



AGENDA

MEETING: Regular Meeting (virtual)

DATE/TIME: Wednesday, February 3, 2021, 5:00 p.m.

Zoom Info: Link: <https://us02web.zoom.us/j/89982157398>
Dial-in: +1 253 215 8782
ID: 899 8215 7398

A. Call to Order and Quorum Call

B. Approval of Agenda and Approval of Minutes (of January 6, 2021 and January 13, 2021)

C. Public Comments

- Written comments only; e-mailed to planning@cityoftacoma.org, due by 12:00 noon of meeting day

D. Discussion Items

1. Home In Tacoma Project

- Description: Review of the substance of the overall package of proposed amendments, as well as key themes of engagement and supporting analysis.
- Action: Comment and Direction
- Staff Contact: Elliott Barnett (ebarnett@cityoftacoma.org)

2. Tidelands and Industrial Land Use Regulations

- Description: Discussion of issues relating to Oil and Liquefied Fossil Fuel Industries, Permit Activity, and Fossil Fuel Data and Trends; and review of the package of proposed permanent regulations.
- Action: Release Proposal for Public Review; Set Public Hearing Date
- Staff Contact: Stephen Atkinson (satkinson@cityoftacoma.org)

E. Upcoming Meetings (Tentative Agendas)

- (1) February 17, 2021:
 - Impact Fees Program (Joint Session with Transportation Commission)
 - Home In Tacoma Project
- (2) March 3, 2021:
 - Urban Design Studio
 - Tidelands and Industrial Land Use Regulations (Public Hearing, jointly with DOE)

F. Communication Items

- (1) Status Reports by Commissioners – TOD Advisory Group, Housing Equity Task Force.
- (2) Sustainable Tacoma Commission's Priorities and Recommendations Report to City Council in 2020 and Draft Work Plan for 2021 (attached).



- (3) Tidelands Subarea Planning Project Community Meeting (virtual), Thursday, February 4, 2021, 5:00-6:30 p.m. (To log on, visit www.cityoftacoma.org/Tidelands).
- (4) “Fossil Fuel Study and Tidelands and Industrial Land Regulations” is on the agenda for the City Council Study Session, Tuesday, February 16, 2021, at 12:00 noon. (Webinar Link: www.zoom.us/j/89496171192, Passcode: 896569).
- (5) **Applications for 2022 Amendment Accepted** – The Planning Commission will accept private applications for “2022 Amendment”, which refers to Proposed Amendments to the *One Tacoma* Comprehensive Plan and/or the Land Use Regulatory Code to be processed during the annual amendment cycle of 2021-2022 and slated for the City Council’s adoption in June 2022. Applications must be submitted between January 1 and March 31, 2021, and may be subject to an application fee of \$1,400. For more information or to download the application, please visit www.cityoftacoma.org/2022Amendment.
- (6) The Infrastructure, Planning and Sustainability Committee’s next meeting (virtual) is scheduled for Wednesday, February 10, 2021, at 4:30 p.m.; agenda (tentative) includes: Landmarks Preservation Commission Interviews; and Tacoma Municipal Code 12.08 Revisions. (Webinar Link: www.zoom.us/j/87829056704, Passcode: 614650)

G. Adjournment



MINUTES (DRAFT)

MEETING: Regular Meeting

DATE & TIME: Wednesday, January 6, 2021, 5:00 p.m.

PRESENT (virtually): Anna Petersen (Chair), Jeff McInnis (Vice-Chair), Carolyn Edmonds, Ryan Givens, David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez

ABSENT: N/A

A. CALL TO ORDER AND QUORUM CALL

Chair Petersen called the meeting to order at 5:00 p.m. A quorum was declared.

B. APPROVAL OF AGENDA

The minutes for the December 16, 2020 meeting were approved as submitted.

The agenda for the meeting was approved with a modification to add a Discussion Item titled "Communication Opportunities with the Planning Commission" (D2) in between the "Home In Tacoma Project" (D1) and the "Tideflats and Industrial Land Use Regulations" (D3) items.

C. PUBLIC COMMENTS

Public comments were not accepted at the meeting.

Lihuang Wung, Planning Services Division, reported to the Commission that fourteen written comments had been received by 4:00 p.m., two of which addressing the Home In Tacoma Project and twelve addressing the Tideflats and Industrial Land Use Regulations. All comments were on file at the Department and available on the Planning Commission webpage for review.

D. DISCUSSION ITEMS

1. Home In Tacoma Project

Elliott Barnett, Planning Services Division, began by reporting the public comments received in regards to the Home In Tacoma project. He, then, presented four focus questions to solicit input from the Commission for. His presentation covered the potential degrees of change, areas to not encourage infill, low-scale residential, medium-scale residential, buffer options, and a summary of ongoing engagement efforts.

Discussion by the Commission ensued. Vice-Chair McInnis was concerned with the level of change in the low-scale residential. Commissioner Strobel had questions about the timeline after the public review process, suggesting that more than one change option should be released for public review and there should be mapping resources to help residents understand the project's relevance in their neighborhood. Chair Petersen asked for parks and open space to be delineated on the maps provided in the packet.

Moving onto the focus questions that Mr. Barnett presented, Commissioner Karnes preferred larger buffers (1/4 mile) for centers and 1/8 mile buffers for transit routes. Commissioner Givens had questions about long-term intent of the changes. Commissioner Santhuff commented that avenues should have larger

buffers (1/4 mile) than the ones for main streets (1/8 mile), and that buffers should be distinguished based on the related center types. Commissioner Strobel asked about the transit prioritized corridors in the Transportation Master Plan (TMP). Vice-Chair McInnis discussed the possibility of piloting a particular neighborhood to show how the project would work. Additionally, he supported having more than one option in the public review. Commissioner Givens would like intensity changes to happen in the streets rather than alleys. Commissioner Torrez made comments regarding transit walking distance and usability, as well as the connection between housing infill in opportunity zones and higher quality of life. The Commission was in agreement to release multiple options for the public review and make subsequent modifications as needed. They also discussed potential infill approach for high opportunity areas without centers or corridors (e.g. Northeast Tacoma).

2. Communication Opportunities with the Planning Commission

Commissioner Strobel provided the situational context that necessitated this discussion. There had been individuals attempting to contact members of the Commission to communicate their input on items the Commission was reviewing. While it was up to each Commissioner on how to respond, caution and disclosure were advised. It was also recommended that contacts between Commissioners and community members were facilitated by staff for record keeping purposes.

Lihuang Wung, Planning Services Division, also put forward basic guidelines for such situations, emphasizing consistent responses and prompt disclosure.

3. Tideflats and Industrial Land Use Regulations

Stephen Atkinson, Planning Services Division, stated the objective of the discussion, which was to seek feedback from the Commission to develop code concepts regarding Permit Notification, Conversion of Industrial Lands, and Residential Encroachment.

