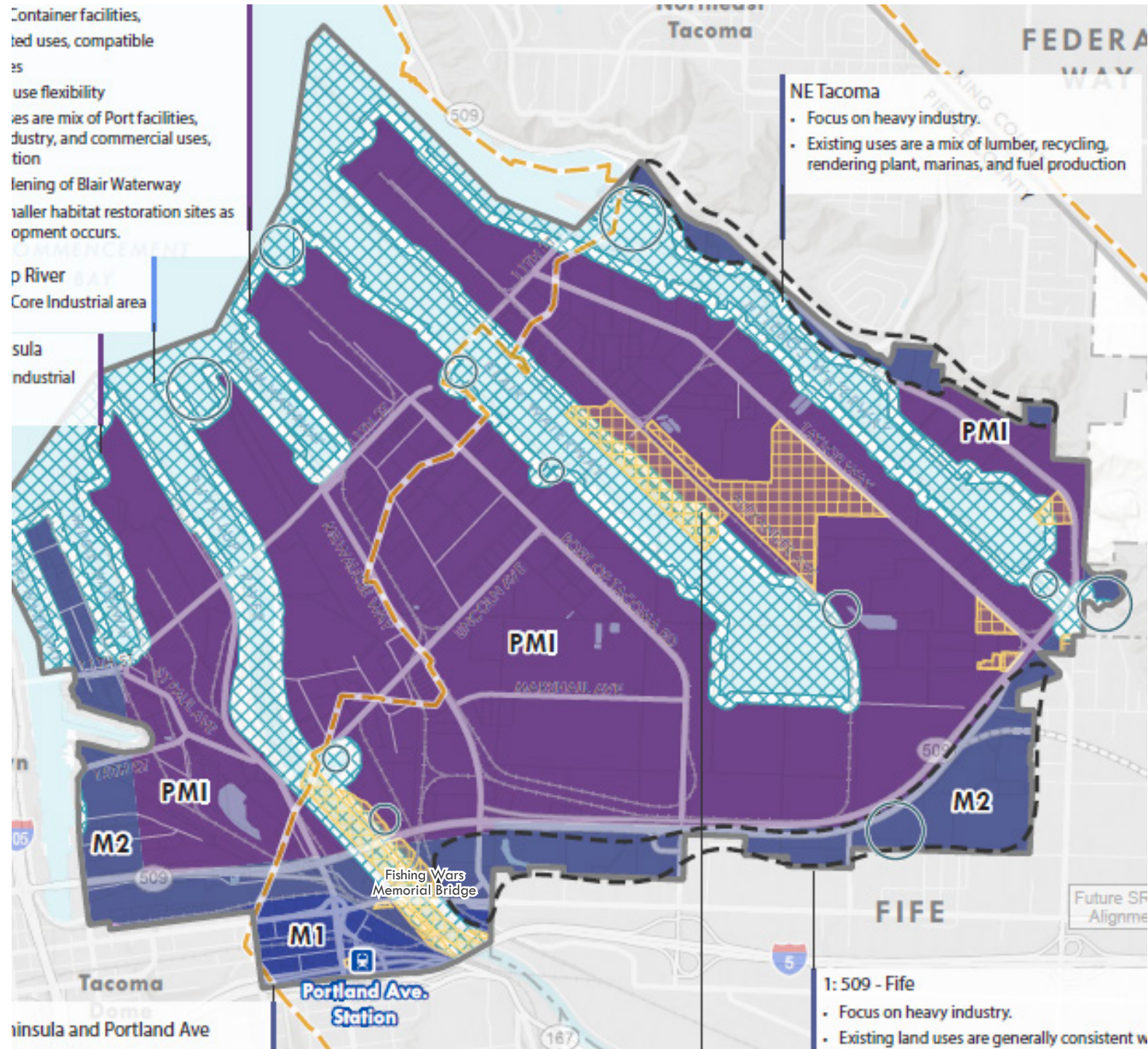
CP-15 Industrial/Commercial Buffer Area Character

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

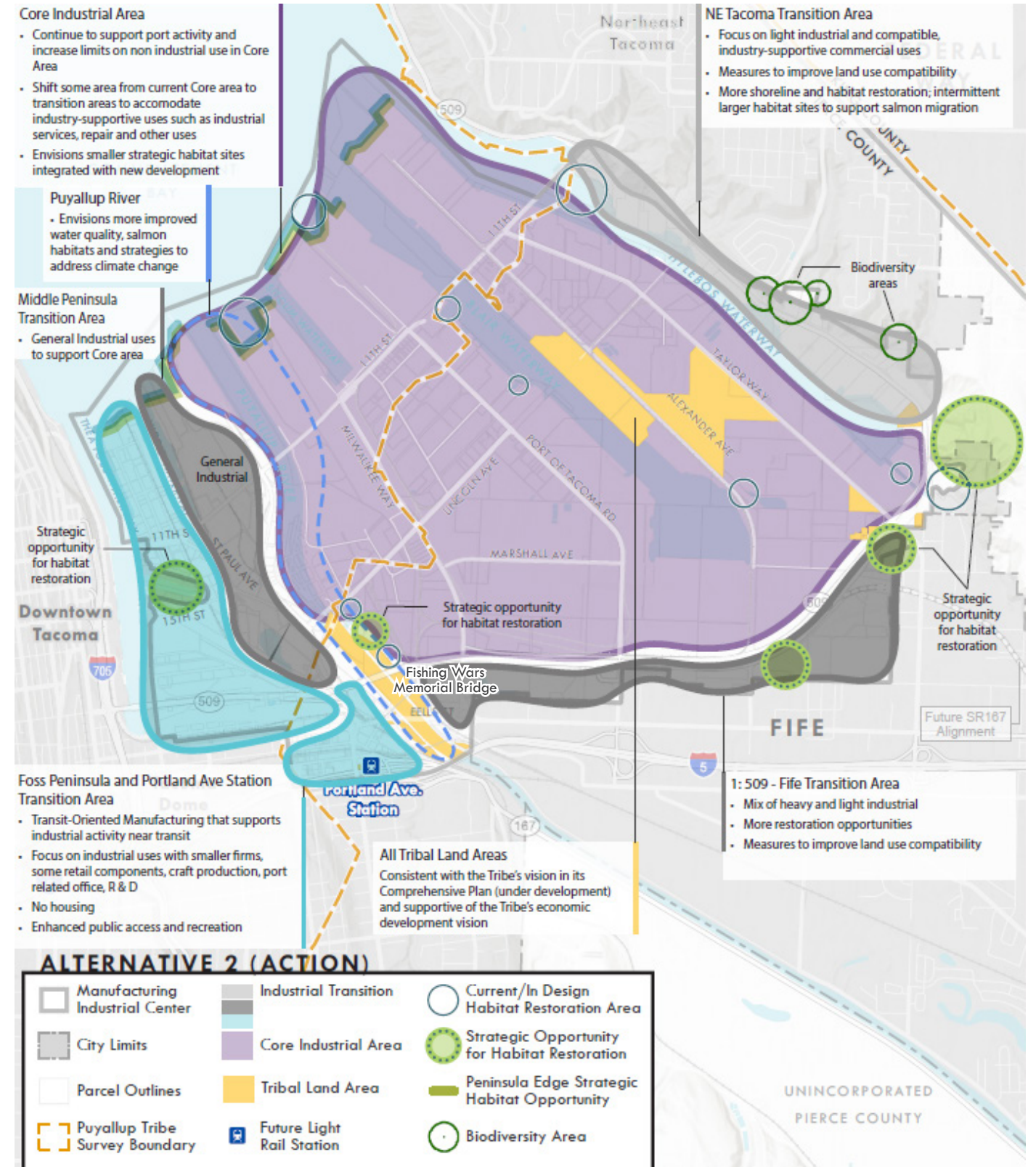
CHARACTER AREAS



ALTERNATIVE 1



ALTERNATIVE 2



509 TO FIFE EXISTING

EXISTING CONDITIONS

POLICIES & REGULATIONS

- Currently in the Industrial Buffer designation and zoned M2.
- Currently a transition area.

ALLOWED LAND USES

- Heavy industry
- Warehouses
- Rail facilities
- Light industry
- Urban horticulture
- Correctional facility
- Religious assembly
- Public service facilities
- Craft production
- Nursery
- Animal sales
- Building material and services
- Funeral homes
- Day care centers
- Self-storage
- Vehicle rental and sales
- Refer to the complete list of allowed uses at the end of this document.

EXISTING USES

- UPS Facility, warehouses, close to Tribal community Youngsville
- Restoration work at Wapato

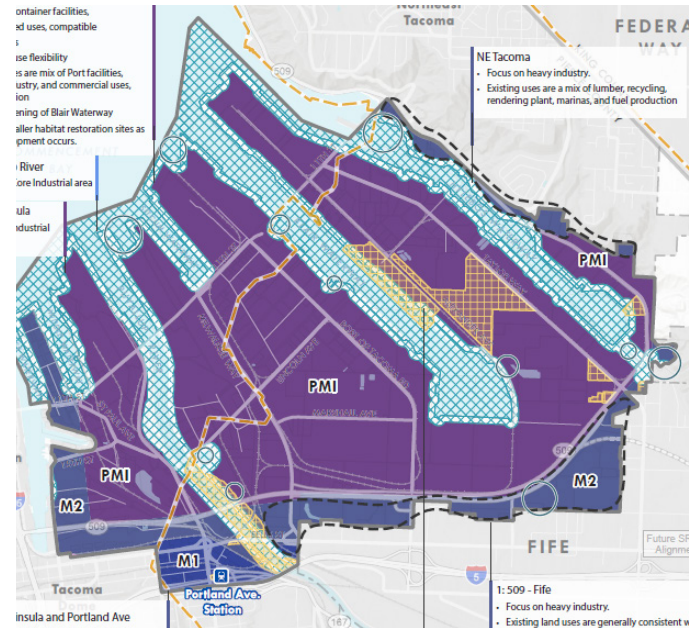
EXISTING BUSINESSES

- Americold Logistics
- JFC International Inc.
- PWA1 Amazon Fulfillment Center & Pepsico Inc./Quaker
- The Odom Corporation/Tigers USA Global Logistics
- United Parcel Service (UPS)

