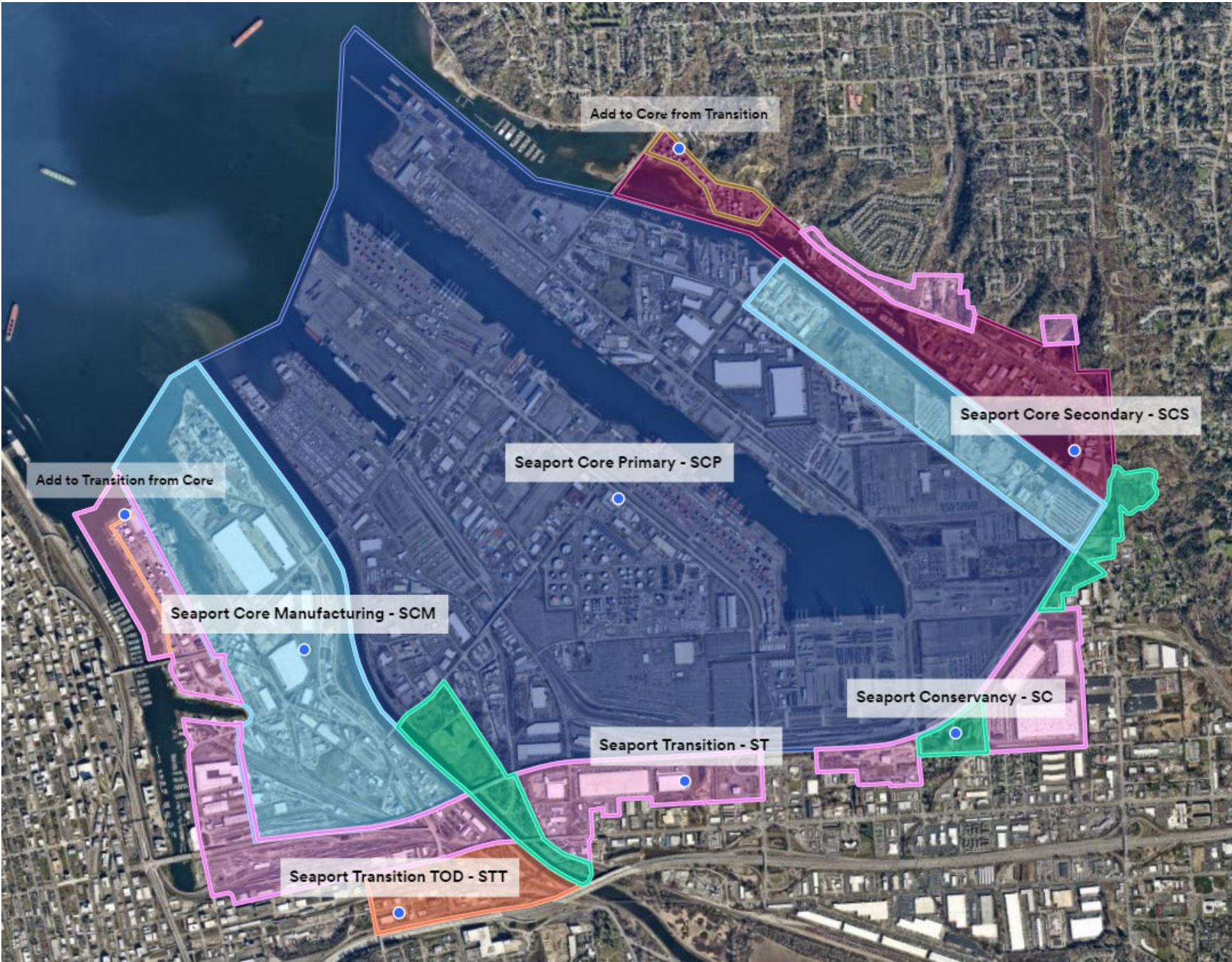


DRAFT Zoning and Land Use Concept

Tideflats Subarea Plan - Port of Tacoma Manufacturing/Industrial Center (MIC) Districts