For each issue, three options were presented for the Commission's review – Alternative (proposed alternative to balance policy directions), Baseline (pre-interim and inconsistent with City policy), and Current Ordinance (current interim regulation). On top of the policy options, supplemental information such as issue summary, policy review, benchmarking, findings, etc. was also provided. Mr. Atkinson explained each topic in great details.

The meeting was recessed at 7:07 p.m. and resumed at 7:12 p.m.

Commissioner Strobel initiated the discussion with questions about code applicability to ancillary marijuana retailers, consideration of parks and recreation space under the regulations, and potential applicability to unincorporated areas. Commissioner Givens offered comments pertaining to petroleum processing and zoning of the area. Next, Commissioner Santhuff asked for clarification on the notification procedures and that "urban horticulture" be defined in future materials. He also suggested outreach to the City of Fife for the zoning of those parcels adjacent to the buffer area, and making distinction between private- and public-owned spaces on the provided maps. Vice-Chair McInnis commented on Transfer of Development Rights (TDR), elaborating the need for the City to codify TDR regulations. The issue of visual and noise impacts, in particular the difference between a visual buffer and a no-building-zone buffer, was also discussed.

Subsequently, Mr. Atkinson presented a timeline of the next steps, first of which was a special meeting by the Commission on January 13, 2021, to conduct a listening session on the matter. A list of panel participants for the listening session was also provided, featuring representatives from various groups and organizations.

E. TOPICS OF THE UPCOMING MEETINGS

- 1) Agenda for January 13, 2021 special meeting includes:
 - Tideflats and Industrial Land Use Regulations – Listening Session

- 2) Agenda for January 20, 2021 meeting includes:
 - Tideflats and Industrial Land Use Regulations
 - Urban Design Studio
 - Improvements to Commission's Operations and Procedures

F. COMMUNICATION ITEMS

The Commission acknowledged receipt of communication items on the agenda.

- 1) Status Reports by Commissioners
 - Housing Equity Taskforce – Commissioner Karnes reported that the taskforce would review staff's Draft Recommendations at their next meeting.
- 2) Brian Boudet, Planning Division Manager, reported to the Commission of the following:
 - The next event of the Home In Tacoma Café Series would be on Friday, January 8, 2021.
 - Staff intended to have a check-in with the City Council in mid-February on the proposed Tideflats and Industrial Land Use Regulations, after the Commission's release for public review of the materials.

G. ADJOURNMENT

The meeting was adjourned at 8:02 p.m.

****These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:***

http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



MINUTES (DRAFT)

MEETING: Special Meeting

DATE & TIME: Wednesday, January 13, 2021, 5:00 p.m.

PRESENT (virtually): Anna Petersen (Chair), Jeff McInnis (Vice-Chair), Carolyn Edmonds, Ryan Givens, David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez

ABSENT: N/A

A. CALL TO ORDER AND QUORUM CALL

Chair Petersen called the meeting to order at 5:01 p.m. A quorum was declared.

B. APPROVAL OF AGENDA

The agenda for the meeting was approved.

C. PUBLIC COMMENTS

Public comments were not accepted at the meeting.

Lihuang Wung, Planning Services Division, reported that seven written comments had been received and forwarded to the Commission. The comments were on file at the Department and also available on the Planning Commission webpage for review.

D. DISCUSSION ITEMS

1. Tideflats and Industrial Land Use Regulations – Listening Session

Stephen Atkinson, Planning Services Division, provided context for the project, covering the needs and targeted timeline. The format of the meeting was then explained, each group of panelists would take turn to provide comments and engage with the Commission.

- Panel 1: ENVIRONMENTAL AND HEALTH

Councilmember Annette Bryan, representing the Puyallup Tribe of Indians, stated the significance of the Tideflats area to the Tribe as it was their ancestral homeland. The uses being discussed for the area were inconsistent with the Tribe's way of life as protected under the Treaty of Medicine Creek, and would limit their ability to serve their people. Councilmember Bryan mentioned examples of projects and energy plants that the Tribe had objected in the past five years, to make a point for collaborative and inclusive discussion during the decision making process. She also explained the unsafe condition of people living in housing near facilities in the Tideflats area, exposed to negative environmental and health impacts. Furthermore, if a natural disaster were to happen to the high-risk facilities, they would affect the Tribe's ability to fish and thus their livelihood. Cumulative impact of these facilities had also not been studied. In 2019, the City and the Tribe declared a Climate Emergency Resolution; Councilmember Bryan urged the City to take bold actions in line with the declaration. Finally, she stated that the City had an obligation to consult with the Tribe for any major development in the area.

Lexi Brewer, Sustainable Tacoma Commission (STC), echoed the need to study cumulative impacts of uses in the Port, particularly the health impacts on vulnerable community in Tacoma. In the interest of time, Ms. Brewer would focus her comments on the air quality and climate change aspects. She stated that the STC generally supported the interim regulations for its intent of setting a baseline for industrial activities in the Tideflats. However, they felt the baseline had shifted through expansion of existing uses. She would like to impose a limit on the expansion. In consideration of the City's Climate Emergency Resolution in 2019 and the ongoing update of the Environmental Action Plan with likely more aggressive goals, expansion of existing uses and further investment in fossil fuels should be prevented to stay consistent with the City's policy. Ms. Brewer also offered specific facts to illustrate the impacts of climate change.

Melissa Mallott, Citizens for a Healthy Bay, articulated the importance and benefits of the City fulfilling its role in the climate crisis. The environment would be in catastrophic risk by 2050 if significant actions were not taken to cut greenhouse gases by half. She stated that the federal and state's regulatory systems were too lenient on both standard and information disclosure requirements of the fossil fuel industry. Tacoma was a targeted city for fossil fuel development. It was critical that the City took steps to protect its residents and lay groundwork for innovation solutions that would benefit everyone. Ms. Mallott suggested incentives for cleanup of contaminated sites and allowing only clean projects. In terms of policy, Ms. Mallott called for restriction of expansion of existing high-risk facilities, limit on the volume of products moving through the facilities, and requirement for better information disclosure.

The meeting was recessed at 5:41 p.m. and resumed at 5:44 p.m.

- Panel 2: NEIGHBORHOODS

Venus Dergan, South Tacoma Neighborhood Council, explained that the Tideflats Interim Regulations also applied to the South Tacoma Manufacturing and Industrial Center (MIC). The MIC was in the South Tacoma Groundwater Protection District, which sat above the aquifer system that supplied 40% of Tacoma's drinking water. The water could become contaminated if this area was zoned M-2 Heavy Industrial District. The Neighborhood Council was concerned with the zoning and heavy industry being allowed to build over the aquifer. Ms. Dergan asked the Commission to consider South Tacoma differently than the Tideflats area for its different geography and demographics.

