



TACOMA || TIDEFLATS

SUBAREA PLAN

Steering Committee

September 12, 2024 | Fabulich Center



Agenda

- A. Approval of Agenda
- B. Communications Items
 - 1. Meeting with Tideflats Advisory Group
- C. Discussion Items
 - 1. Zoning and Land Use Concept
 - 2. Transportation Update
- D. Upcoming Agendas
- E. Other Items of Interest



Discussion Items

1. Zoning and Land Use Concept



Purpose of the Discussion



Confirm that the proposed **Zoning and Land Use Concept** meets the intent of Steering Committee, based on prior land use guidance.



Land Use Policy Inputs

WORK
PLAN

+

PLANNING
FRAMEWORK

+

COMMUNITY
INPUT

Anticipated Outcomes

- ✓ Establish employment targets
- ✓ Address incompatible land uses
- ✓ Identify appropriate industrial and manufacturing uses
- ✓ Buffers and transitions
- ✓ Mitigate aesthetic impacts
- ✓ Address environmental impacts (stormwater, air quality, critical areas)

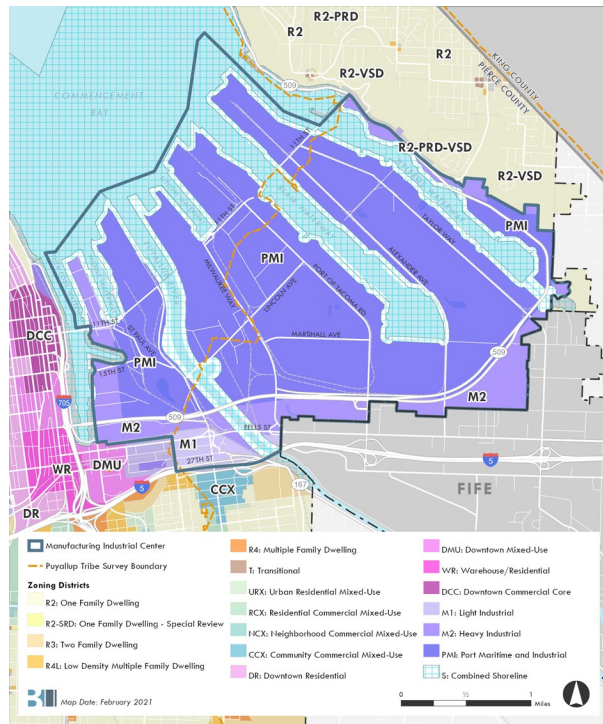
- ✓ **Growth Management Act**
- ✓ **Shoreline Management Act**
- ✓ **VISION 2050**

Land Use and Economic Development:

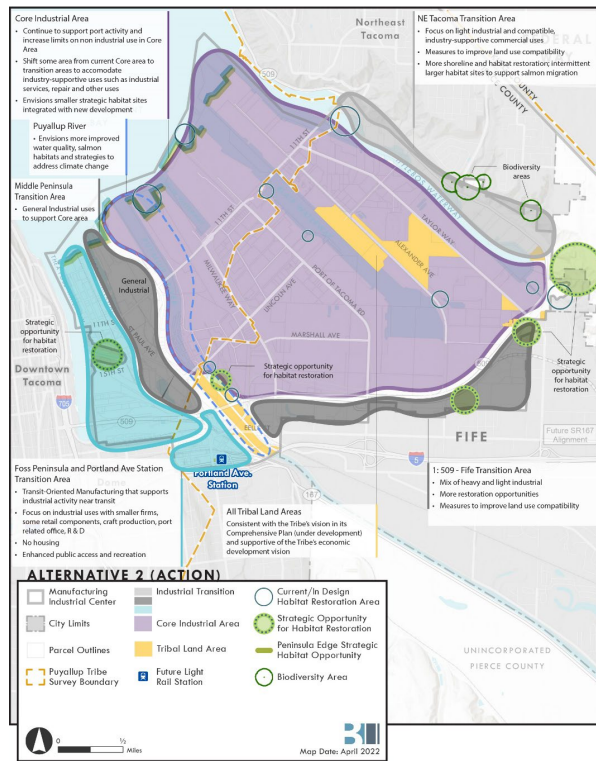
- ✓ Green economy
- ✓ Job creation
- ✓ Preserve Port/industrial lands
- ✓ Complementary Uses
- ✓ Public access and recreation
- ✓ Restoration
- ✓ Buffers/transitions
- ✓ Protect Tribal Treaty Rights