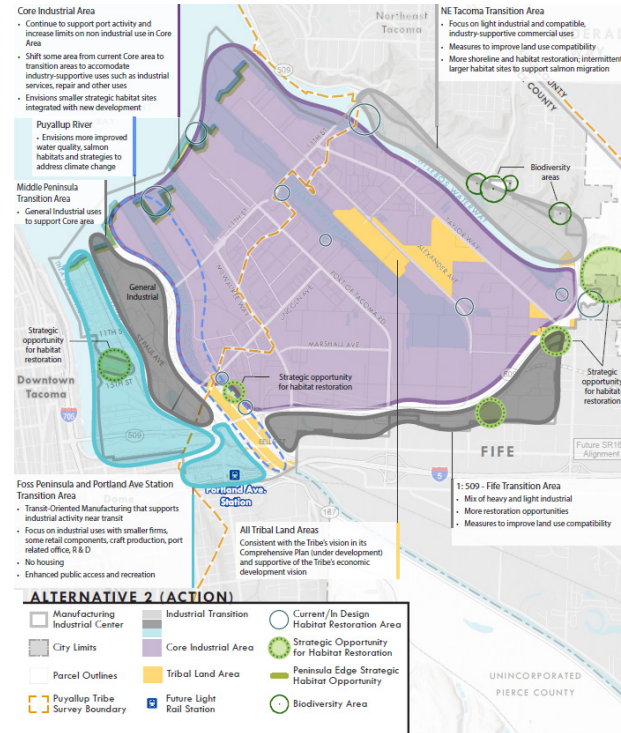


509 TO FIFE ALTERNATIVES COMPARISON

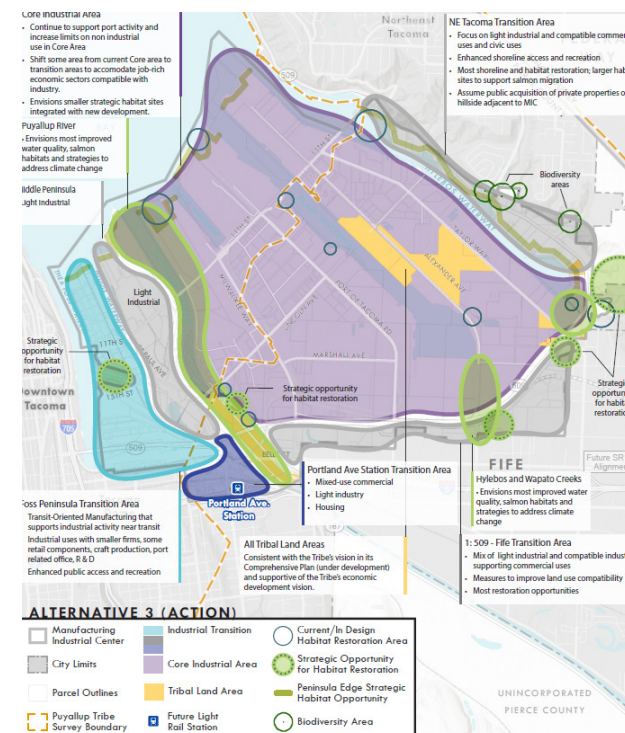
ALTERNATIVE 1



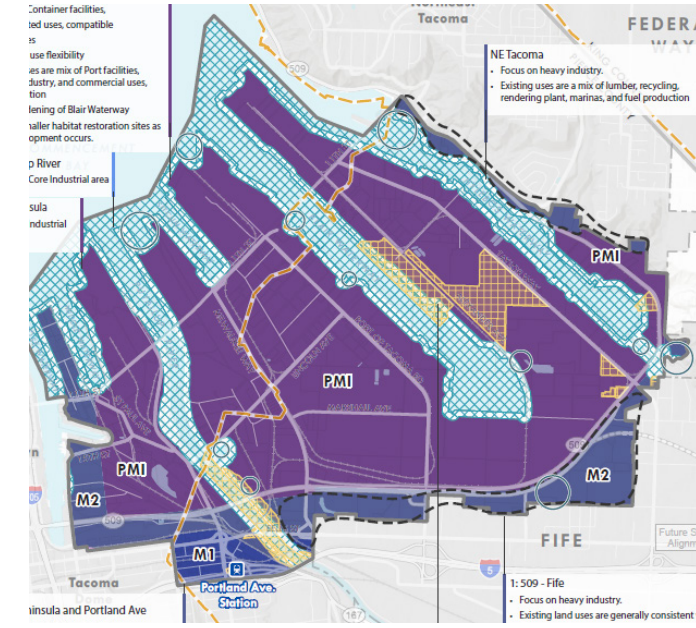
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Land uses tested in the EIS

EIS tested status quo in this area.

- A mix of heavy and light industrial uses
- Measures to improve land use compatibility
- More restoration opportunities

- A mix of light industrial and compatible industry-supporting commercial uses
- Measures to improve land use compatibility
- More restoration opportunities

EIS tested status quo in this area.

OPPORTUNITIES & CONSIDERATIONS

- Uses in the Transition Areas are intended to include industrial uses and uses that complement the Core Area functions and uses.
- The Light industrial concept tested in Alternative 3 lowers the risk of offsite impacts more than Alternative 1, 2, and 4.
 - This would make it a more effective transition and reduce the potential land use conflict with Fife’s City Center and the Core Area.
 - Light industrial uses could also help implement more consistent land use regulations compatible with Fife’s industrial areas.
 - The light industrial area can continue to allow warehousing and other industrial uses.

WHAT IS THE RIGHT MIX OF LAND USES FOR THIS AREA?

Is the existing land use mix the right mix for the area? Why or why not?

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What uses should be added/built here?

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This area is a priority for (check all that apply):

- Restoration
- Public access
- Noise, light, and odor standards
- Container facilities
- Warehousing
- Green energy sector uses such as green hydrogen, others
- Industrial symbiosis sector uses that reuse materials and waste

- Green building technologies sector uses such as new building products and processes
- Maritime sector uses (e.g., cargo and container shipping, commercial fishing and seafood products, logistics, ship and boat building, repair and maintenance, ocean science technology, maritime support services)

PORTLAND AVE STATION EXISTING

EXISTING CONDITIONS

POLICIES & REGULATIONS

- In the Industrial Buffer designation and currently zoned M1.
- Allows housing but connected to an industrial or mfg first floor.
- The City's Comprehensive Plan that endorses the expansion of affordable housing in immediate proximity to employment opportunities and transit facilities, including within the MIC.

ALLOWED USES

- M1 zone in the Buffer Area allows uses that are less intense than the Core Area/PMI areas.
- Refer to the complete list of allowed uses at the end of this document.

EXISTING USES

- Lots of commercial, more diverse mix, and lower proportion of industry.

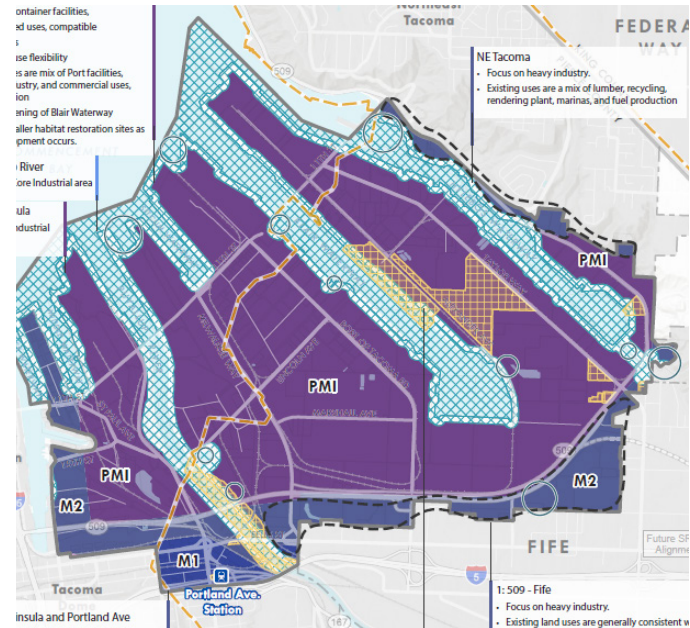
EXISTING BUSINESSES

- Andrew's Fixture
- Boulton Insulation
- Fastco Hardware Store
- La Quinta Inn & Suites
- Mountain Container Trading
- Navis Clinical Laboratories
- North Coast Electric
- Pilot Express Truck Stop
- Raceways Technology
- Tacoma Soccer Center
- United Rentals

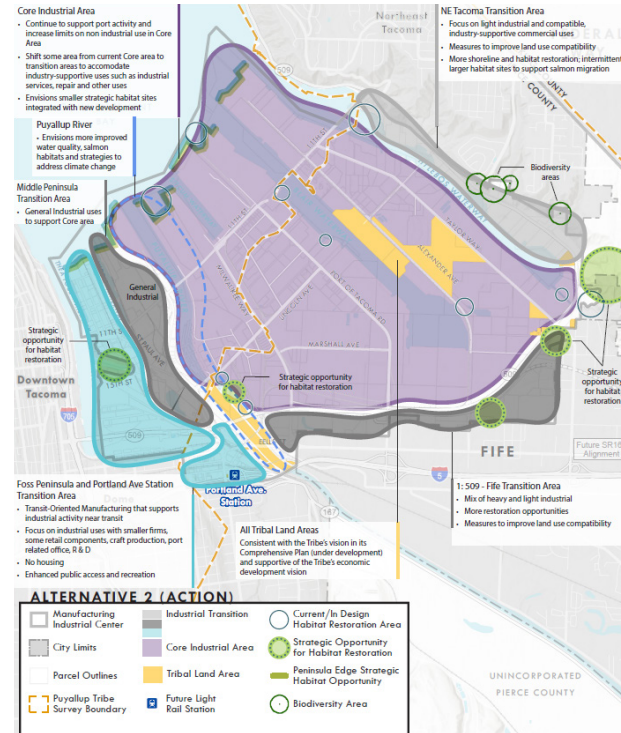


PORTLAND AVE STATION ALTERNATIVES COMPARISON

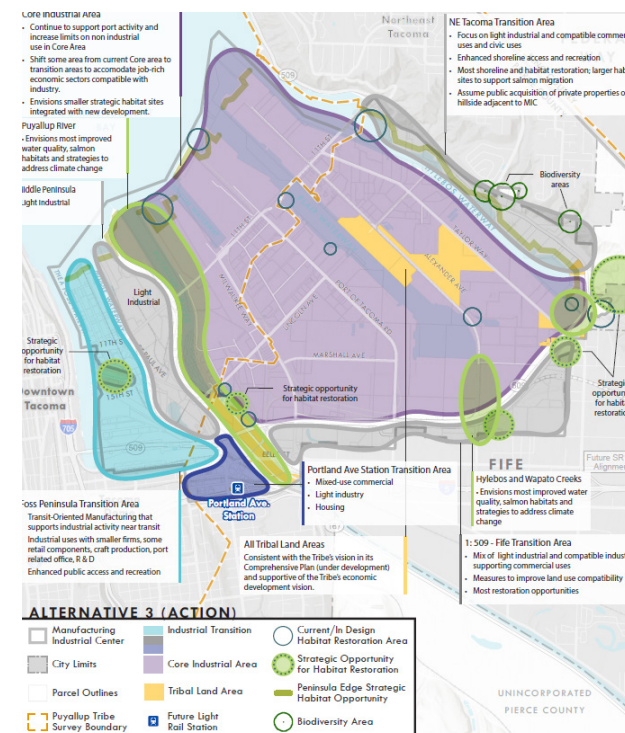
ALTERNATIVE 1



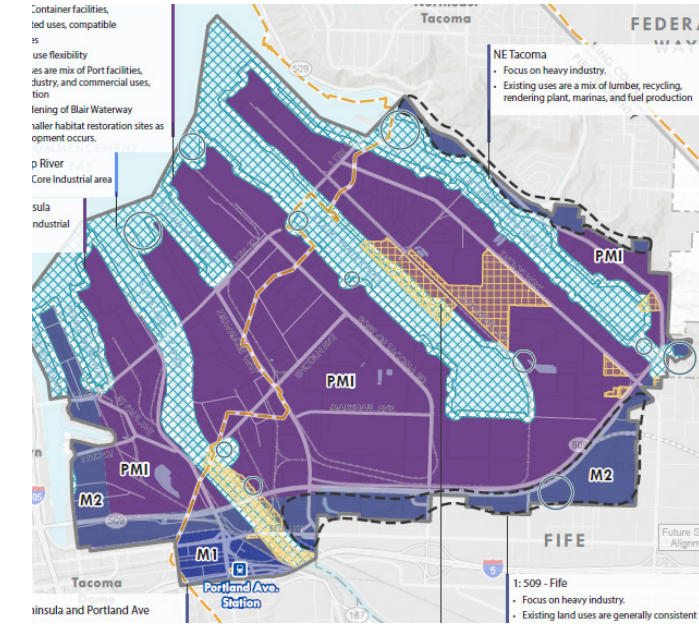
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Land uses tested in the EIS

EIS tested status quo in this area.

- EIS tested prohibiting housing here but anticipated transit-oriented manufacturing that supports industrial activity near transit.
- The focus would be on industrial uses with smaller firms, small retail components, craft production, port-related office and some research and development.

- EIS tested a mixed-use commercial, light industry and housing in this area.

EIS tested status quo in this area.