Yvonne McCarty, North East Tacoma Neighborhood Council, provided personal background in connection to her work on the Neighborhood Council. She stated that being in a residential zoning area immediately adjacent to heavy industrial businesses, North East Tacoma residents had been severely affected, and listed some examples of those negative health impacts. Ms. McCarty proceeded to outline past actions by the City Council and the Planning Commission, in particular the removal of metal recycling from the list of restricted high-risk uses. She argued that metal recycling was a high-risk use. She also contended that existing businesses should not have been allowed to expand without limitation under the interim regulations. Ms. McCarty concluded her comment by making three suggestions: (1) putting metal recycling back on the list of high-risk uses, (2) placing a limit on growth of existing businesses, and (3) making those changes permanent until the completion of the subarea planning process.

Tom Ebenhoh, New Tacoma Neighborhood Council, commented that decisions made regarding the Tideflats area would have impacts on the entire City. After mentioning some positive developments in the Commencement Bay area, he stated a number of environmental concerns such as noise, smell, traffic congestion, etc. Mr. Ebenhoh also discussed the community vision for the area and the importance of responsible development. He indicated that the New Tacoma Neighborhood Council had a retreat coming up and would have more feedback to offer thereafter.

Commissioner Karnes encouraged the panelists to submit written statements following this meeting. Commissioner Strobel also had a question for Ms. Mallott about regulations implemented by other jurisdictions that she had referenced. Commissioner Givens asked Ms. McCarty about North East Tacoma residents' viewpoint on the moratorium of platting on the hill.

- Panel 3: PORT/ LABOR/ INDUSTRY

Andrew Troske, U.S. Oil and Refining (USO&R), stated that he and those at USO&R cared about the environment and shared the community's concerns. Brief background of the company was provided. USO&R had reduced greenhouse gas emission by 25% and complied with renewable fuel standards. Their projects aimed to reduce global greenhouse gas emission and stay ahead of the requirements. Mr. Troske indicated that land use regulations could address the issues of climate change by facilitating access to renewable fuels. While USO&R had made investment to lay the framework for clean fuel development, it was argued that they needed the flexibility in regulations to continue innovate and improve their existing facilities.

Eric Johnson, Port of Tacoma, explained the context of the State's Growth Management Act (GMA) and Shoreline Management Act (SMA) in relation to this regulation development process. It was crucial to protect the Port area from incompatible land uses, in turn protecting the function and viability of the Port maritime industrial services, the capital facilities and essential public services, and the habitat of shoreline area in the Commencement Bay. Mr. Johnson went on to elaborate on a series of proposals, similar to the current interim regulations, which the Port had compiled and submitted to the Commission. The aspects of equity and economic opportunities, in terms of jobs at the Port, were also touched on.

Jared Faker, ILWU Local 23, emphasized the advantage of having a major asset that was the deep water Port of Tacoma, adjacent to a major city and with seamless rail access to the interior of the country. The jobs associated with the Port depended on its ability to remain competitive and successful. It must be protected from encroachment of incompatible land uses. Mr. Faker agreed that there needed to be a buffer between the industrial and residential zones, in order for the Port to continue thriving and sustaining the good-paying local jobs.

Karen Zima, RoadOne Intermodal Logistics, provided information of revenues generated by the transportation logistic industry in the Port area, equating to the number of jobs supported by the industry. Additional information was offered to demonstrate that the Port played an essential role in the region's economy. Jobs associated with industries in the Port provided vast opportunities at various professional levels. Additionally, efforts to reduce carbon emission from freight trucks as part of the Northwest Ports Clean Air Strategy had been very successful. Other associated services had also been actively involved in the overall efforts. In conclusion, Ms. Zima wanted existing businesses to be allowed the possibility to expand and improve.

Commissioner Strobel asked Mr. Troske for further information pertaining to the USO&R's renewable operations, as well as their storage and types of jobs available. Directing towards Mr. Johnson, Commissioner Strobel wanted clarification on the conditional use permits option in the letter from the Port.

In closing, Mr. Atkinson thanked the panelists for their participation and informed the Commission of the discussion topics related to the subject of Tidelands and Industrial Land Use Regulations at the following meetings.

E. TOPICS OF THE UPCOMING MEETINGS

- 1) Agenda for January 20, 2021 meeting includes:
 - Tidelands and Industrial Land Use Regulations
 - Improvements to Commission's Operations and Procedures

F. COMMUNICATION ITEMS

The Commission acknowledged receipt of communication items on the agenda.

1) Status Reports by Commissioners

- Commissioner Karnes informed the Commission that a draft letter was being circulated among the Transit-Oriented Development Advisory Group, concerning recommendations for the Puyallup Avenue corridor design. Subsequently, the letter would be sent to the Transportation Commission for review.

G. ADJOURNMENT

The meeting was adjourned at 7:20 p.m.

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http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: Home In Tacoma Project
Date: January 28, 2021
For the Meeting of: February 3, 2021

Action Requested:

Provide substantive direction on the policy recommendations.

Discussion

At this meeting (February 3rd), staff will seek the Commission’s direction to guide preparation of a final draft package for the Commission’s consideration to release for public review at its next meeting (February 17th). Over the past several months, the Commission has provided guidance to shape the proposals and directed staff to develop two Missing Middle Housing growth strategy scenarios. The attached materials reflect that direction and provide policy options for topics not yet covered in depth. Technical analysis and consultation continues, which staff will integrate in the final package along with the Commissions direction.

Key questions:

- Does this package reflect your input and priorities for the project to date?
- Are there changes needed prior to releasing the package for public review?
- How can we improve communication and messaging?

In addition, staff are providing draft sections of the Housing Action Plan that supports this and future phases of housing policy work. There are two key document still under development: A growth capacity analysis of the scenarios, and the SEPA impacts review which will accompany the public review package. Staff are pleased to provide the Housing Equity Taskforce’s recommendations, which have been integrated into the proposals. Also included is a list of recommended code changes. These are relatively minor, but will help implement adopted Council policy direction on ADUs, regulatory streamlining, and state legislative direction.

The project team is focused on stakeholder engagement and policy development efforts. Staff are reaching out to City departments and housing stakeholders to evaluate feasibility and potential impacts. The housing choice survey is underway to gauge community perspectives on infill.

On February 17, 2021, staff will request that the Commission review and authorize a complete draft package for issuance for public review, and set the Public Hearing date for March 17, 2021.