Range of Land Use Alternatives

ALTERNATIVE 1



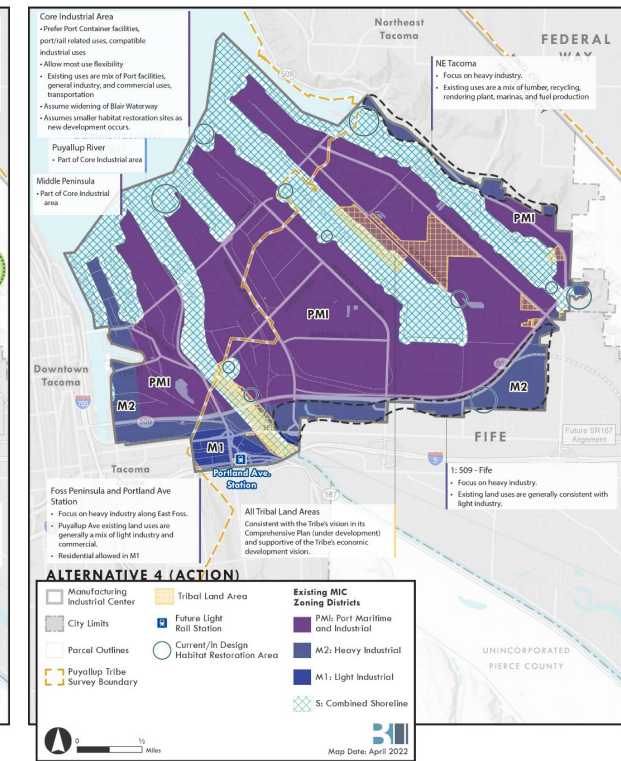
ALTERNATIVE 2



ALTERNATIVE 3

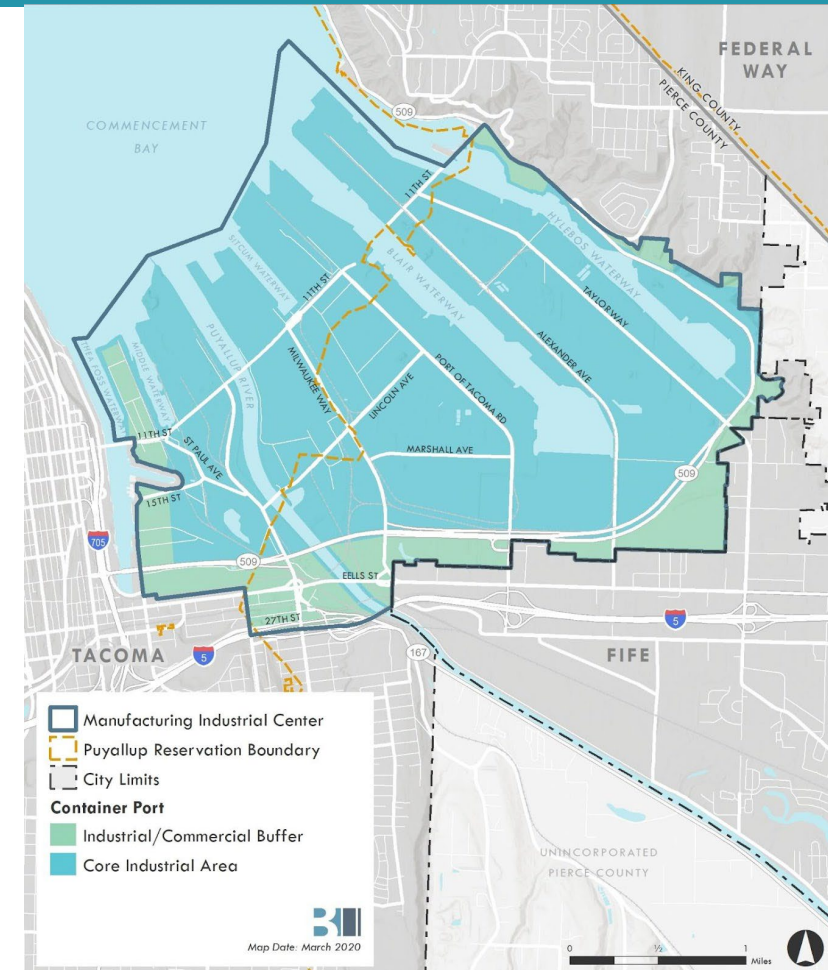


ALTERNATIVE 4