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Tideflats Subarea Plan - Port of Tacoma Manufacturing/Industrial Center (MIC) Districts

Seaport Core Primary (SCP) District

The SCP district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCP implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping. Use priorities include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and rail yards. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

Seaport Core Manufacturing (SCM) District

The SCM district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCM implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCM include cargo shipping terminals, seaport-related container and industrial activity, seaport-related office, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling

operations and support facilities, and intermodal yards. SCM is distinguished from SCP by allowing compatible basic manufacturing of raw materials and uses which rely on the deep water berthing to transport raw materials for processing or manufacture and distribution, as well as uses involved with final assembly, processing, fabrication, and packaging. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

Seaport Core Secondary (SCS) District

The SCS district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCS implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCS include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, and intermodal yards. SCS is distinguished from SCP by allowing compatible final manufacturing, research and development, limited cultural establishments related to and which may rely on or be related to the seaport. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for

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large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

Seaport Transition (ST) District

The ST district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The ST district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center. The ST district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary and not detrimental to either existing or proposed seaport uses or neighboring commercial or residential districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Housing is allowed only for caretakers of allowed uses.

Seaport Transition TOD (STT) District

The STT district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The STT district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and

to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center (MIC). The STT district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary to either existing or proposed seaport uses, neighboring commercial, or residential districts and is distinguished from the ST district by allowing uses compatible with high-capacity transit located in the district such as multi-family housing. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads, but it is also understood that there will be a higher level of pedestrian and bicycle activity in the STT district.

Seaport Conservancy (SC) District

The SC district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The SC district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Use priorities in SC are habitat preservation intending to protect the long-term function and viability of key wetland, fish and wildlife habitat, and drainage districts.

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Example Uses Allowed

Port of Tacoma Manufacturing/Industrial Center (MIC)					
Use	Seaport Core Primary SCP	Seaport Core Manufacturing SCM	Seaport Core Secondary SCS	Seaport Transition ST	Seaport Transition TOD STT
Animal rendering**		✓*			
Boat and ship building, storage, and maintenance	✓	✓	✓	✓	
Caretaker housing unit	✓	✓	✓	✓	
Cargo and container marshalling and storage (includes imported autos)	✓	✓	✓	✓	
Cement and asphalt batching plant**		✓			
Chemical manufacturing and plant**		conditional			
Cleaner fuel infrastructure**	conditional	conditional			
Commercial bakery		✓	✓	✓	✓*
Craft production				✓	✓
Food processing		✓	✓*	✓*	
Heavy vehicle and driver services, and fueling	✓	✓	✓	✓	✓
Laundry and dry-cleaning plants**		✓	✓*		
Log yard, lumber yard, sawmill (no chemical treatment) **	✓	✓	✓*		
Manufacturing - basic processing from raw materials		✓	✓*		
Manufacturing - final assembly, processing, fabrication, packaging		✓	✓	✓	✓*
Manufacturing – water dependent on shoreline properties	✓	✓	✓	✓	
Marina			✓	✓	
Marine fueling	✓*	✓*	✓*		
Rail yards and services	✓	✓	✓	✓	✓
Recycling facilities - industrial waste, food, metal	conditional	✓*	conditional		
Seaport terminal	✓	✓	✓		
Storage of bulk or raw materials	✓	✓	✓*		
Truck and chassis parking related to seaport operations	✓	✓	✓	✓	
Urban horticulture – industrial scale		✓	✓	✓	
Warehouse and transload facility	✓	✓	✓	✓	
Wholesale heavy equipment and construction supply		✓	✓	✓	
Daycare – limited in size			ancillary	ancillary	✓