Project Updates

- Housing Equity Taskforce – provided recommendations at their January meeting (attached) and will focus on anti-racism and anti-displacement strategies in February
- AHAS Technical Advisory Group – monthly discussions ongoing



- City Commissions and community briefings are underway, including — Landmarks Preservation Commission, Sustainable Tacoma Commission, Transportation Commission, Commission on Disabilities, Mayor’s Youth Commission, Commission on Immigrant and Refugee Affairs, Homeless Action Coalition, Black Collective, Asia Pacific Cultural Center, and Neighborhood Councils
- Survey is live in English, Spanish, Russian, Khmer, Vietnamese (through end of January)
- Virtual café series concludes – Getting Housing Growth Right (January 29, 2021 at noon)

Project Overview

As part of the City’s Affordable Housing Action Strategy, we are launching the **Home In Tacoma** project to evaluate diverse housing types and affordable housing incentives options throughout Tacoma. The intent is to increase housing supply, create affordable housing options, and increase the choice of housing types throughout our neighborhoods. For more information, visit www.cityoftacoma.org/homeintacoma.

Prior Commission, Taskforce and Council Actions

- Planning Commission land use scenarios discussion (01/06/21)
- Planning Commission debrief (12/16/20)
- Planning Commission workshop (11/18/20)
- City Council Study Session (11/10/20)
- Housing Equity Taskforce meetings (09/10/20, 10/08/20, 11/05/20, 12/03/20, 01/07/21)
- Planning Commission Project Launch (09/02/20)
- Planning Commission Finalize Project Scope of Work (05/06/20)
- Planning Commission Public Hearing (02/19/20)
- Planning Commission authorized release of draft Scope and Assessment Report (01/15/20)
- Planning Commission sets Housing Equity Taskforce scope and participants (12/18/19)
- Planning Commission/Human Rights Commission–Housing Taskforce meeting (12/04/19)
- Human Rights Commission initial discussion of AHAS Planning actions (11/21/19)
- Planning Commission initial discussion of AHAS Planning actions (10/2/19)
- Council adoption of AHAS Housing Element updates (09/24/19)
- City Council acceptance of the AHAS (September 2018)

Next steps (dates tentative)

- Planning Commission authorization of the public review draft package (02/17/21)
- City issuance of draft SEPA determination (late February 2021)
- City Council Study Session (03/02/21)
- Public Information Session (03/10/21)
- Planning Commission Public Hearing (03/17/21)
- Planning Commission debrief

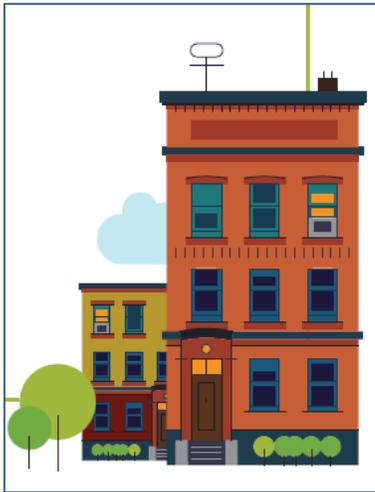
Staff Contact

Elliott Barnett, Senior Planner, (253) 312-4909, ebarnett@cityoftacoma.org

Attachments

1. Outline of Substantive Recommendations
2. Housing Equity Taskforce Recommendations
3. Draft Housing Action Plan (new sections)
4. Recommended near-term code changes

c. Peter Huffman, Director



Home in Tacoma Project

PLANNING COMMISSION

Recommendations

Substantive Outline

February 3, 2021

This outline provides the substance of policy proposals recommended for public review. Staff have developed these based on Commission direction to date, informed by stakeholder input, benchmarking and technical analysis. While stakeholder engagement and technical analysis are ongoing, staff are seeking confirmation from the Planning Commission on the substance of these proposals, pursuant to preparing draft Comprehensive Plan changes.

The proposals include a package of housing policy changes, implementation actions, and Missing Middle Housing growth strategy changes. The scope of this effort calls not only for meeting housing and related goals, but also for avoiding unintended consequences. The Commission will also likely receive input on how to balance and prioritize housing policies and implementation actions. Through that process, staff expect that the overlap between some of the recommended actions will be clarified, resulting in a clearer policy intent and more coordinated actions. We also anticipate that many of these actions will be implemented separately from the proposed Home In Tacoma Project housing actions—but some will need to be initiated in conjunction with it.

The housing growth strategy changes are organized into two scenarios intended to solicit community input. The expectation is that the Commission will likely adopt a hybrid approach after the public comment period.

This package pertains primarily to policy level changes to be enacted in the One Tacoma Comprehensive Plan. Once those policies are set, they will direct a second phase to include zoning and standards changes, and other actions.

The current phase does include a package of housing-related minor code changes (see Attachment 4) intended to clarify implementation of previous Council actions and to implement recent state legislative direction.

Summary of recommendations

Housing policy guidance

1. Update Tacoma's housing growth vision
2. Set housing targets by income range
3. Refine policy guidance for affordability incentives and requirements
4. Provide clear design guidance for infill housing
5. Clarify policy direction on parking requirements as they relate to housing goals
6. Establish a City anti-displacement strategy
7. Strengthen policy direction to promote reuse of existing structures
8. Establish policies to achieve anti-racism goals in housing
9. Establish policies to improve accessibility/visitability in housing
10. Create green, sustainable and resilient housing

Missing Middle Housing Actions

1. Change Single-Family Land Use to Low-Scale Residential
2. Expand mid-scale residential along Corridors
3. Create mid-scale residential transition zones around Centers
4. Establish design guidance for infill housing
5. Modify lot, parking and access standards to remove barriers to infill

Administrative/supportive actions

1. Development barriers review
2. Technical support and education
3. Building code and technology innovation

Growth Scenarios

The following two housing growth scenarios have been prepared to solicit community input:

Scenario 1: Evolve Housing Choices

Scenario 2: Transform Housing Choices

Recommendations

Housing policy guidance

Policy and strategic guidance needed to support housing supply, choice and affordability, reflect community goals and aspirations, and guide housing growth strategy changes

1. Update Tacoma's housing growth vision

Tacoma's neighborhoods are inclusive, welcoming to our diverse community, resilient, thriving, distinctive and walkable, including robust community amenities and a range of housing choices and costs.