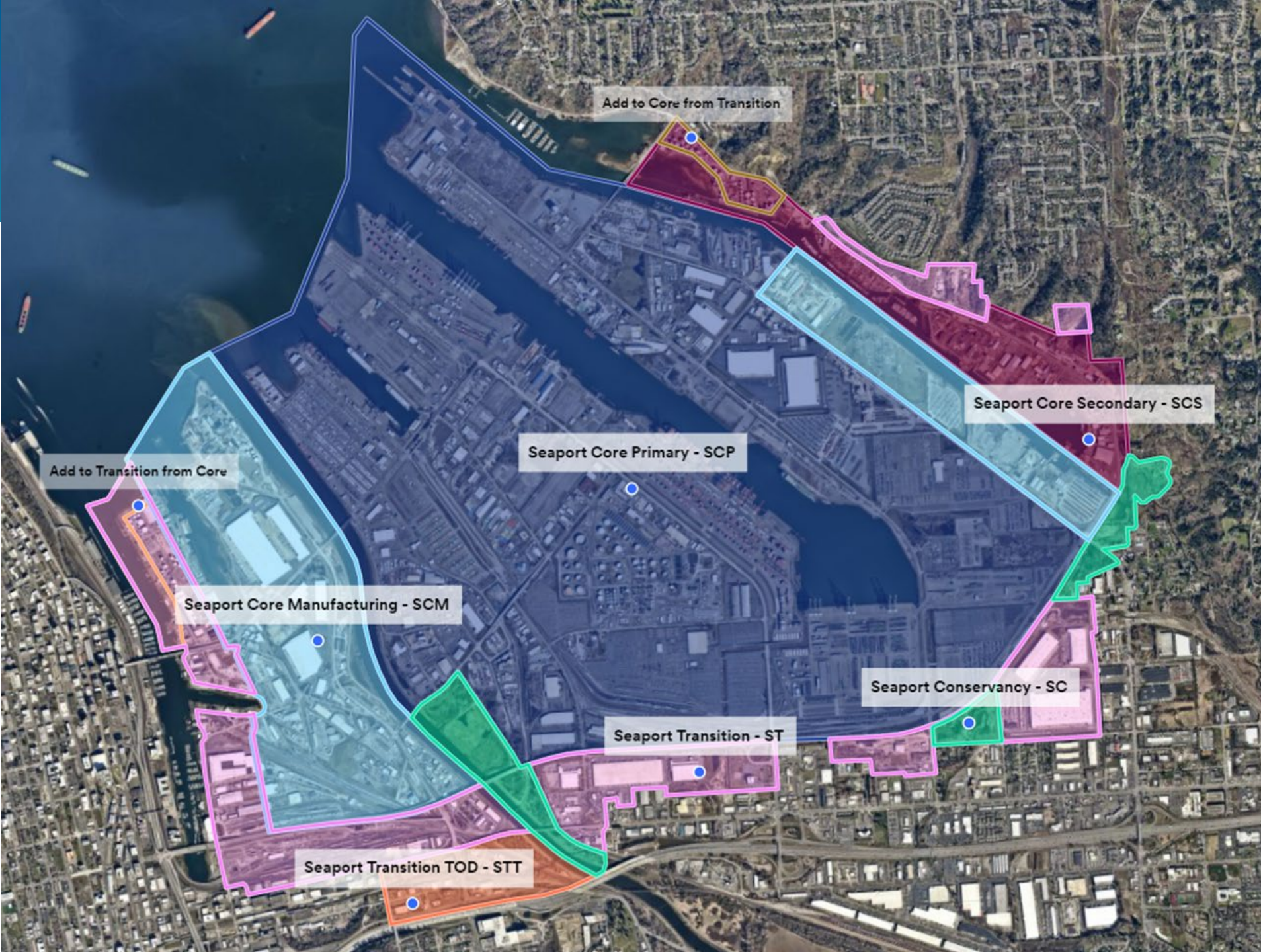
Staff Homework Assignment

Develop Zoning and Land Use approach based on Steering Committee input to reconcile character areas and Container Port planning requirements.