OPPORTUNITIES & CONSIDERATIONS

- Alternative 2 is expected to add transit-oriented manufacturing, which supports industrial activities near transit such as smaller firms, craft production, smaller retail spaces, port-related offices and R and D.
- Alternative 3 is expected to involve the construction of approximately 490 workforce housing and live-work units over the 20-year planning horizon, in close proximity to the forthcoming light rail station.
- With the addition of TOD there will be more mixed uses in this Transition Area with light industrial, transit-oriented industrial, compatible commercial, and live/work in some locations. Greater attention to site planning could be needed with the mix of uses. Air quality will also be a concern.
- This area could allow a mix of commercial uses that support industrial. Allowing industry-supportive housing with filtration for indoor air quality, triple pane for noise would help add the potential for housing close to transit and jobs. However, there are many constraints and limited developable space within this area.

WHAT IS THE RIGHT MIX OF LAND USES FOR THIS AREA?

Is the existing land use mix the right mix for the area? Why or why not?

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What uses should be added/built here?

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This area is a priority for (check all that apply):

- Restoration
- Public access
- Noise, light, and odor standards
- Container facilities
- Warehousing
- Green energy sector uses such as green hydrogen, others

- Industrial symbiosis sector uses that reuse materials and waste
- Green building technologies sector uses such as new building products and processes
- Maritime sector uses (e.g., cargo and container shipping, commercial fishing and seafood products, logistics, ship and boat building, repair and maintenance, ocean science technology, maritime support services)

FOSS PENINSULA EXISTING

EXISTING CONDITIONS

POLICIES & REGULATIONS

- Mostly in the Industrial Commercial Buffer designation and zoned M2. Some areas are in the Industrial Core Area and zoned PMI.
- Shoreline is considered part of the Core.

ALLOWED USES

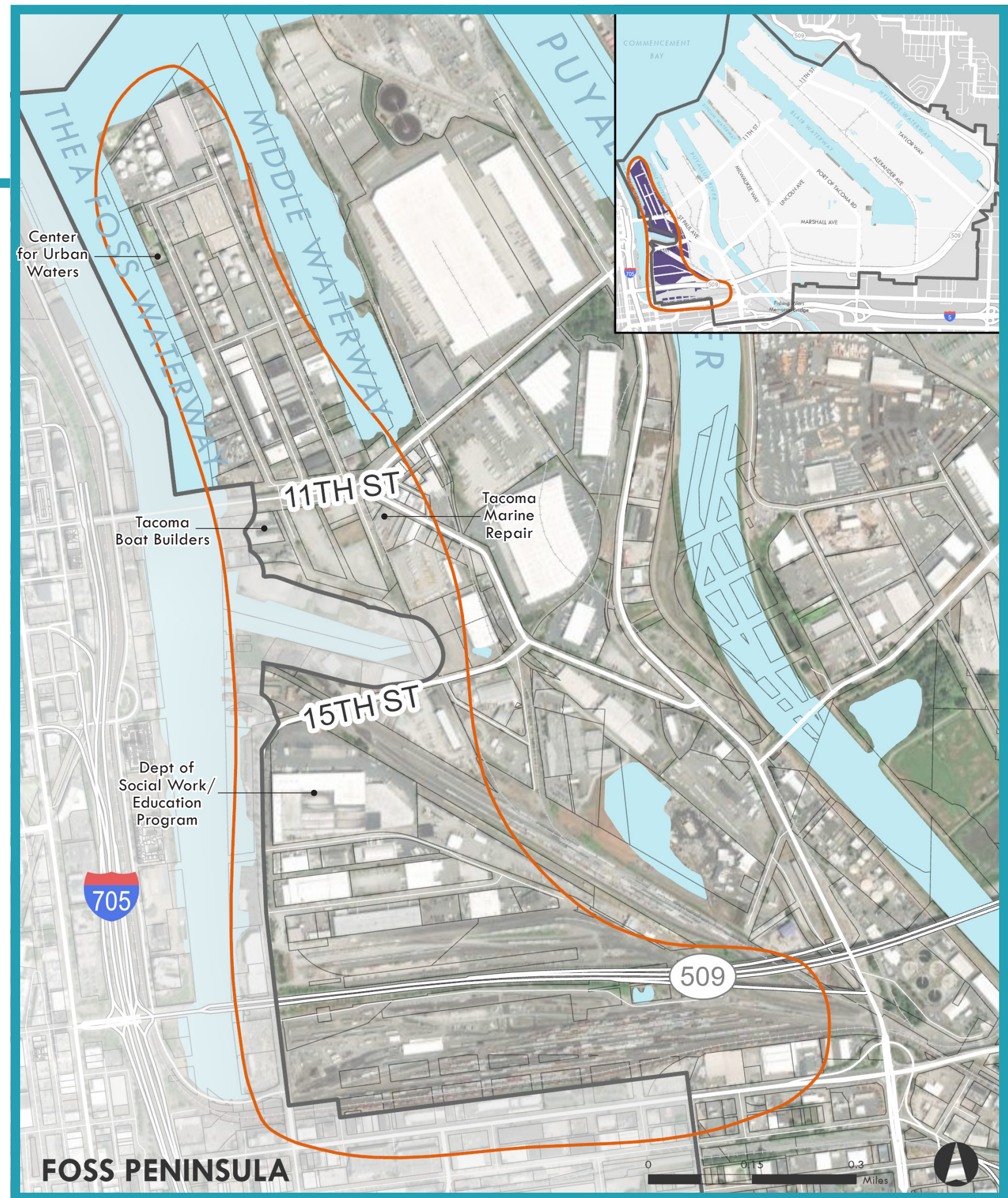
- Refer to the complete list of allowed uses at the end of this document.

EXISTING USES

- Supports water-oriented uses, marinas.
- Area south of 11th St with more developable land, Nustar and Conoco Philips north of the 11th St Bridge.

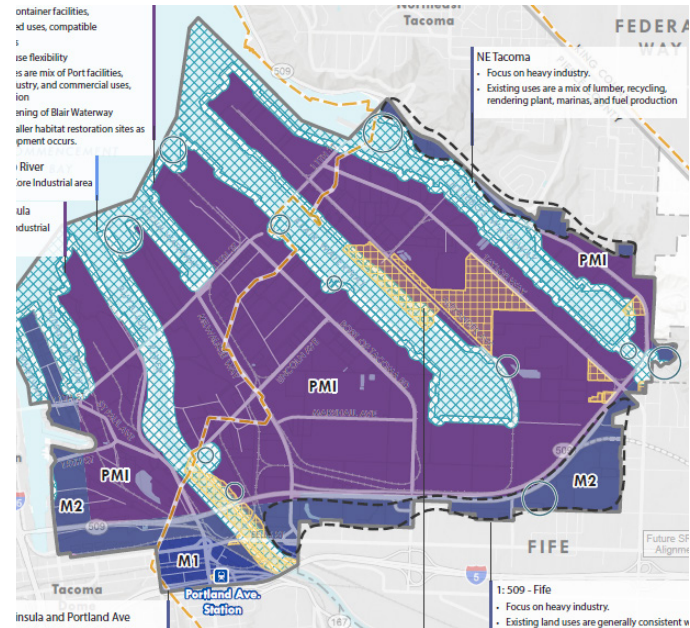
EXISTING BUSINESSES

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|---|---|
| ▪ 24 Williams Oil Filter Service Company | ▪ Life Express |
| ▪ B&D Industrial | ▪ Linde Welding Gas & Equipment Center |
| ▪ BNSF Maintenance of Way | ▪ Marine Floats |
| ▪ BNSF Tacoma East End Yard Office | ▪ Pacific Northwest Aquatics and Exotics |
| ▪ Cascade Capital | ▪ Phillips 66 |
| ▪ Center for Urban Waters | ▪ Puget Sound Petroleum |
| ▪ Dept. of Social Work/ Education Program | ▪ Steeler, Inc. |
| ▪ First Student, Inc. | ▪ Stoneway Roofing Supply/ Stoneway Siding Distribution |
| ▪ Globe Machine Manufacturing | ▪ Tacoma Boat Builders |
| ▪ Jackson Energy | ▪ Tacoma Fire Station #18 |
| ▪ Kings Tire Truch & Trailer Repair | ▪ Tacoma Marine Repair |
| ▪ Korsmo Construction | ▪ Valley Line Cabinets, & Tacoma Fixture Co. |
| ▪ LD Kitchen & Batch | |

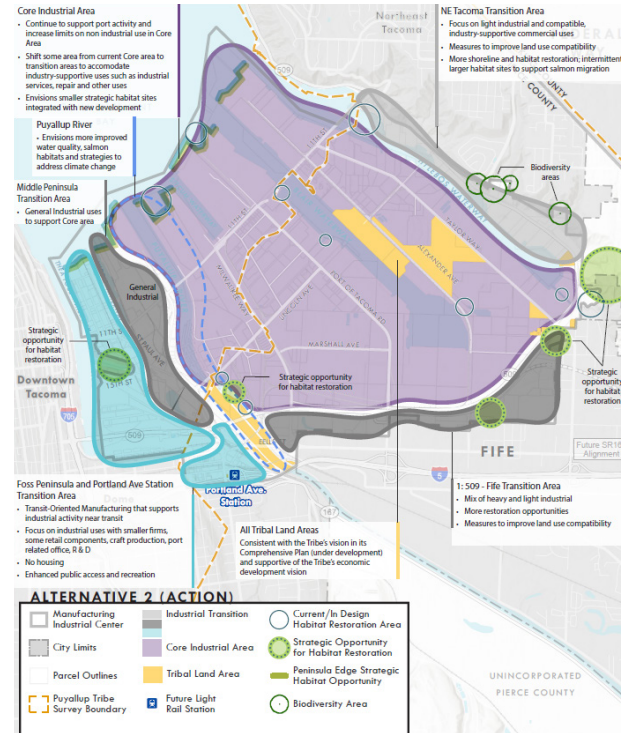


FOSS PENINSULA ALTERNATIVES COMPARISON

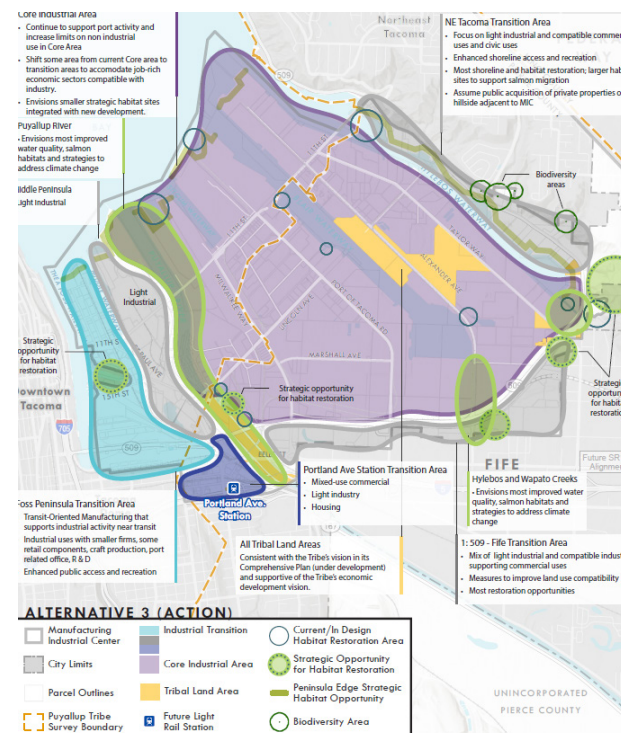
ALTERNATIVE 1



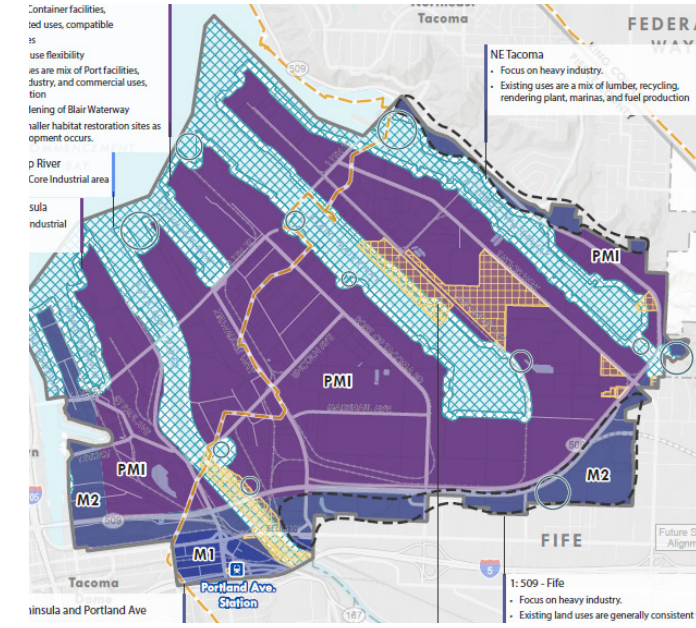
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Land uses tested in the EIS

EIS tested status quo in this area.