This effort builds on Tacoma's robust housing growth vision developed over decades of community dialogue. Yet housing needs and aspirations continue to evolve over time. The following emerging factors merit recognition in the form of an updated housing vision:

- Changing housing needs and preferences call for increasing and diversifying housing supply, affordability and choice throughout our neighborhoods by:
 - Renewing Tacoma's longstanding vision for housing growth Downtown and in Centers
 - Expanding Missing Middle housing options through low-scale infill in existing neighborhoods and mid-scale infill in areas walkable to Centers, Corridors and transit
 - Expanding housing choice to fit the aspirations of our diverse community
 - Strengthening and expanding Tacoma's affordable housing toolkit to partner with the development community
 - Planning for the impacts of growth on urban systems and infrastructure
- Taking steps to ensure that new housing is well designed and complements Tacoma's distinctive neighborhoods by:
 - Using design standards to ensure that infill complements neighborhood patterns and scale
 - Protecting the character of Tacoma's historic districts when infill occurs
 - Promoting reuse of existing structures as an alternative to demolition
- Tacoma's commitment to equity and antiracism call for evolving our housing vision to become more inclusive of all members of our community by:
 - Addressing inequitable access to opportunity in Tacoma's neighborhoods
 - Shifting regulatory language away from "family" to be inclusive of households who define themselves differently
 - Addressing the lingering impacts of systemic racism and facilitating homeownership and wealth-building opportunities for people of color
 - Promoting accessibility for people of different physical abilities
- Tacoma's housing vision should reflect that housing is a fundamental building block of community that affects multiple goals by:
 - Promoting infill in Tacoma as an alternative to urban sprawl, building on long-term investments in urban infrastructure and services
 - Building housing that is sustainable and resilient to address the climate emergency, urban forestry goals, and protect the health of the Puget Sound
 - Promoting infill in walkable areas with transportation choices to reduce car dependency

2. Set housing growth targets by income range

The One Tacoma Plan currently has only one housing growth target tied to affordability—that 25% of new housing should be affordable to households earning 80% of AMI. Although this is a strong goal, it does not reflect different levels of needs among low income households.

- Currently 8,000 Tacoma renters have incomes of less than 30% of the AMI for a 2-person household. These renters require deeply subsidized housing provided by nonprofit organizations or rental assistance.
- Another 7,000 renters have incomes ranging between 31 and 50% AMI. A combination of public and private sector housing serves these residents, although the public sector is increasingly serving these residents due to a loss of affordable private sector housing from rising rents.
- Another 9,000 renters earn between 51 and 80% AMI.

Numerical housing goals will depend on overall household growth. 20 year rental goals that enable the city to address housing needs across the income spectrum are likely to range from:

- Production of rental housing affordable at very low incomes (30% of AMI) = 1,800 to 4,000 new units;
- Production of rental housing affordable at low incomes (50% of AMI) = 2,000 to 4,600 new units;
- Production of rental housing affordable at moderately low incomes (80% of AMI) = 1,600 to 3,500 new units.

Ownership goals will also depend on overall household growth, in addition to interest rates. If the city's ownership holds at 54%, 20 year ownership goals are likely to range from:

- Production of owner housing affordable at very low incomes (30% of AMI) = 1,900 to 4,200 new units;
- Production of owner housing affordable at low incomes (50% of AMI) = 2,000 to 2,800 new units;
- Production of owner housing affordable at moderately low incomes (80% of AMI) = 1,400 to 3,000 new units.

Achieving the most affordable housing goals--thus stabilizing displacement and ensuring socioeconomic diversity in Tacoma--will require a variety of partners and implementation of the AHAS, specifically leveraging publicly owned land for development of deeply affordable housing; increasing housing funding; and bolstering tenant protections and assistance. Strategies will require increasing public interventions as incomes are lower.

3. Refine policy guidance for affordability incentives and requirements

The private market is not likely to generate housing affordable below 60 percent AMI without public sector subsidies, leaving unmet need for lower income households. Serving that unmet need is the purpose of affordability incentives (or requirements). Tacoma has implemented targeted inclusionary zoning policies--both voluntary in exchange for development bonuses (Downtown, Mixed-Use Centers, Planned Residential Districts) and mandatory requirements (Tacoma Mall). As allowed by state law, the city also offers a 12-year property tax exemption for developments that provide 20% of units affordable at 80% AMI (rental) and 115% (ownership). Only the MFTE has been successful in generating affordable units. Since 2010, the MFTE program has produced 109 affordable units (of 496 total units). Use of the MFTE has grown significantly since 2016.

Testing the economic feasibility of incentives and requirements is a core part of the Housing Action Plan.

Preliminary tests have found that:

- Mid-scale 3-story developments can incorporate 10% of units at 50% AMI only in high-rent submarkets.
- Mid-scale 3-story developments can incorporate 20% of units at 80% AMI--the MFTE requirement--in low-rent submarkets with minimal incentives and in high-rent submarkets without incentives.
- 5-7 story developments can reach 60% to 80% AMI ranges in both low- and high-rent submarkets and meet industry returns with modest incentives such as parking reductions and property tax waivers.
- Providing a two story density bonus and waiving parking requirements for a standard 5-story Transit Oriented multifamily development will produce an economically feasible development with small units at an average of 60% AMI across submarket areas in the city.
- Large scale developments, which are concentrated in high-rent submarkets, are currently being tested to evaluate the conditions under which they can meet the 10% of units at 50% AMI AHAS goal and to determine the incentives that will work to reach even greater contributions.
- Newly constructed lower density missing middle products--duplexes and townhomes--will reach 90% to 130% AMI rent levels without incentives. Streamlined processes for development approvals can effectively lower AMIs.

Preliminary recommendations:

- Link the expansion of Mid-scale Residential areas to use of the MFTE and evaluate the additional incentives needed to achieve expected returns in low-rent submarkets.
- Make inclusionary zoning mandatory in high-rent submarkets at unit contributions and AMI percentages shown to be economically feasible.
- Evaluate the benefit of an equivalent fee-in-lieu for high-density projects to support < 50% AMI developments by nonprofit partners.
- Provide density bonuses and parking waivers to 5-story developments that average 60-80% AMI rents.
- Develop a streamlined and transparent approval process for lower density missing middle products in exchange for discounted rents.

4. Provide design guidance for infill housing

To ensure that infill housing is compatible with existing neighborhood patterns, this project draws on adopted design guidance in the Comprehensive Plan and the Infill Pilot Program, as well as best practices for Missing Middle Housing. The following are proposed as core design principles governing the development of design standards for Missing Middle Housing. There is additional design guidance specific to the proposed Low-scale and Mid-scale Residential designations (see below).

Recommendations:

- Missing Middle Housing should be located in walkable context with a strong pedestrian orientation
- Missing Middle Housing can achieve a lower perceived density because scale and form is similar to a single-family house (for lower-scale housing types)
- Provide for smooth transitions from Low-scale to higher scale areas by preventing abrupt height and scale changes

- Smaller building footprints and building street frontage, smaller housing units and a low to moderate number of units per building contribute to a lower perceived density
- Build a strong sense of community through integration of shared spaces
- Minimize vehicular orientation through moderate onsite parking, alley access or shared driveways
- Maintain a sense of continuity by encouraging reuse of existing structures including through conversions and additional units
- Develop design standards for individual housing types, including standards for shared spaces when appropriate (such as for cottage housing)

5. Clarify policy direction on parking relative to housing goals

Building complete neighborhoods means providing transportation choices. Living in walkable, transit-served locations reduces cost burden, reduces environmental impacts and improves public health. The City and partners strive to improve facilities for all travel modes including pedestrians, wheelchair users, bicyclists, transit service and drivers.