Proposed Zoning Concept

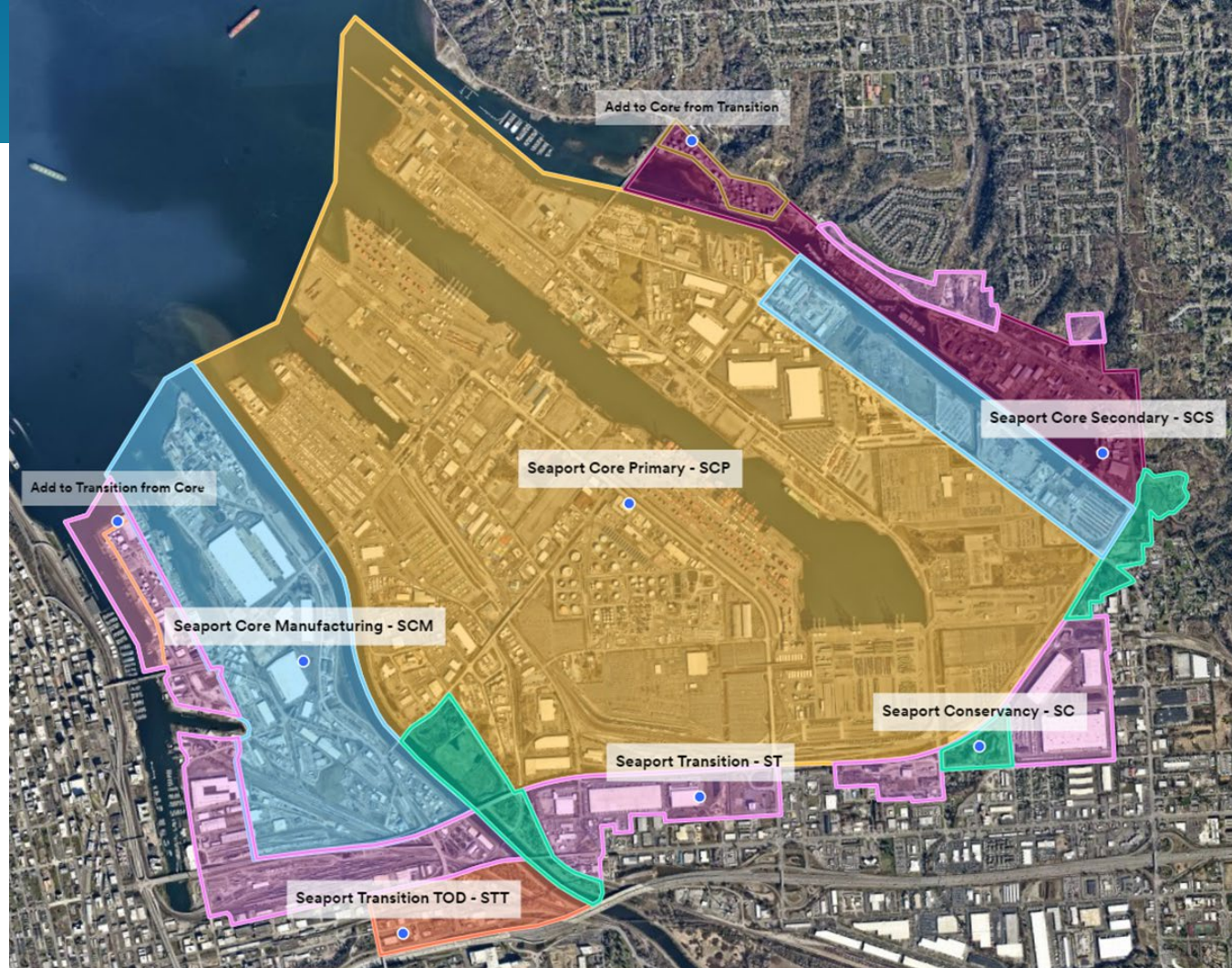
- Seaport Core Primary
- Seaport Core Manufacturing
- Seaport Core Secondary
- Seaport Transition
- Seaport Transition – TOD
- Seaport Conservancy



Seaport Core Primary

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).

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.



Seaport Core Manufacturing

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 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.



Seaport Core Secondary

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).

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.