EIS tested transit-oriented manufacturing.

EIS tested transit-oriented manufacturing.

EIS tested status quo in this area.

OPPORTUNITIES & CONSIDERATIONS

- This area has started to change with the South part more open to locating uses like the Youth Marine Foundation and schools.
- Existing uses such as Nustar and Conoco Philips mean this area could take years to change.
- Potential to stay Transition Area, and allow heavy industry with some constraints, like limiting chemical expansion. Performance standards can also protect health and safety given emerging uses such as schools and youth programs that bring people into the area.

WHAT IS THE RIGHT MIX OF LAND USES FOR THIS AREA?

Is the existing land use mix the right mix for the area? Why or why not?

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What uses should be added/built here?

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This area is a priority for (check all that apply):

- Restoration
- Public access
- Noise, light, and odor standards
- Container facilities
- Warehousing
- Green energy sector uses such as green hydrogen, others
- Industrial symbiosis sector uses that reuse materials and waste

- Green building technologies sector uses such as new building products and processes
- Maritime sector uses (e.g., cargo and container shipping, commercial fishing and seafood products, logistics, ship and boat building, repair and maintenance, ocean science technology, maritime support services)

MIDDLE PENINSULA EXISTING

EXISTING CONDITIONS

POLICIES & REGULATIONS

- Part of Core Area with PMI and S10 Shoreline.

ALLOWED USES

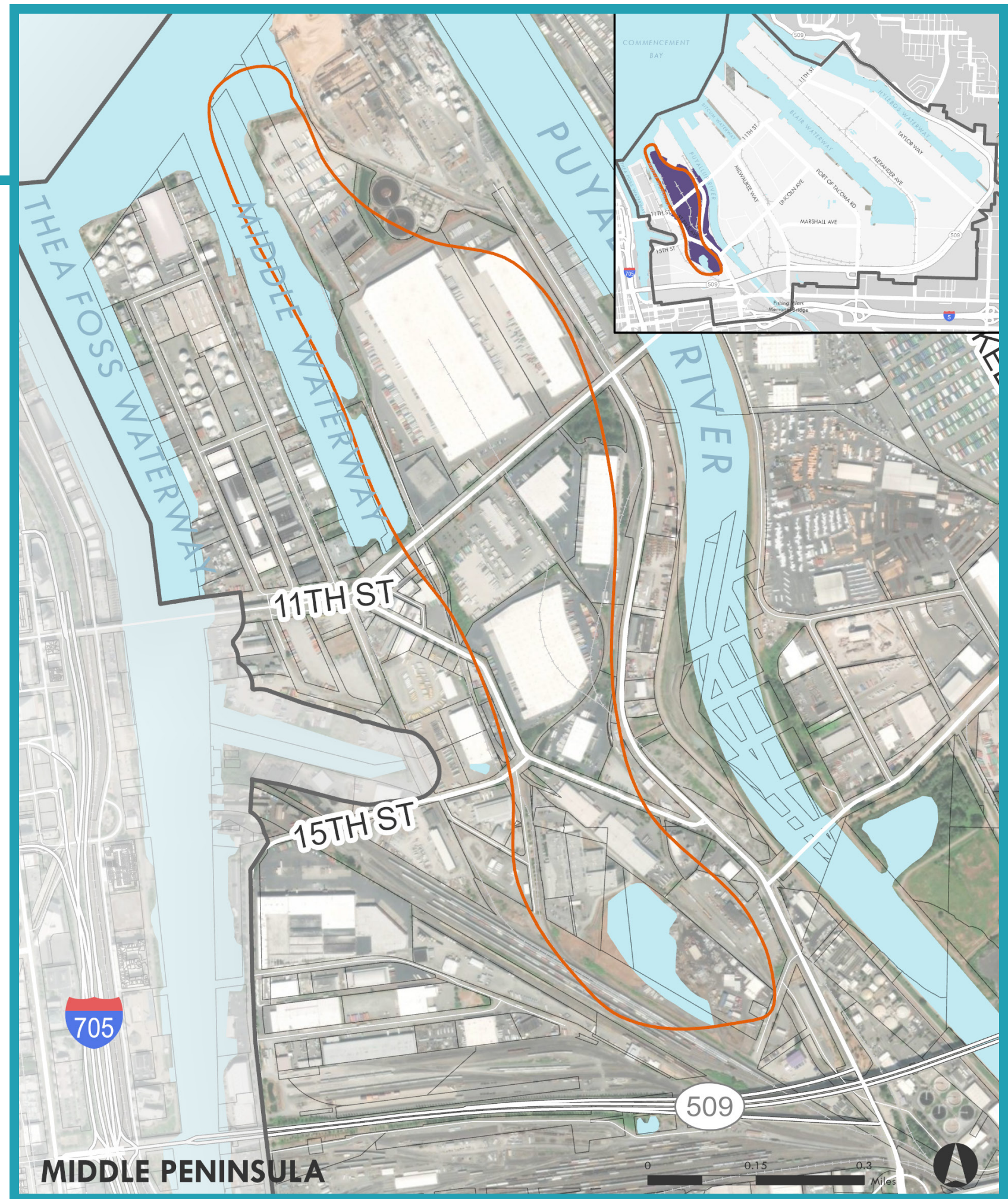
- Refer to the complete list of allowed uses at the end of this document.

EXISTING USES

- Does not directly serve Container shipping, some smaller scale uses like repair services, storage, horticultural/marijuana uses, metal recycling, and small warehouses.
- Marijuana production is a manufacturing use.
- Used to have the pulp and paper mill.

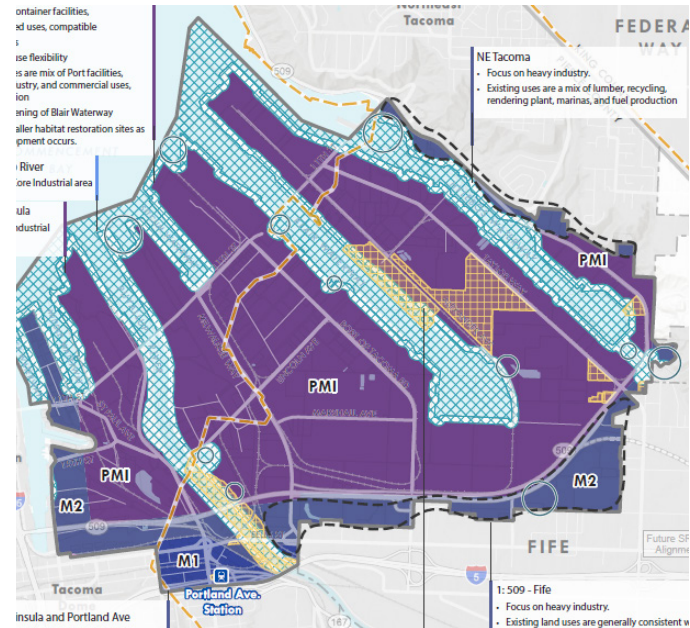
EXISTING BUSINESSES

- Argents Express Group
- Atlas Columbia Warehouse
- Carastar Industrial & Consumer
- CODEL Doors
- GEO Group/Tacoma Northwest Detention Center
- Greif Tacoma
- Infinity Global Distribution
- Loup Tacoma by MHX
- Metro Metals Northwest Inc.
- Pet Food Experts
- Reddaway
- Roadtrex LTL Terminal; Air Van Moving; Elder Logistics, Inc.
- SBS/Polaris
- Specialty Forest Products
- Stellar Industrial Supply
- Stryder Motorfreight USA

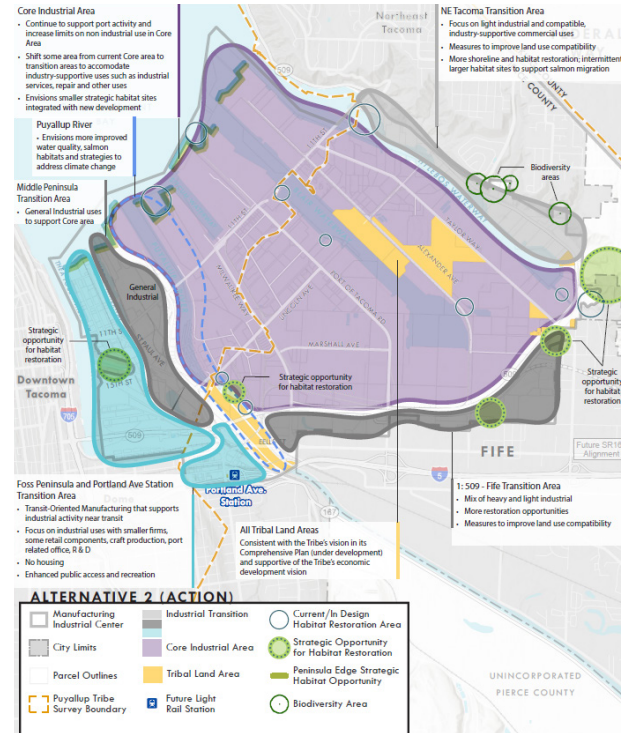


MIDDLE PENINSULA ALTERNATIVES COMPARISON

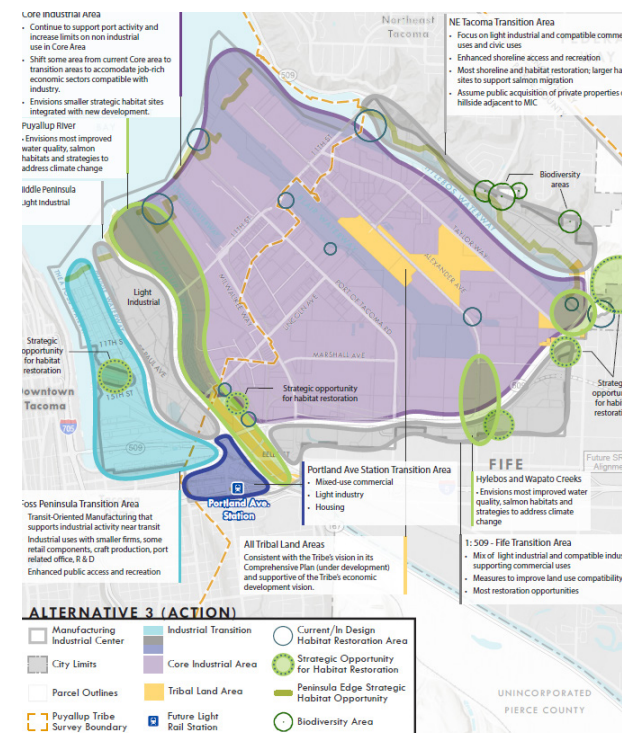
ALTERNATIVE 1



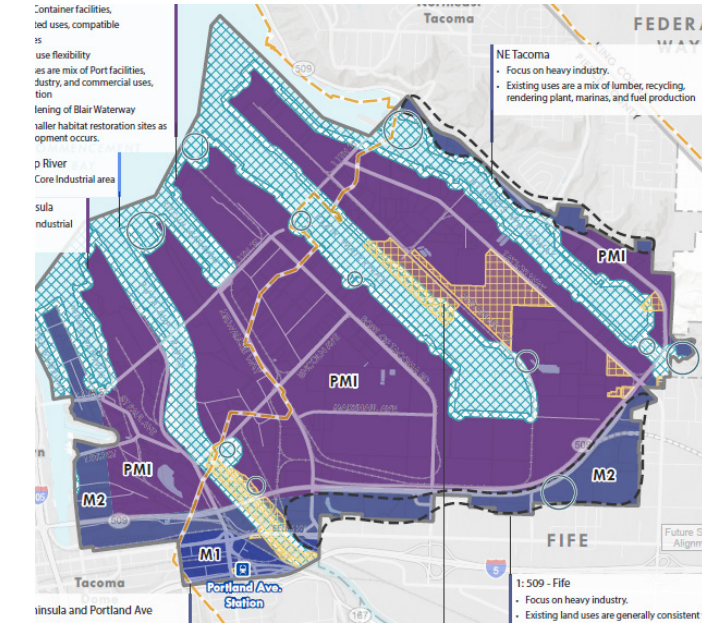
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Land uses tested in the EIS

EIS tested status quo in this area.