The land use side of this comes in the form of vehicular access and parking requirements with development. The City's design standards emphasize the pedestrian environment by directing that vehicular site access from the rear of the site, when feasible. The City also regulates onsite parking, typically requiring 1 to 2 onsite parking places for residential development.

Parking is a big part of the cost of development and takes up space which could be used for housing. While surface parking is generally inexpensive--about \$3,000 per space--it consumes valuable land and conflicts with sustainability goals. Below-ground garage parking, which is a more efficient use of land, is significantly more expensive, reaching \$40,000 per space to construct.

At the same time, in some circumstances parking meets specific needs, such as for accessibility, loading and visitor parking, and parking impacts are a significant community concern when development occurs. This is particularly the case in areas where transit and pedestrian facilities are lacking.

Recommendations:

1. In support of Tacoma's adopted transportation policies, including the Green Transportation hierarchy, and in support of housing goals, Tacoma should review parking standards. Generally, parking requirements should be low, while ensuring that essential functions are met. In dense, transit-rich areas, it can be appropriate to waive parking entirely for certain project types. At the same time, Tacoma should not stand in the way if more parking is desired (the exception is in high density areas, where parking maximums may be appropriate to support growth goals).
2. As part of reviewing parking requirements, Tacoma should deploy tools to help mitigate development parking impacts. Standards should provide parking for people with disabilities, drop-offs, loading and deliveries, unless community facilities are available. In areas with limited onstreet parking, options including neighborhood parking permits, shared parking, or project-specific parking impacts analysis should be considered.
3. The City and transit partners should continue to address ADA, pedestrian and transit gaps and improve transportation choices.

6. Establish a City anti-displacement strategy

Lower income Tacoma residents are already experiencing displacement, and displacement risk will continue to increase as the city and region grow. As demonstrated in the Existing Conditions analysis, between 2016 and 2019, rental units priced between \$625 and \$875 per month, serving households with incomes between \$20,000 and \$35,000, declined by 5,300 units. This effort will identify tools that the City can bring to bear, including affordable housing production, to help people, businesses and institutions to remain in their neighborhoods.

Consultant recommended actions include the following. The HET will be reviewing and providing additional, focused recommendations:

1. To ensure equitable distribution of housing opportunities, implement land use changes to allow more missing middle products citywide.
2. Require that developers benefiting from land use changes, property tax exemptions, fee waivers, expedited processing, and city funding use affirmative marketing in advertising unit availability.
3. Implement a resident preference policy that applies to both residents at-risk of displacement and neighborhoods with high-displacement risk.
4. Working with local architects and lenders, create a set of affordable ADU designs and a financing package to facilitate the construction of ADUs by lower income households.
5. Require redevelopment of large parcels with city investment include deeply affordable rental and ownership products (e.g., publicly-assisted rentals, land trust)
6. Coordinate with the Tacoma Housing Division to ensure that residents at-risk of displacement have the resources they need to mitigate eviction and displacement.
7. Support anchor institutions and businesses at risk of displacement by providing city subsidies for leases and implementing first rights of refusal for city-subsidized commercial in redeveloped sites.
8. Empower people of color and others who have been historically under-represented in policymaking to take a stronger role in implementing policy.

7. Strengthen policy tools to promote reuse of existing structures

The project objective of promoting housing infill could have an unintended consequence of accelerating demolition of viable structures. This is of concern citywide, and particularly in City designated Historic Districts. The following recommendations are intended to reduce the likelihood of demolitions of viable structures and instead promote reuse and conversions of existing structures.

Recommendations:

1. Create a Floor Area Ratio (FAR) based regulatory system to control overall bulk, and calibrate it to incentivize more, smaller housing units while discouraging demolition and replacement. Placing a cap on FAR reduces the financial incentive for demolition as part of a redevelopment proposal. The FAR system can include incentives for additions or conversions by granting older homes an FAR bonus, or by offering an FAR bonus for adding units to a site with an existing house. In contrast, a demolition would result in less FAR allowed on the site.
2. Avoid creating an economic incentive for demolitions or within Historic Districts.
3. Ensure that Historic Districts design guidelines address infill housing and promote reuse, conversions and additions while discouraging demolitions.
4. Evaluate opportunities to repurpose underutilized or vacant commercial, industrial and/or public buildings into productive residential use, working in partnership with developers.

5. Evaluate Subdivision standards for opportunities where flexibility could allow retention of an existing structure (such as allow a flag lot configuration in instances when it would mean retention of the existing house becomes feasible).
6. Consider adopting salvage standards for reuse of materials when older structures are demolished.
7. Evaluate incentives and support for reuse and conversion of abandoned houses (such as fee waivers)
8. Designate land available for houses being relocated as part of redevelopment.
9. Evaluate non-life safety Building Code flexibility for conversion of existing structures (such as ceiling height).

8. Establish policies to achieve antiracism goals in housing

The Housing Equity Taskforce has provided recommendations, which are reflected below. The HET's full recommendations are attached. The HET took a holistic approach recognizing the many connections between antiracism and housing. At their February 4th meeting, staff will continue the discussion and seek the HET's direction regarding how to reflect antiracism in the Housing Element specifically.

Observations:

1. Tacoma's housing growth strategy is not meeting our community's housing needs (for supply, affordability and choice)
2. Tacoma's housing crisis has disproportionate impacts on people of color and others facing economic disadvantages
3. Tacoma's housing policies were initially created without equitable representation
4. People of color have less access to the vital livability, accessibility, economic and educational opportunities that come with housing location
5. People care deeply about their homes and neighborhoods and rely on them as investments
6. Without public and nonprofit sector actions, market-rate housing construction will not be enough to meet affordability needs
7. Increasing Missing Middle housing options is an essential part of a multifaceted solution

Strategies:

- A. Encourage infill of Missing Middle housing types throughout Tacoma's neighborhoods
- B. Encourage infill of mid-scale, walkable urban housing near Centers, Corridors and transit
- C. Use multiple strategies to produce housing affordable for lower income people
- D. Empower people of color and other under-represented groups to fully participate in policymaking
- E. Address inequitable access to opportunity in Tacoma neighborhoods
- F. Combat displacement for residents, businesses and community anchors
- G. Actively address housing inequities resulting from systemic racism

9. Establish policies to improve accessibility/visitability in housing

Community members, including the Tacoma Commission on Disabilities, have identified a need for improved access to housing for people with disabilities. The need for barrier-free housing may increase along with the average age of our population. While ADA and Fair Housing requirements require accessibility for multifamily housing, Missing Middle housing types are typically exempt.