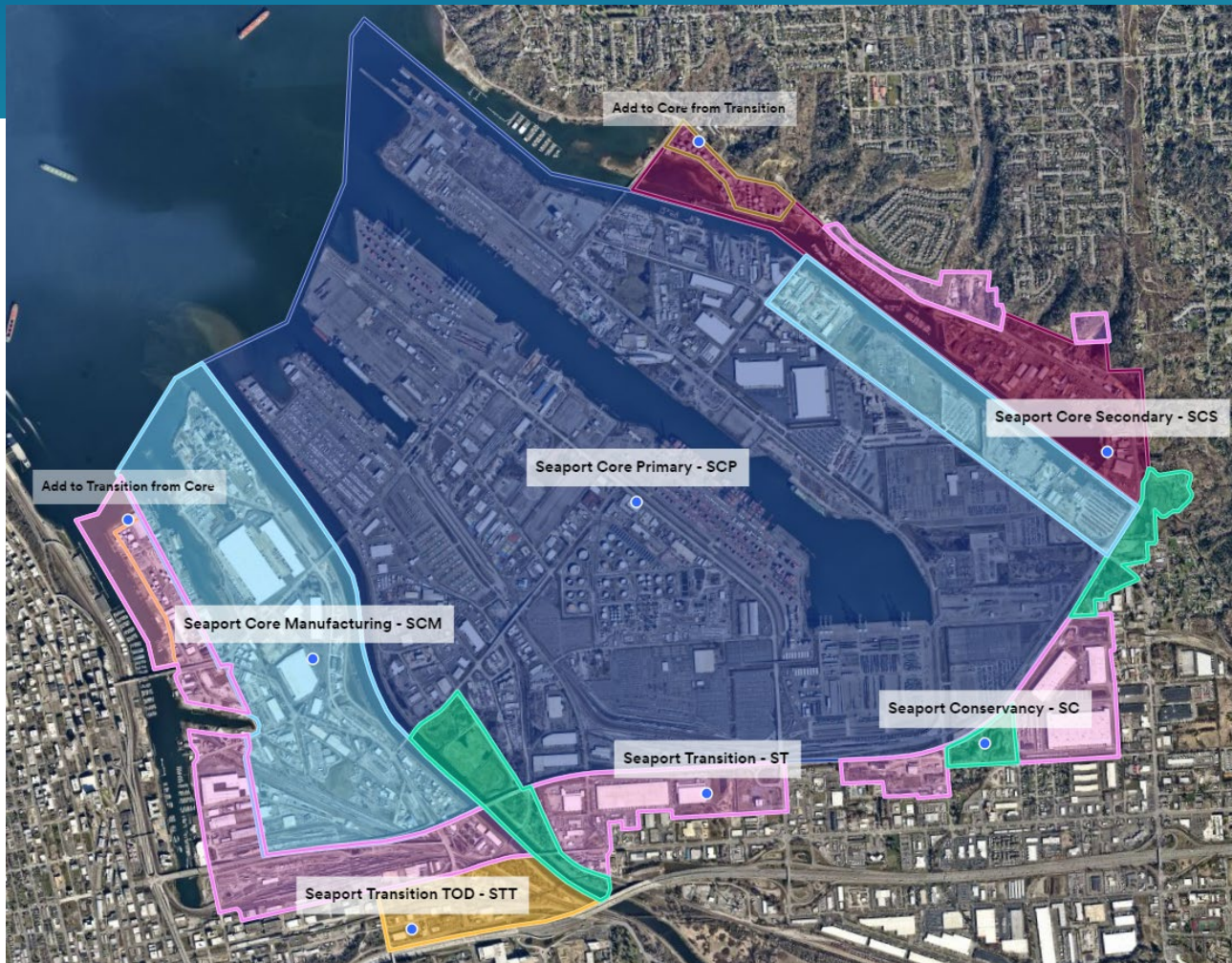
Seaport Transition

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 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.



Seaport Transition - TOD



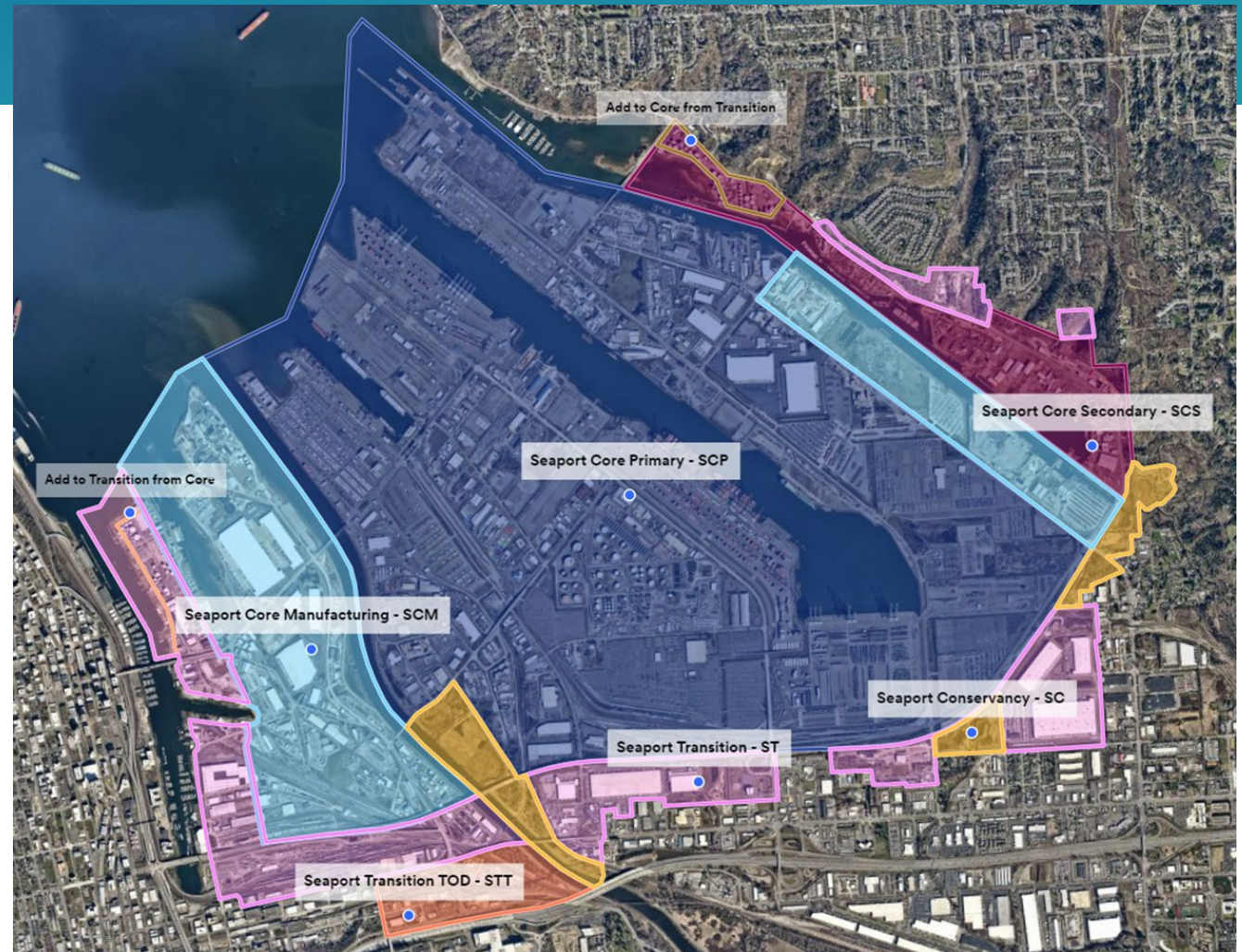
The ST district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c).