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Example Uses Allowed

Port of Tacoma Manufacturing/Industrial Center (MIC)					
Use	Seaport Core Primary SCP	Seaport Core Manufacturing SCM	Seaport Core Secondary SCS	Seaport Transition ST	Seaport Transition TOD STT
Cultural and historical establishments – seaport related		ancillary	✓	✓	✓
Eating/drinking establishments – limited in size	✓	✓	✓	✓	✓
Housing – multifamily with commercial or industrial					✓
Hotel and motel					✓
Medical facilities – limited in size	✓	✓	✓	✓	✓
Offices - related to a seaport use and limited in size	✓	✓	✓	✓	✓
Recreation - passive and open space	✓	✓	✓	✓	✓
Religious assembly – limited in size				✓	✓
Research and development related to seaport	ancillary	✓	✓	✓	✓
Retail – limited and seaport related		ancillary	ancillary	✓	✓
Vehicle fueling and services	ancillary	ancillary	✓	✓	✓
Workforce training and hiring services for seaport and related trades	✓	✓	✓	✓	✓
Habitat preservation and mitigation sites	✓	✓	✓	✓	✓
Utilities, water, sewer, power, internet, stormwater & decant facilities	✓	✓	✓	✓	✓
Seaport Conservancy (SC) allowed uses:					
<ul style="list-style-type: none"> – Coastal resilience flood plain management projects – Educational/informational signage – Habitat mitigation and restoration – Passive recreation and public access (non-motorized) – Rail tracks and Roads – Tribal Treaty protected uses and resources – Utilities 					
<p>✓ Use is allowed.</p> <p>* Performance standards apply, such as being located indoors and limitations when within proximity to certain uses.</p> <p>** Use must be located outside shorelines with no discharge to water.</p> <p>conditional: use requires review and approval of a Conditional Use Permit (CP) and includes special review criteria.</p> <p>ancillary: use is allowed subordinate to and supporting an allowed principal seaport-oriented use.</p> <p>seaport related: refers to activities that have a nexus to marine waters.</p>					

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The following new uses would not be allowed in the subarea:

- Adult entertainment
- Animal slaughter and husbandry
- Auto wrecking yard
- Cannabis growing and processing
- Golf course
- Hospital
- Institutions (jail, rehab, nursing homes...)
- Ministorage
- Pulp and Paper mill
- Surface mine
- Tire related manufacturing and processing