Recommendations:

1. Study accessibility needs and supply, and establish targets for accessible housing supply citywide
2. Work with affordable housing providers to determine whether the accessible public housing inventory is adequate.

3. Establish incentives to increase the proportion of housing stock that is or can be made visitable, particularly for Missing Middle housing types. Utilize the City’s leverage for projects receiving incentives, public funding or discretionary permits.
4. Develop an education and awareness campaign targeted to developers and property owners to support and encourage universal design/visitable housing. Integrate visitability into City preapproved designs such as those for ADUs.
5. Empower people with disabilities to fully participate in policymaking.
6. Evaluate Building standards to identify the potential to strengthen visitability incentives or requirements.
7. Continue to implement the City’s ADA Transition plan and integrate accessibility in street design standards.

10. Create green, sustainable and resilient housing

Tacoma has strong policy guidance calling for sustainability, urban forestry, open space protection, environmental justice, and resiliency in the face of climate change. Adopted policies link environmental goals with housing goals as part of the City’s smart growth strategy. Affordable, sustainable and equitable housing goals complement each other:

- Creating walkable/livable neighborhoods in proximity to schools, public transportation and other needs
- Leveraging density and existing infrastructure reduces costs and environmental impacts
- Improving housing access for our most vulnerable communities promotes environmental justice
- Building smaller homes uses less land and resources and costs less
- Promoting infill and mid-scale housing creates less carbon emissions and uses fewer resources
- Promoting green building improves air quality and maintains comfortable temperatures which benefits health and reduces health care costs
- Implementing green building strategies to address climate change, natural and man-made disasters can promote housing resiliency

Sustainable housing doesn’t necessarily cost more:

- Technical advances and supply have reduced upfront costs of “green” equipment and materials
- Coordinating upfront on the design strategy can offset any additional “green” features
- Utilities offer attractive incentives and rebates for energy saving design and equipment
- Land Use incentives are available exchanging height/density/parking for green features
- There are builders in the region who have adopted best practices and created a sustainable building market niche, including affordable housing
- Ongoing life cycle costs are lower (utilities, maintenance, repair)

Recommendations:

1. Incentivize more, smaller housing units through a Floor Area Ratio-based system, making more efficient use of land and increasing the number of people who can live in walkable neighborhoods
2. Evaluate methods including street tree requirements and tree retention actions to counterbalance a likely loss of tree canopy coverage resulting from infill
3. Integrate cost-effective green building standards incentives or requirements
4. Evaluate the potential for an impervious surface cap as an incentive or a requirement for infill housing actions
5. Evaluate methods to reduce overall Vehicle Miles Traveled, and resulting surface water quality impacts, through a Workforce preference policy for affordable housing units
6. Evaluate options to promote reuse of existing structures and salvage of materials after demolition
7. Assess potential to use conservation methods to reduce ongoing household expenses
8. Evaluate infill impacts to waste water and stormwater systems and take appropriate actions

Missing Middle Land Use Changes

Shifting from single-family to low-scale residential

Promote Missing Middle Housing infill by shifting from use-based system to a form-based system intended to ensure that infill fits with neighborhood patterns

LAND USE & ZONING:

Change the Single-family Land Use Designation to “Low-Scale Residential”

Avoid directing growth to sensitive areas:

- Growth in Critical areas, Airport Compatibility Overlay District, Shorelines and other sensitive areas should be avoided to protect resources and reduce hazards

Establish a new target density range (for planning purposes), and supportive policies:

- The current Single-family density range is 6 to 12 dwellings/acre (net)
- Missing Middle Housing types can range from 14 to 30+ dwellings/acre (net)

Allow more infill housing types:

- The following housing types become Permitted (in most circumstances)
 - Small lot single-family
 - 2-units (duplex, townhouse)
 - 3-units (triplex, townhouse, house + 2 ADUs)
 - Cottage housing
 - Shared housing/cohousing
- The following housing types are Permitted in some circumstances (for example, large lots, corner lots, lots with alleys):
 - Fourplex
 - Small multifamily (5 to 12 units)
 - Tiny/mobile homes

STANDARDS:

Update standards to facilitate infill and ensure compatibility

Compatible scale & design:

- Building bulk (height, width and depth) compatible with houses
- Functional yards/open space onsite, require street trees
- Design standards for specific housing types (such as townhouses, or cottages)

Make more space (by restoring traditional neighborhood patterns):

- Reduce minimum lot sizes (as low as 2500 sf) and widths (as low as 25 feet)
- Consider setback reductions (for example, the current front setback is 20 feet)
- Review code for barriers to infill housing

Pedestrian priority:

- Reduce parking requirements from 2 per unit to 1
- Encourage alley access for cars
- Building and pedestrian orientation to street & sidewalk
- Encourage new housing with fewer physical barriers (“visitable”)

Support infill with infrastructure and services:

- Work with service providers to update utilities and infrastructure standards
- Work with transit, emergency services, schools and other providers on service planning

AFFORDABILITY INCENTIVES:

Utilize affordable housing incentives to target unmet need, where they can work with the market or support affordable housing providers

- Offer density & housing type flexibility bonuses for larger projects which include affordability
- Offer bonuses & flexibility to nonprofits & churches with an affordable housing mission
- Require affordability in exchange for residential upzones and streamlined processing

Current FLUM policy guidance:

Single Family Residential

Qualities associated with single-family residential designations that are desirable include: low noise levels, limited traffic, large setbacks, private yards, small scale buildings, and low-density development. Community facilities, such as parks, schools, day cares, and religious facilities are also desirable components of residential neighborhoods. Limited allowances for other types of residential development are also provided for in the single family designation with additional review to ensure compatibility with the desired, overarching single-family character. In some instances, such as the HMR-SRD, areas designated for single family residential development have an historic mix of residential densities and housing types which should be maintained while allowing for continued expansion of housing options consistent with the single family designation.

Target Development Density: 6–12 dwelling units/net acre

R-1 Single-Family Dwelling District

R-2 Single-Family Dwelling District

R-2SRD Residential Special Review District

HMR-SRD Historic Mixed Residential Special Review District

Proposed new FLUM policy guidance:

Low-scale Residential

Low-scale residential designations provide a range of housing choices built at the general scale and height of detached houses. Standards for low-scale housing types provide flexibility within the range of building width, depth, height and site coverage consistent with detached houses and backyard accessory structures, pedestrian orientation, and a range of typical lot sizes from 2,500 square feet up to 7,500 square feet. Low-scale residential designations are generally located in quieter settings of complete neighborhoods that are a short to moderate walking distance from parks, schools, shopping, transit and other neighborhood amenities. Housing types supported include detached houses, accessory dwelling units, duplexes, triplexes, townhouses, cottage housing, and cohousing, with fourplexes and small-scale multifamily where they can fit harmoniously with the overall scale of the neighborhood such as corner lots, large sites or at transitions to more intensive designations. Community facilities including parks, schools and religious facilities are also desirable. Qualities associated with low-scale residential areas include: Diverse housing types and prices, lower noise levels, limited vehicular traffic, moderate setbacks, private and shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the low-scale designation, but must be consistent with the neighborhood scale and defining features.