The 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.

Seaport Conservancy

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).

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.



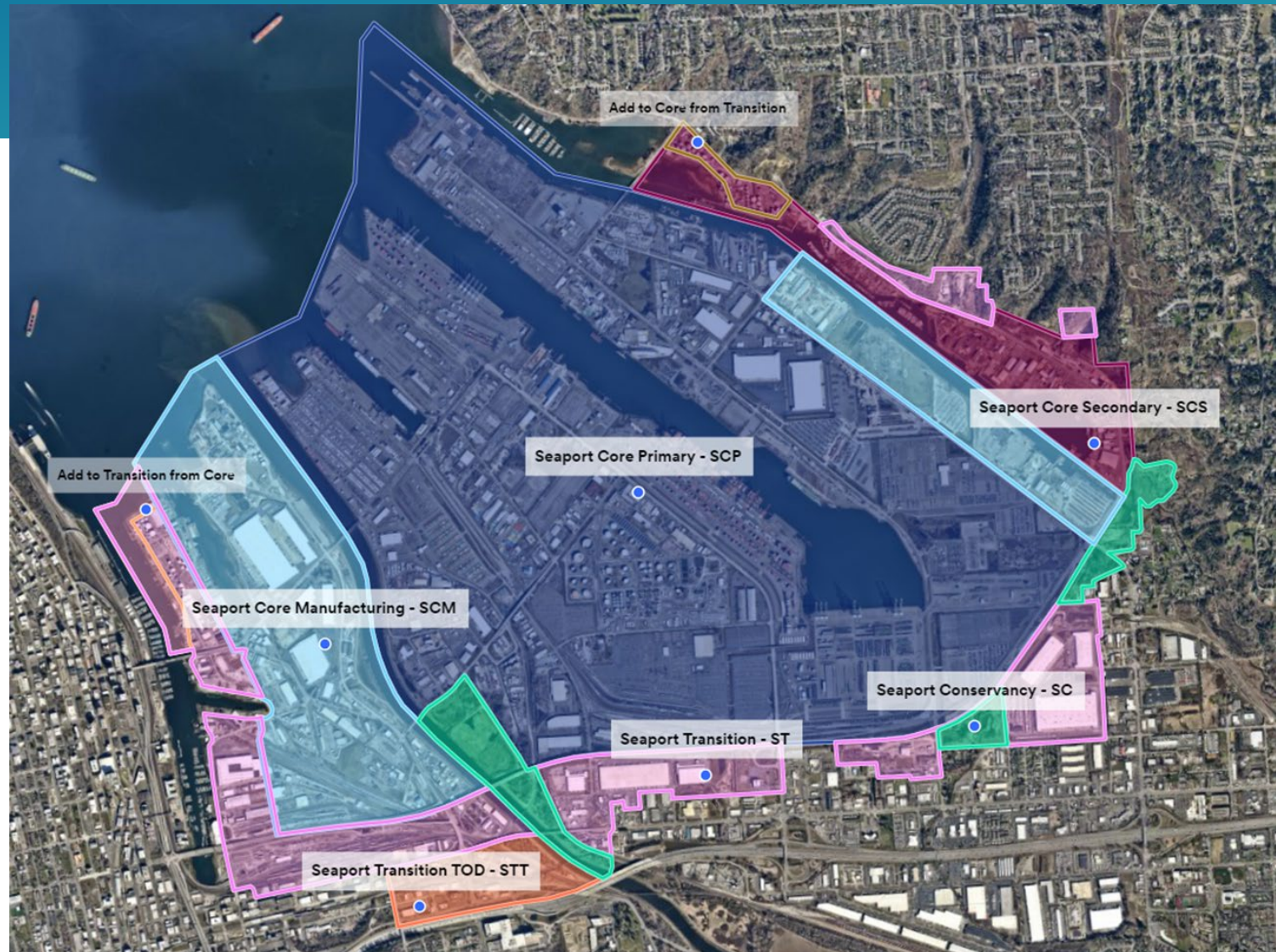
Future Implementation

1. Not every action will be “implemented” at the time of adoption.
2. The proposed land use table indicates specific use types and/or zones where heightened standards would apply.
3. Subarea Plan policies and actions give us direction on the types of standards and areas of applicability to focus on.
4. Support for the policy/action does not mean support for future outcomes.