EIS tested a general industrial transition area with uses that support the Core area.

EIS tested a light industrial transition area with uses that support the Core area.

EIS tested status quo in this area.

OPPORTUNITIES & CONSIDERATIONS

- Could be place for green economy clean energy and other uses.
- If you have to move businesses off the Blair, then this could be a great place to relocate smaller businesses impacted by Port expansion.
- Warehousing could go here (a lot of warehousing is located here).
- Former pulp and paper mill site is an opportunity.
- The Detention center is likely to be phased out.
- Acquiring land to realign the rights of way here could benefit transportation.
- Both a general industrial area that limits heavy industry as well as a light industrial area could offer opportunities to support the green economy.

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PUYALLUP RIVER EXISTING

EXISTING CONDITIONS

POLICIES & REGULATIONS

- Core Industrial Area and zoned PMI.
- Considered non-navigable for industry, part of the SMP.
- 150' stream buffer. Stream buffer and Shoreline zone splits the area.
- Urban Conservancy environment in SMP.

ALLOWED USES

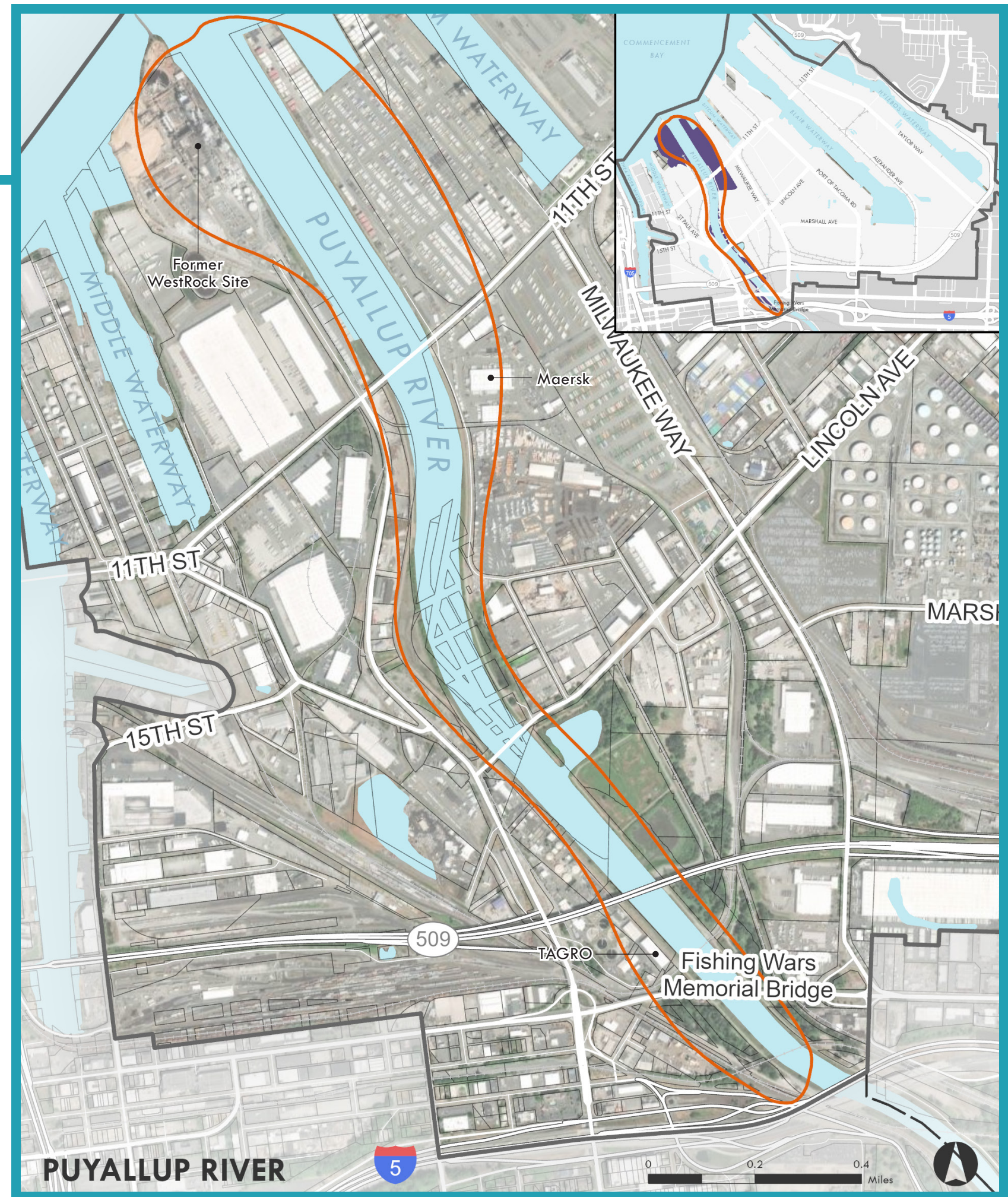
- Heavy industry, container shipping
- Refer to the complete list of allowed uses at the end of this document.

EXISTING USES

- A lot of land is in Tribal ownership.
- The southwest side of the river includes ceremonial grounds.
- Mostly non water-oriented uses.

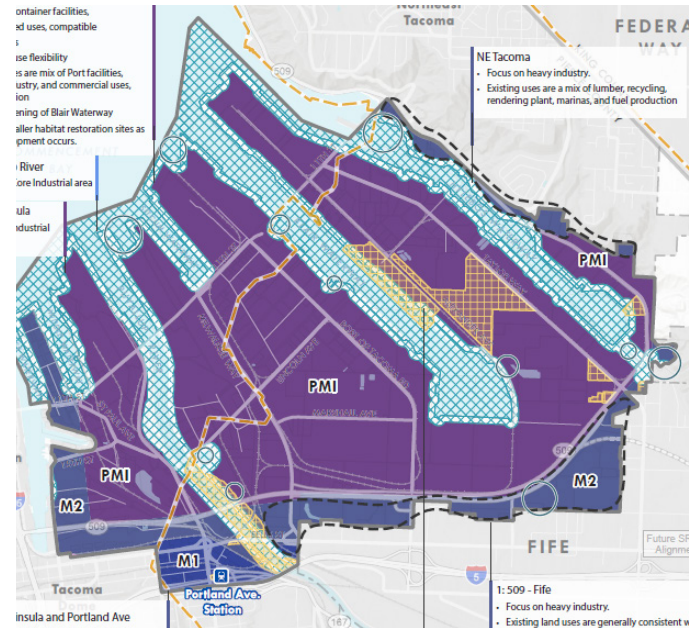
EXISTING BUSINESSES

- Maersk
- TAGRO
- WestRock

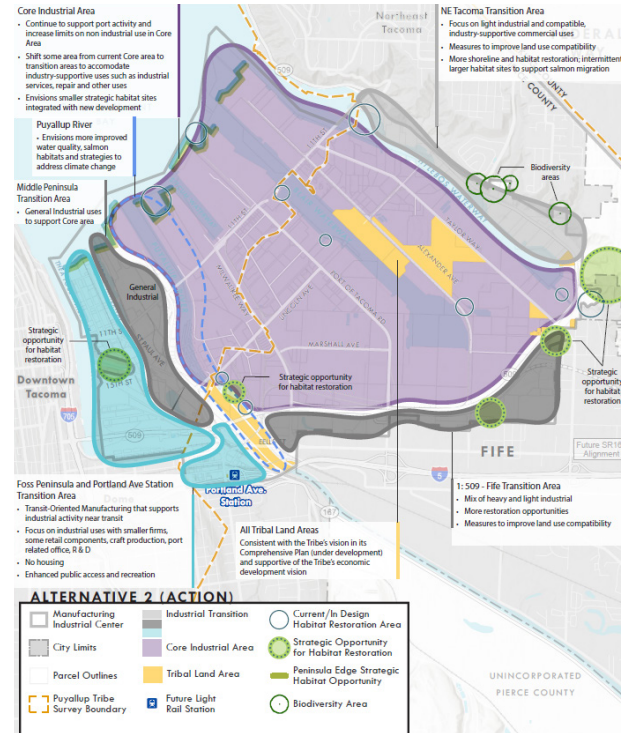


PUYALLUP RIVER ALTERNATIVES COMPARISON

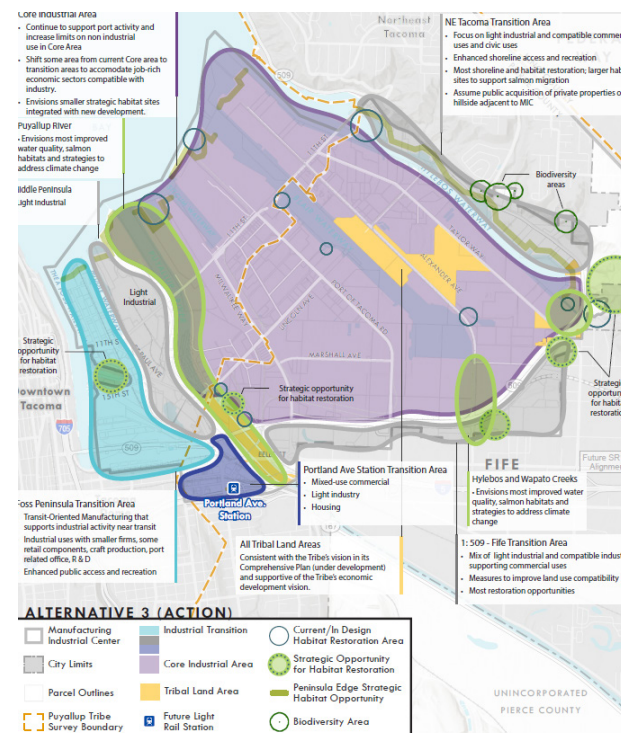
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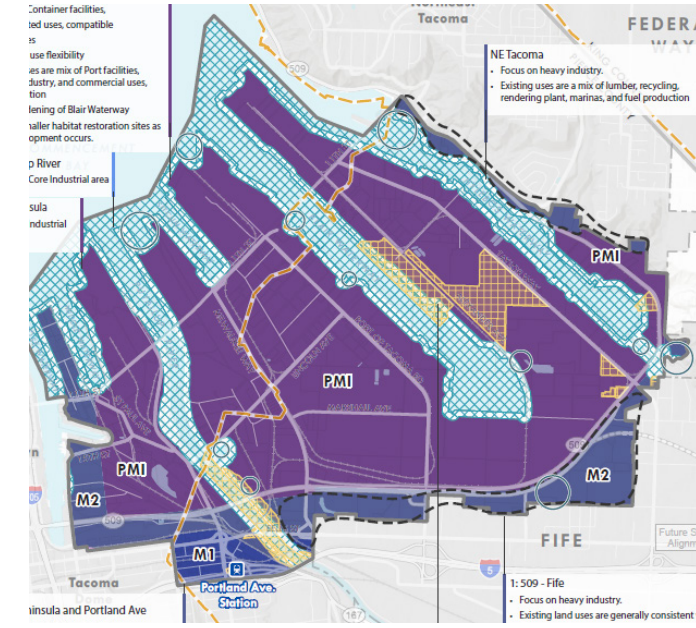
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Land uses tested in the EIS

EIS tested status quo in this area.