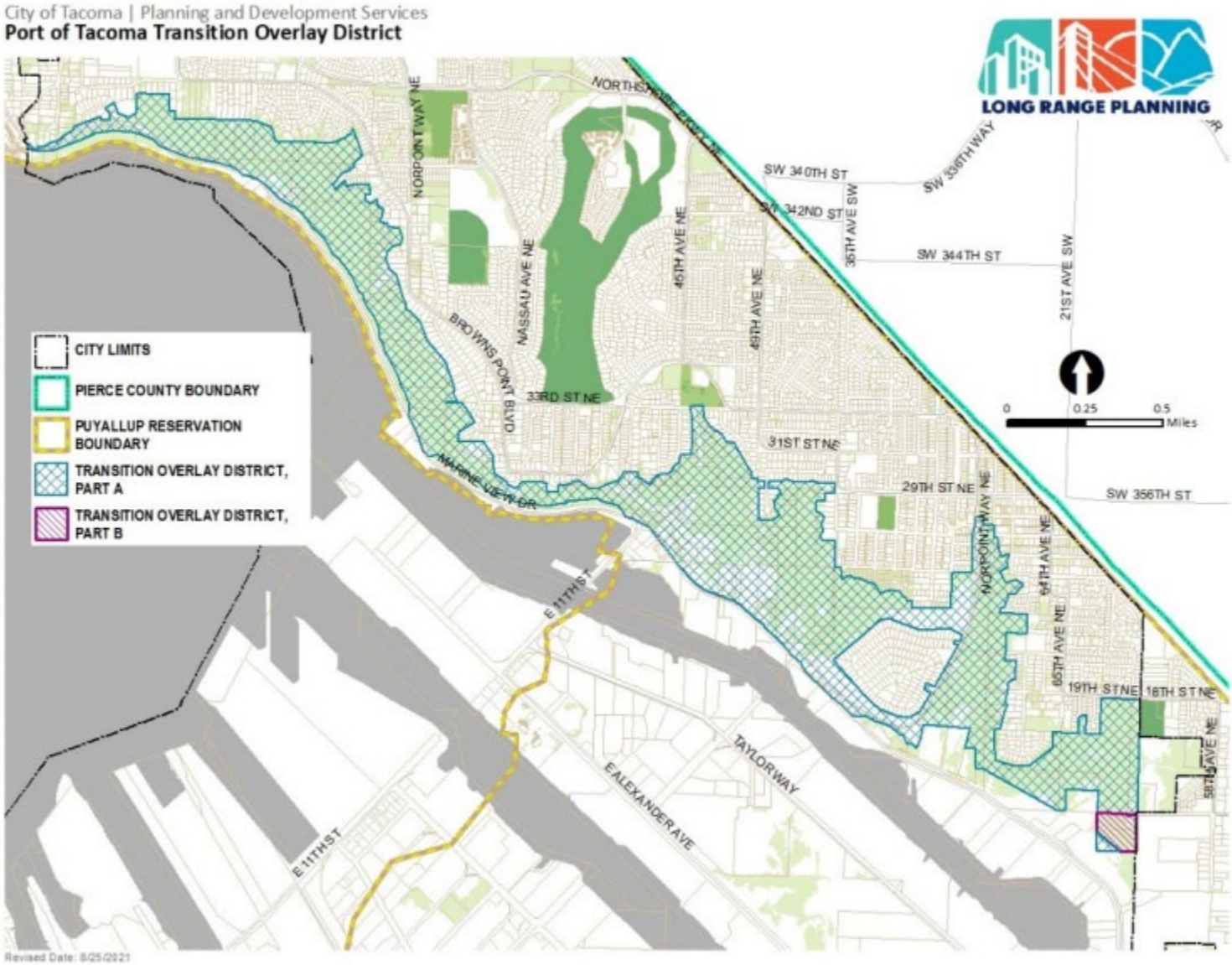
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FOR REFERENCE

Overlay District created by the city in 2021:



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Tideflats Subarea Plan - Port of Tacoma Manufacturing/Industrial Center (MIC) Districts

FOR REFERENCE

TMC 13.01.060.N

“Nonconforming building or structure.” A lawfully established building or structure which, on the effective date of this title or the effective date of any amendment to this title, was not in conformance with the height, area, or parking requirements of the zone classification upon which said building or structure is located.

“Nonconforming use.” A use which lawfully occupied a building or land at the time this chapter became effective and which does not conform with the use regulations of the district in which it is located, as provided by this chapter and any amendment hereto

5. Nonconforming use.

a. Continuation of nonconforming use. Except as otherwise required by law, a legal nonconforming use, within a building or on unimproved land, may continue unchanged. In the event that a building, which contains a nonconforming use, is damaged by fire, earthquake, or other natural calamity, such use may be resumed at the time the building is restored; provided that the restoration is commenced in accordance with applicable codes and regulations and that any degree of nonconformity to the land use regulations is not increased. Further, such restoration shall be undertaken only under a valid building permit for which a complete application was submitted within 18 months following said damage, which permit must be actively pursued to completion.

b. The use of unimproved land which does not conform to the provisions of this chapter shall be discontinued one year from the adoption date of the change to this chapter that creates the nonconformity; provided, however, exception may be made for the nonconforming use of unimproved land abutting a lot occupied by a building containing a nonconforming use and which nonconforming use is continuous and entire in the building and over said abutting land, all being in one ownership, and such use shall have been legally established prior to the adoption date of the change to the chapter that creates the nonconformity. c. Allowed changes to and expansions of nonconforming use. Changes to a nonconforming use shall be allowed only under the following circumstances:

(1) A nonconforming use, or a portion of a nonconforming use, may be changed to a use that is allowed in the zoning district in which it is located.