Discussion

Does the proposed land use and zoning concept align with the direction given to staff at prior meetings?

Does the proposal strike an appropriate balance of interests?



Discussion Items

2. Transportation Update



Purpose of the Discussion



Provide an update on progress towards developing a priority project list and next steps to complete the transportation element.



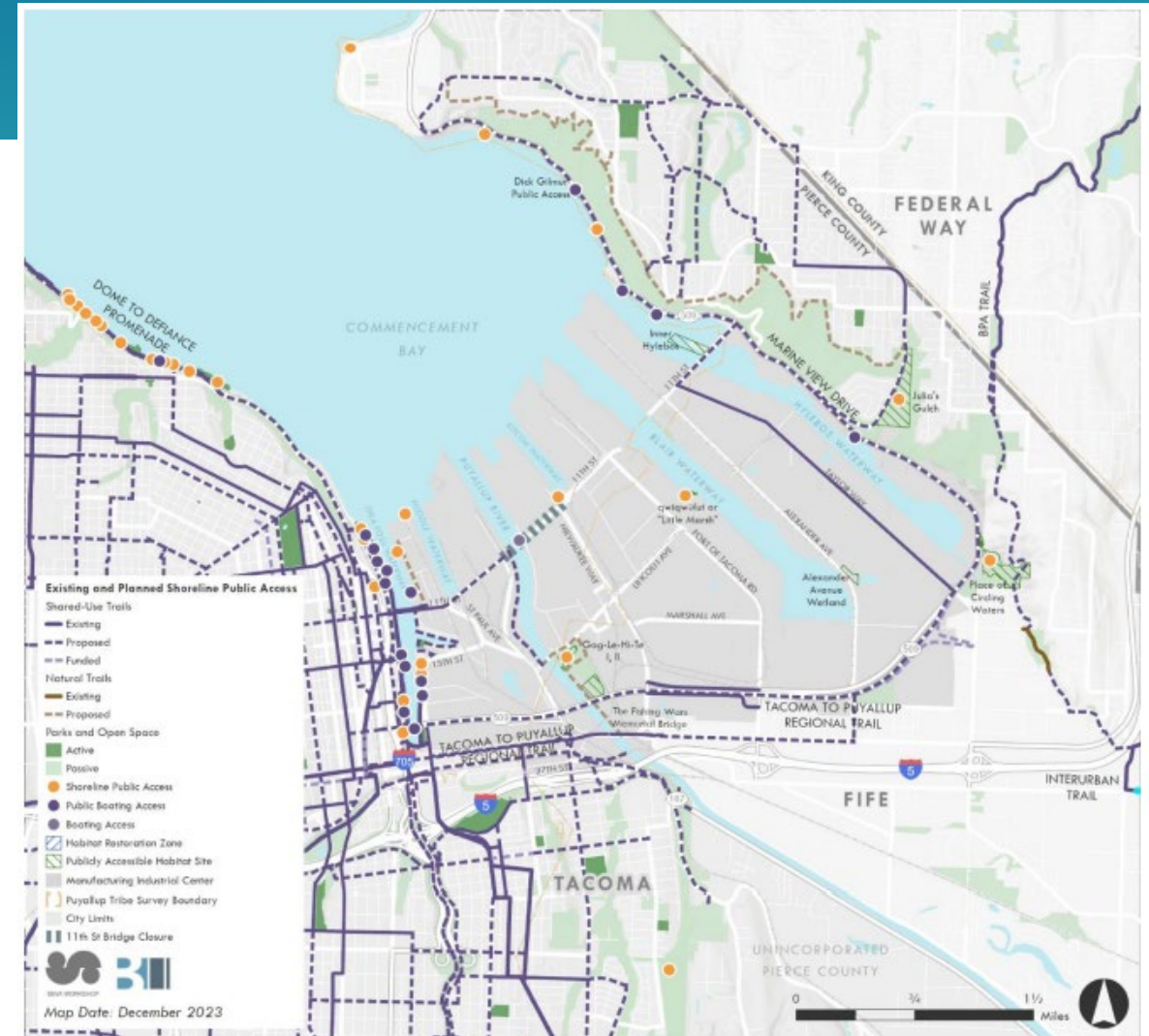
Transportation Planning Requirements

- Identify strategies to **address deficiencies in the center's transportation network**
- Prioritize transportation projects that provide access to freight intermodal facilities to **optimize freight movement**
- **Reduce commute impacts** through Transportation Demand Management (TDM) strategies consistent with the Regional Transportation Plan
- Support an **integrated multimodal transportation network**, including freight, transit, pedestrian, and bicycle facilities and linkages to adjacent neighborhoods and districts
- Identify strategies to **achieve a mode-split goal that advances a more sustainable mix** of auto, transit, and non-motorized trips

Project List - Updates

Incorporating shared use facilities from prior Shoreline Public Access Issue Paper.