EIS tested this area as being part of the core but includes strategies to improve water quality, salmon habitats, and climate change.

Envisions most improved water quality, salmon habitat, and climate change strategies with much more restoration.

EIS tested status quo in this area.

OPPORTUNITIES & CONSIDERATIONS

- This area is a high priority for restoration. Alternative 3 is representative of the Puyallup Tribe of Indians' desire for conservation in waterways and shorelines, and light industrial and mixed uses in transitions while continuing economic development.
- Regulatory changes to extend the shoreline zone the way to the Puyallup River (currently ends at 11th St) can help create a more cohesive area.
- Long-term, there is an opportunity to acquire the land and create a restoration area.
- Acquire and relocate business to properties outside.
- Opportunities also include acquiring and relocating businesses to properties outside this area and to take advantage of the levy district funding.

WHAT IS THE RIGHT MIX OF LAND USES FOR THIS AREA?

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BLAIR SITCUM EXISTING

EXISTING CONDITIONS

POLICIES & REGULATIONS

- Core Industrial Area and zoned PMI.

ALLOWED USES

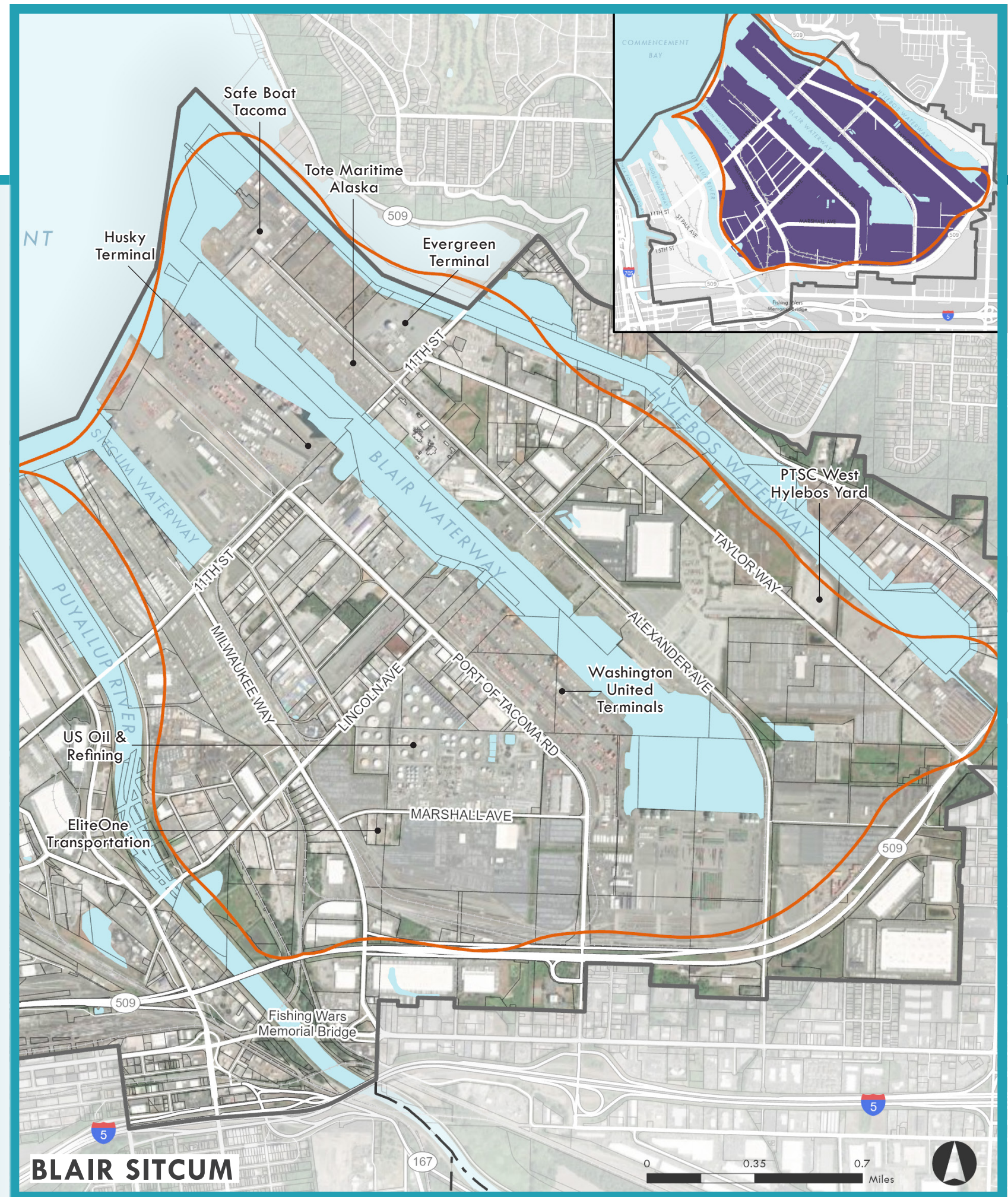
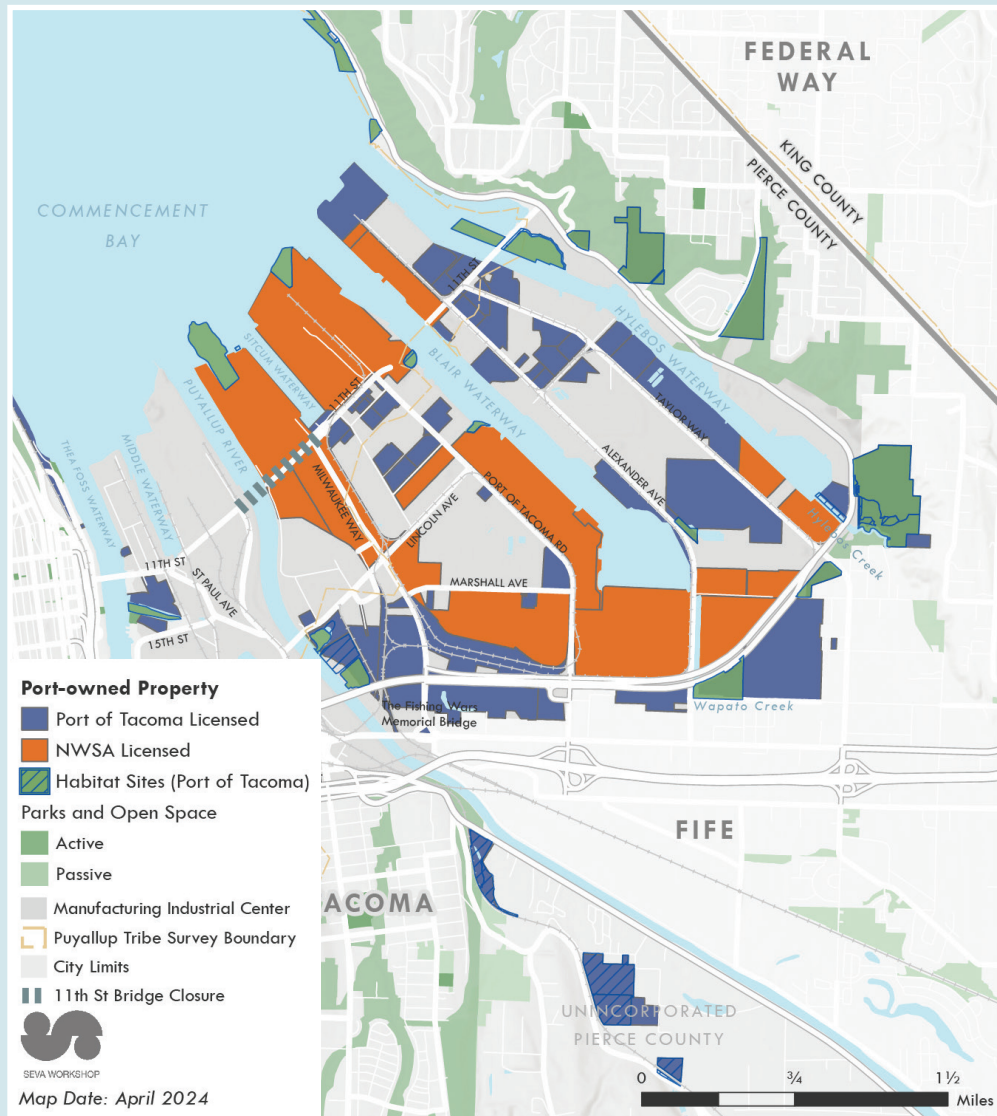
- Refer to the complete list of allowed uses at the end of this document.

EXISTING USES

- Container shipping and related uses.

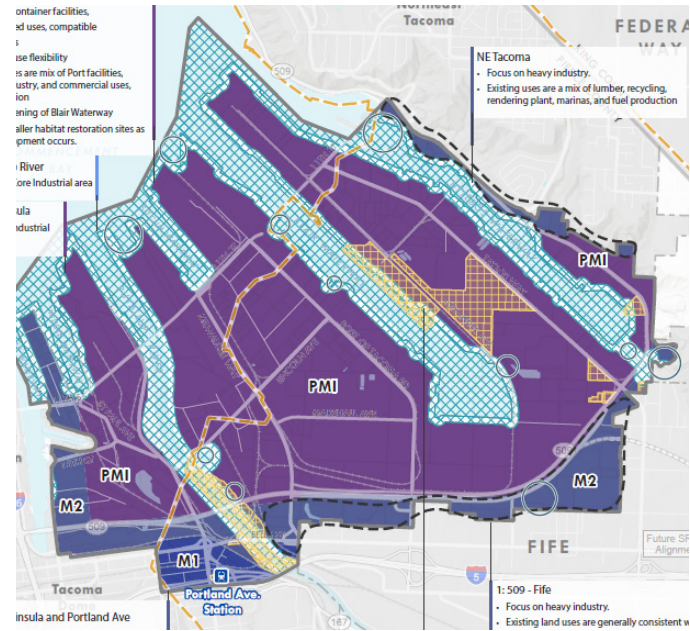
EXISTING BUSINESSES

- Arclin
- Blaire Yard
- CalPortland
- Coleman American Moving
- Concrete Technology Corporation
- Darling International
- EliteOne Transportation
- Evergreen Terminal
- Georgia-Pacific Gypsum
- Husky Terminal
- KW International Inc.
- Maersk
- McMillan-Piper Inc.
- Motive Power Marine
- Northwest Container Services
- Pierce County Terminal
- Port of Tacoma Administration Building and Observation Tower
- PTSC West Hylebos Yard
- Rew Materials
- Safe Boat Tacoma
- Tacoma Global Logistics
- Tote Maritime Alaska
- Trident Seafoods
- US Oil & Refining
- Wallenius Wilhelmsen Solutions
- Washington United Terminals

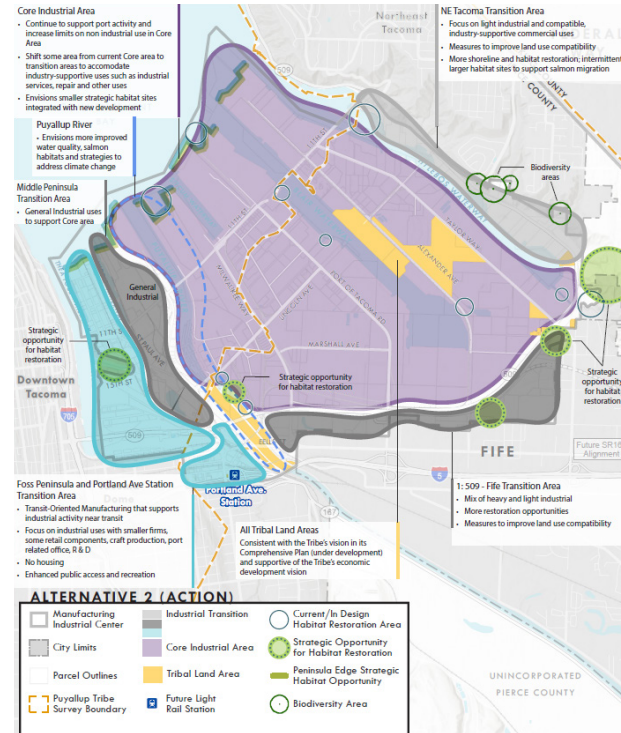


BLAIR SITCUM ALTERNATIVES COMPARISON

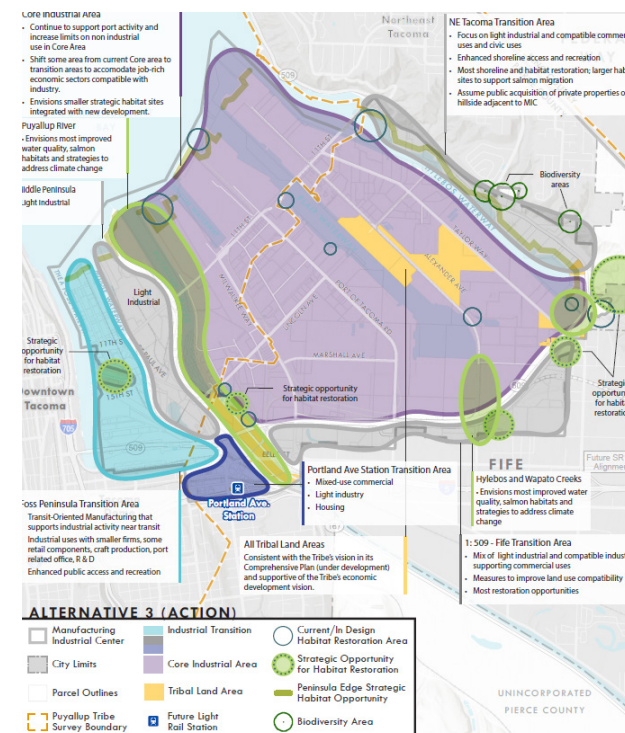
ALTERNATIVE 1



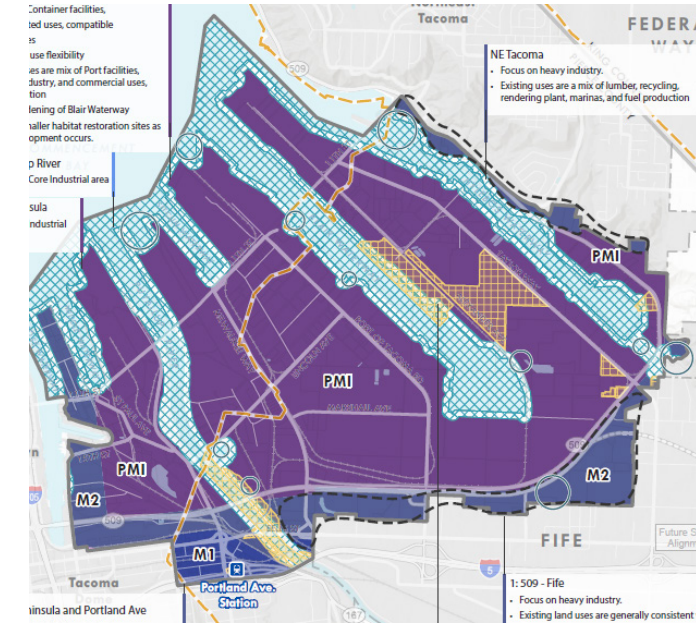
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Land uses tested in the EIS

EIS tested status quo in this area.

Alternative 2 studies a smaller Core Area.

Alternative 3 studies a smaller Core Area.

EIS tested status quo in this area.

OPPORTUNITIES & CONSIDERATIONS

- Defining the Core area between Puyallup River and the Hylebos reflects current patterns of container port activities.
- Strengthening policies to ensure uses in the Core are limited to those that are water-dependent or have a clear connection to Port operations is an opportunity.
- Uses that can go elsewhere may be displaced—additional industrial zoning within Tacoma may be necessary to accommodate these uses.

WHAT IS THE RIGHT MIX OF LAND USES FOR THIS AREA?

Is the existing land use mix the right mix for the area? Why or why not?

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What uses should be added/built here?

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This area is a priority for (check all that apply):

- Restoration
- Public access
- Noise, light, and odor standards
- Container facilities
- Warehousing
- Green energy sector uses such as green hydrogen, others
- Industrial symbiosis sector uses that reuse materials and waste

- Green building technologies sector uses such as new building products and processes
- Maritime sector uses (e.g., cargo and container shipping, commercial fishing and seafood products, logistics, ship and boat building, repair and maintenance, ocean science technology, maritime support services)

NORTHEAST TACOMA/ MARINE VIEW DR EXISTING

EXISTING CONDITIONS

POLICIES & REGULATIONS

- Area is split between Core and Buffer: Parts of the area are in the Industrial/Commercial Buffer designation with M2 zoning, and parts are in the Core Industrial Area with PMI zoning.
- Hillside is identified in the Container Port Element as part of the transition.
- Shoreline is port industrial, 50' buffer, shoreline portion limits areas to water dependent uses.
- Water depth does not support container shipping.

ALLOWED USES

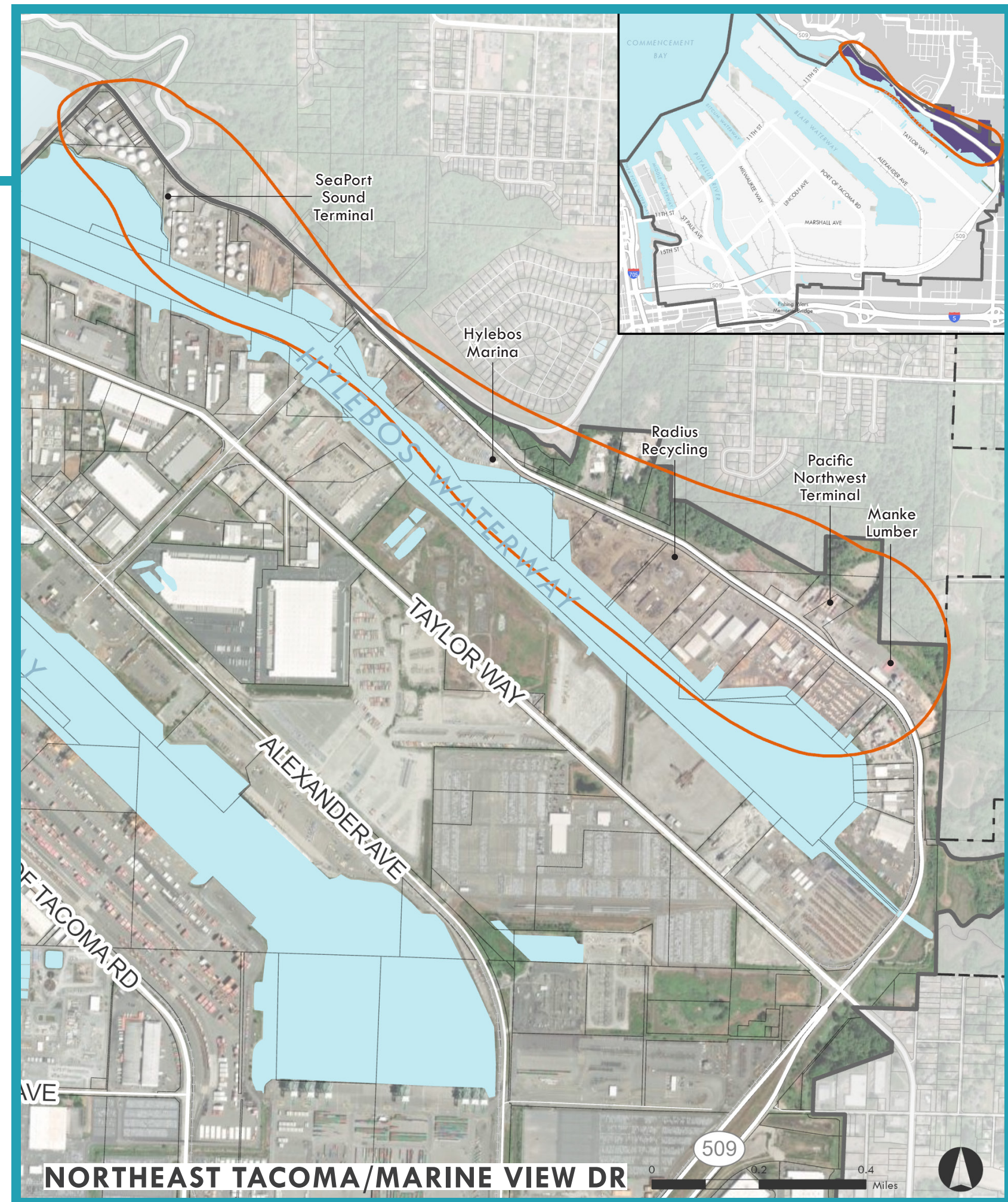
- Warehouses, rail facilities, light industry.
- Urban horticulture, correctional facility, religious assembly, public service facilities, craft production, nursery, animal sales, building material and services, funeral homes, day care centers, self-storage, vehicle rental and sales.
- Refer to the complete list of allowed uses at the end of this document.

EXISTING USES

- Mostly heavy industry but not container shipping: boat repair shops, recreational marinas, habitat sites, recycling operations, and marine supply stores.
- These uses generally have more offsite impacts.
- Tribe owns property along the Hylebos.
- The eastern edge along the boundary of the MIC (and just outside) includes steep slopes, low density residential, open space, and parks.

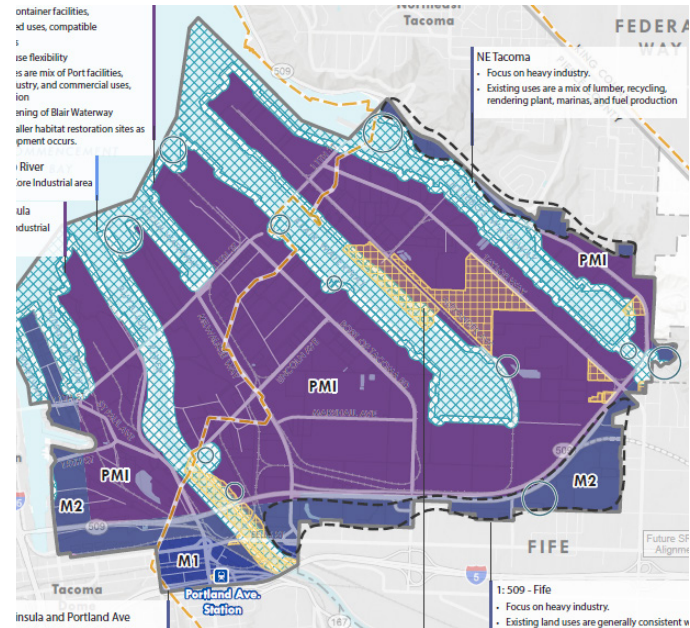
EXISTING BUSINESSES

- Fathom Seafood
- FTTL Marine Supply
- Hylebos Marina
- JCI Jones Chemical
- Jesse Engineering
- Manke Lumber
- Modutech Marine
- Pacific Northwest Terminal
- Radius Recycling
- Rapid Auto Group
- SandBar & Grill
- SeaPort Sound Terminal
- Walrath Landscape Supply