- Regional Spuyaləpabš Trail.
- Marine View Drive Shared Use Trail + safety and accessibility improvements
- East Foss Shoreline Esplanade
- Shared use trail from Downtown to Gog-Le-Hi-Te wetland and restoration site

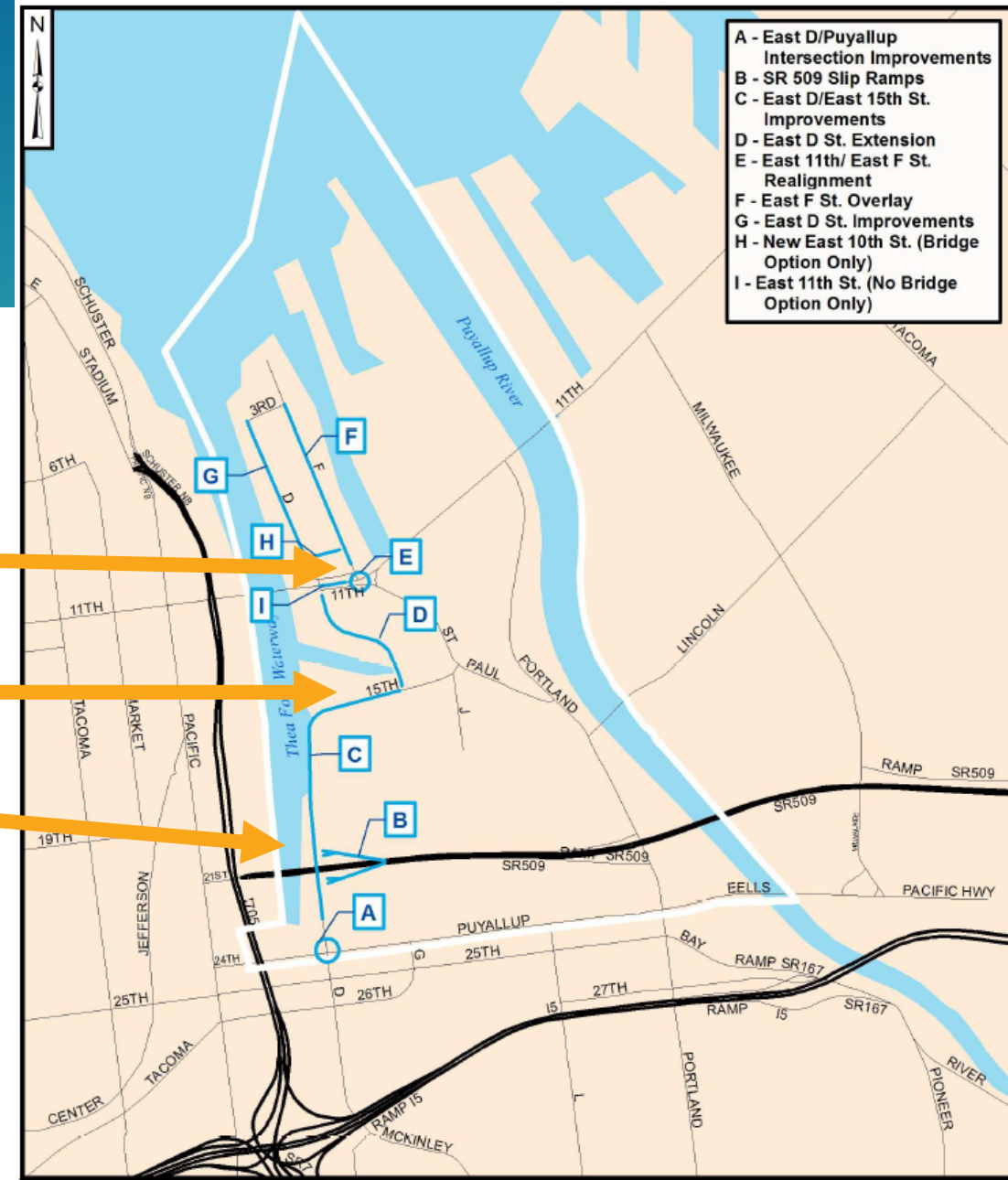


Project List - Updates

Projects recommended from East Foss Corridor Study

- East 11th and East F St. Realignment
- East D Street Improvements
- SR 509 Slip Ramps

Other: East 11th Street Bridge Replacement



Next Steps

- Final staff review and vetting of priority projects
- Preliminary Draft Bicycle network map
- Establish transit priorities and mode split goals

Upcoming Agendas

Date	Topic(s)
Oct 3	Meeting with Tideflats Advisory Group
Oct 10	Transportation
Oct/ Nov	Staff Leadership Team – Plan Review
Nov 14	Final Recommendation