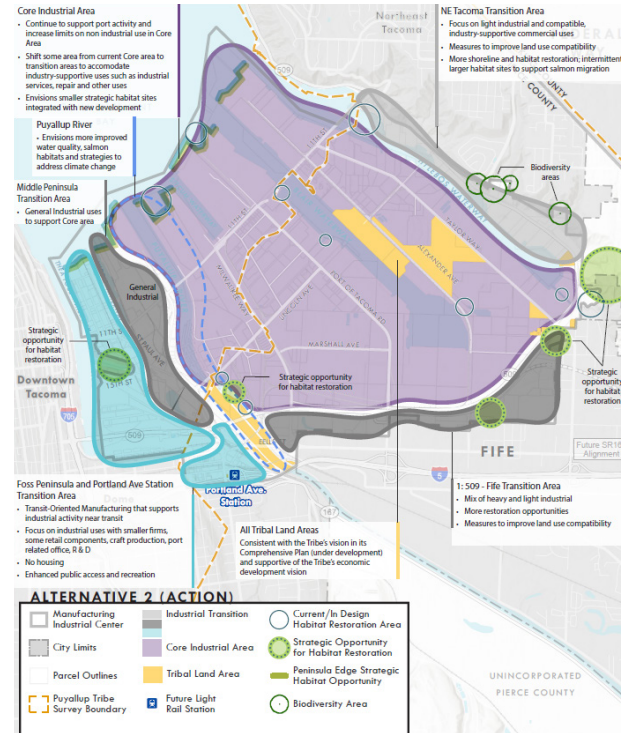


NORTHEAST TACOMA/MARINE VIEW DR ALTERNATIVES

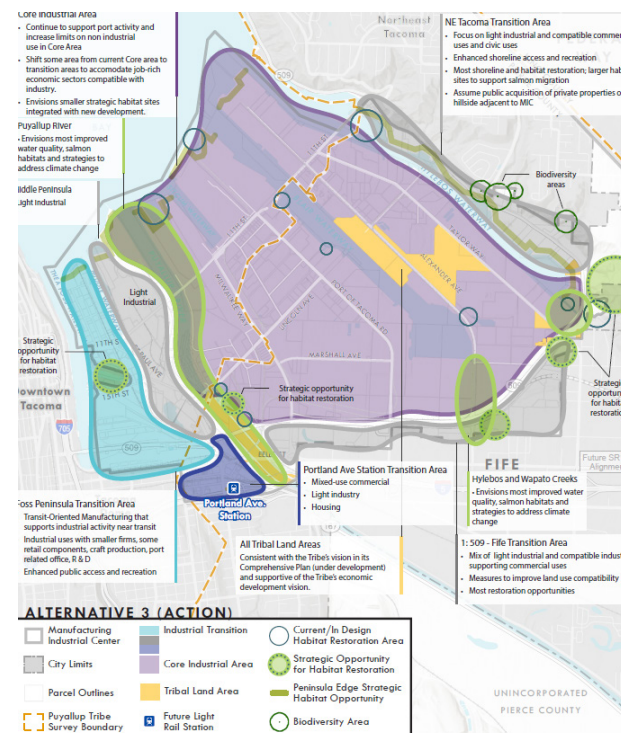
ALTERNATIVE 1



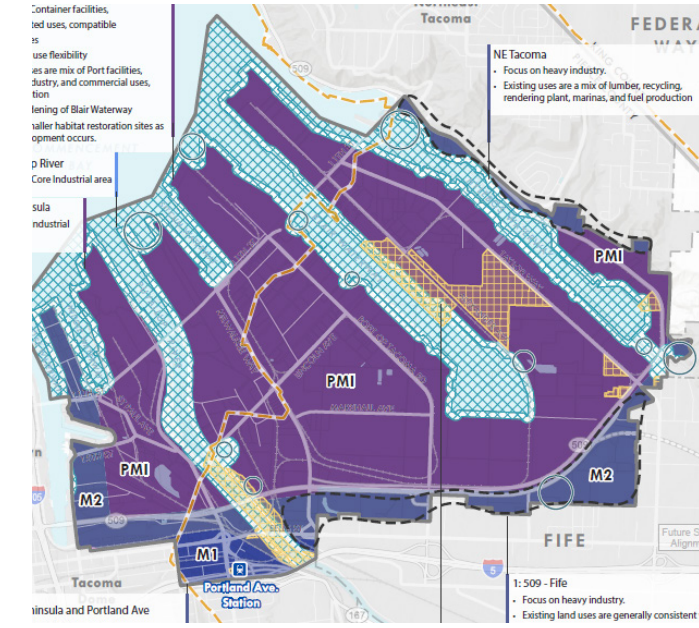
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Land uses tested in the EIS

EIS tested status quo in this area.

- Light industrial and industry-supportive commercial uses
- Measures to improve land use compatibility
- More habitat and shoreline restoration

EIS considered Northeast Tacoma/Marine View Dr as a transition area.

- Light industrial and industry-supportive commercial uses
- Measures to improve land use compatibility
- More habitat and shoreline restoration

Includes public acquisition of private properties on hillside adjacent to the MIC.

EIS considered Northeast Tacoma/Marine View Dr as a transition area.

EIS tested status quo in this area.

OPPORTUNITIES & CONSIDERATIONS

- Northeast Tacoma Comprehensive Plan application was tested.
- Some parts of this character area are designated as Core but this area does not currently support uses related to container shipping operations.
- Existing policies call for quality of life in adjacent areas and for performance standards in Transition Areas.
- Community is interested in limiting growth of heavy industry east of the Hylebos.
- Hylebos is a key salmonid route. The Hylebos and the Puyallup River are the highest priority areas for restoration—there are Tidelands and forage fish can exist.
- This area presents an opportunity to continue to support heavy industrial and port operations as a Transition Area with Light Industrial zoning and/or M2 zoning with performance standards for heavy industry.
- The transition to light industrial would make existing uses nonconforming.

WHAT IS THE RIGHT MIX OF LAND USES FOR THIS AREA?

Is the existing land use mix the right mix for the area? Why or why not?

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What uses should be added/built here?

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COMMUNITY VISION THEMES & GUIDING PRINCIPLES

Themes

Additional **transit service & green space** make the Tideflats a “place for people” to work, play & learn.

Resilient, modern infrastructure creates efficiencies between roadways, railways & waterways.

Visible **cultural representation** of the Puyallup Tribe of Indians.

Cooperation and collaboration across the Port, City & Puyallup Tribe.

Guiding Principles

TRANSPORTATION & INFRASTRUCTURE

- Climate science and greenhouse gas impacts are integrated into plans, programs, and investments. The **subarea is more climate resilient** by identifying and protecting vital infrastructure subject to future impact to climate change.
- Proactive **investment in infrastructure** supports mobility, economic development, environmental protection, and climate resiliency.
- The Subarea Plan **identifies steps to achieve decarbonization** of Port and industrial activity and to accelerate emissions reductions.

TRIBAL ASSETS

- Reservation and tribal lands are protected from encroachment**, preserving the unique cultural characteristics that support the Puyallup Tribe of Indians’ traditional way of life.
- Cultural and historic resources are protected, **elevating the subarea as a site of cultural practices** for the Puyallup Tribe of Indians.

IMPLEMENTATION

- Ongoing coordinated **problem solving among stakeholders** with a shared sense responsibilities and priorities, and proactive leadership among the partners.
- Ongoing collaboration and dialogue** among governments, agencies, communities, and businesses implements the subarea plan.

Water is clean & marine resources continue to recover as habitat is restored.

A thriving **world-class port** that’s home to **clean, sustainable business.**

Tacoma is an **attractive place** to live and work.

The working waterfront continues to offer **good jobs** to a diverse range of people.

ENVIRONMENT & HEALTH

- Salmon and shellfish are thriving** and plentiful in Commencement Bay, the Puyallup River, Wapato Creek, and Hylebos Creek.
- The subarea supports **healthy communities and ecosystems** with clean air, water, and soil.
- Employees in the subarea have a **safe and healthy work environment**.
- An **inclusive and equitable growth strategy** fulfills environmental justice principles and protects frontline communities from health and human hazards.
- The subarea offers diverse **opportunities to participate in cultural, educational, scientific, and recreational activities.**

LAND USE & ECONOMIC DEVELOPMENT

- Industrial lands are preserved and valued**, protecting the increasingly rare and valuable industrial and manufacturing lands and working waterfront from encroachment.
- The Port of Tacoma MIC is a center of global trade** and a hub for local, and regional economic activity protecting and enhancing port-related investments and supporting diverse jobs.
- The subarea is a **leader in the green economy promoting industries** that meet environmental goals and facilitate a transition to carbon-free energy.
- The subarea offers **expanded access** to jobs with **diverse career pathways** and entry points.
- The subarea has **effective buffers** with neighboring communities, demonstrating how a world class port can thrive alongside growing, vibrant urban neighborhoods.

SUMMARY OF EIS FINDINGS

The alternatives are expected to result in a land use impact if they would result in:

	Alt 1	Alt 2	Alt 3	Alt 4
Inconsistencies with plans and policies.				
Land use incompatibility within the Study Area.		By limiting housing, Alternative 2 would be the most compatible.		
Inadequate land use transitions at the boundaries of the study area.				
Increased risk of land uses to sea level rise.			Most opportunity to increase resilience and cobenefits in adaptation, such as restoration.	

POLICY CONSISTENCY

In general, all alternatives are consistent with applicable state, regional, and local plans and policies that provide the framework for land use and development within the MIC. The alternatives generally continue the status quo designations (Alternatives 1 and 4) emphasizing industrial uses, where Alternatives 2 and 3 promote a core of industrial activities but provide adjustments to Transition Areas allowing for other uses.

LAND USE COMPATIBILITY

All alternatives would retain more than two-thirds of acres in Port-Maritime industrial use, consistent with MIC criteria and creating a compatible land use pattern. With industrial character areas included, the share of primarily industrial districts would be 75% or more. The remaining shares of districts typically include light industrial or mixed industrial commercial uses.

All alternatives would add employment to the study area, and have the capacity to achieve more than 20,000 jobs. The jobs trends studied would be between 12,000 and 20,000. All but Alternative 2 would add limited housing to the handful of units that exist. By limiting housing, the most, Alternative 2 would have a more compatible land use pattern and be the most consistent with regional policies.

LAND USE TRANSITIONS

The alternatives vary in their transitions, with some heavier industrial and others more light or mixed industrial.

Location	Existing Development Abutting Subarea	Alternative 1 No Action: Uses Allowed at Edges	Alternative 2 Uses Allowed at Edges	Alternative 3 Uses Allowed at Edges	Alternative 4 Uses Allowed at Edges
Western Edge	Mixed-use residential, commercial, and institutional/cultural	M-2 Heavy Industrial, M-1 Light Industrial	TOD Manufacturing, No Housing	TOD Manufacturing, Housing	M-2 Heavy Industrial, M-1 Light Industrial
Southern Edge	Highway-oriented commercial uses, Tribal community called "Youngsville"	M-2 Heavy Industrial	General Industrial	Mixed Use Commercial, Light Industrial, Housing	M-2 Heavy Industrial
Eastern Edge	Steep slopes, low density residential, open space, parks	M-2 Heavy Industrial, PMI, Port Maritime Industrial	Light industrial, Commercial	Light Industrial, Commercial	M-2 Heavy Industrial, PMI, Port Maritime Industrial

SOURCE: DEIS, BERK, 2023

SEA LEVEL RISE AND LAND USE

	Impact	Alt 1	Alt 2	Alt 3	Alt 4
Intensity of Residential uses: Long-term	+	- Some	- Less	+ Most	- Some
Employment Density: Long-term	+	- Less	+ More	+ Most*	- Less
Opportunity to increase resilience	-	- Less	+ More	+ Most	+ Some
Co-benefits in adaptation (e.g., wetlands restoration)	-	- Less	+ More	+ Most	+ Some

SOURCE: BERK, 2023

Key: Direction of impact is higher intensity or density (+) in areas subject to sea level rise: Less = none or negligible density or intensity. Some = modest amounts of intensity or density. More or Most = substantial or greatest intensity or density planned above existing. Direction of impact is lower levels of resilience of adaptation (-). Less has limited amount of policies, codes, strategies, or mitigation integrated into the alternative; Some has a moderate amount of them integrated into the alternative; and More or Most = substantial or greatest amount integrated into the alternative.

* While the highest employment density is planned and they would be subject to climate exposure over the long-term, this alternative proposes the most measures to relocate and adapt to sea level rise, which may mean employment in smaller footprints with habitat restoration and other measures increased.