Target Development Density: 10–25 dwelling units/net acre

Zoning Districts:

R-1 Low-scale Residential District

R-2 Low-scale Residential District

R-2SRD Low-scale Residential Special Review District

HMR-SRD Historic Mixed-Residential Special Review District

Expanding Mid-scale residential neighborhoods

Create more space for a moderate urban scale, walkable and transit-served housing serving as a transition between Centers and Corridors and low-scale neighborhoods

LAND USE & ZONING:

Apply the Multi-family (Low-Density) Future Land Use Designation in more areas

- This FLUM designation allows a range of low to moderate scale multifamily housing

Evaluate the current target density of Multi-family Low Density Designation, along with policies:

- The current Multi-family (low-density) target range is 14 to 36 dwellings/acre (net)
- With more flexibility, the appropriate density may be higher than the current range

Apply the Multifamily Low Density designation to Corridors

- Corridors are transit-served & connect Centers/neighborhood business districts
- Establish Low-density Multifamily as a baseline, pending future corridor planning efforts

Apply Multi-family Low-Density designation within easy walking distance of Corridors

- Creates more housing within easy walking distance from Corridors (such as ¼-mile distance)
- Creates mid-scale transition areas to surrounding low-scale neighborhoods

Apply the Multi-family Low-Density designation within easy walking distance of Centers

- Creates more housing within easy walking distance from Corridors (such as ¼-mile distance)
- Creates mid-scale transition areas to surrounding low-scale neighborhoods

Allow most housing types:

- Allow mid-scale multi-family housing, in addition to those allowed in low-scale neighborhoods

STANDARDS:

Update standards for more urban, moderate-scale housing and to promote smoother transitions

A more urban scale & design features:

- Building bulk (height, width and depth) mid-scale between houses and denser areas
- Smaller yards and onsite open space
- Allow larger building scales than low-scale with wider building widths and depths and more site coverage
- Reduced setbacks
- Transition standards for abutting low-scale neighborhoods
- Require street trees
- Design standards for specific housing types (such as courtyard apartments)

Pedestrian priority:

- Parking – 1 or fewer stalls per unit
- Encourage alley access for cars
- Building and pedestrian orientation to street & sidewalk
- Encourage “visitability”; ADA accessibility required for larger buildings

Support infill with infrastructure and services:

- Work with service providers to update utilities and infrastructure standards
- Work with transit, emergency services, schools and other providers on service planning

AFFORDABILITY INCENTIVES:

Utilize affordable housing incentives where they can work with the market

- Extend Multifamily Tax Exemptions option, tied to affordability (the 12-year option)

- Evaluate the market potential of establishing affordability requirements in conjunction with establishment of new Mid-scale Residential areas (market evaluation is underway)

Current FLUM policy guidance:

Multi-Family (low-density)

This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density along with community facilities and institutions. The Multi-Family (low-density) district can often act as a transition between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations. This designation is more transit-supportive than the Single Family Residential areas and is appropriate along transit routes and within walking distance of transit station areas.

Target Development Density: 14–36 dwelling units/net acre

R-3 Two-Family Dwelling District

R-4L Low-Density Multiple-Family Dwelling District

Proposed FLUM Policy Vision:

Mid-Scale Residential

Mid-scale residential designations are generally located in close proximity to Centers, Corridors and transit and provide walkable, urban housing choices in buildings of a size and scale that is between low-scale residential and the higher-scale of Centers and Corridors. Standards for mid-scale housing support heights up to 3 to 4 stories, a range of building widths and depths that prevents overly massive structures and provides visual variety from the street, smaller building setbacks and more site coverage than low-scale, and a strong pedestrian orientation. Standards provide for a smooth transition from low-scale residential areas by methods including matching low-scale building height maximums where mid-scale residential abuts or is across the street from low-scale areas. Housing types supported include small-lot houses, accessory dwelling units, duplexes, triplexes, townhouses, cottage housing, cohousing, fourplexes and multifamily. Community facilities including parks, schools and religious facilities are also desirable and some nonresidential uses such as small childcare, cafes or live-work may be appropriate in limited circumstances. Qualities associated with mid-scale residential areas include: Diverse housing types and prices, a range of building heights and scales, walkability, transportation choices, moderate noise and activity levels, generally shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the mid-scale designation, but must be consistent with the neighborhood scale and defining features.

Target Development Density: 15-45 dwelling units/net acre

Zoning Districts:

R-3 Mid-scale Residential District

R-4L Mid-scale Residential District

Administrative/Supportive actions

Administrative, permitting, educational, technical and other actions the City can take to support infill housing development

1. Development barrier reduction

The City and TPU are responsible for ensuring safety, functionality and consistency with applicable rules and standards for new development. However, building, utility and infrastructure permitting costs--and, more significantly, the review timeline--drive up the cost of developing new housing units. The cost to develop new housing in Tacoma's market is high, due to increases in labor and materials costs, and the city has little control over these factors.

Predictability of application reviews has significant value for developers. Providing expedited review for affordable developments and missing middle housing is an effective way to incentivize production of affordable units and increase housing diversity. The AHAS calls for a project coordinator to assist with permitted processing for affordable and infill development.

This effort will identify potential to lower the cost of developing and maintaining infill housing by:

- Streamlining the permitting process for new infill housing projects
- Assessing building, utility and infrastructure standards for opportunities to promote infill housing, while ensuring consistency with legal, functional and safety requirements
- Assessing the potential for permit and/or utility fee subsidies or waivers on affordable units

2. Technical support and education

The City is also exploring how to support infill development with information and education. Potential actions include the following:

- Providing preapproved Accessory Dwelling Unit plans or other guidance
- Providing design guidance for other infill housing types
- Providing how-to guides for homeowners and developers for infill housing
- Working to build development and finance industry comfort with Missing Middle Housing types
- If funding were available, partnering with the finance industry to assist with financing for infill housing types
- Advise on best practices in affirmative marketing of affordable and infill units for rent and for sale
- Bring an antiracism focus by helping people of color overcome economic barriers of systemic racism

3. Leveraging new building technologies and building codes to lower development costs

- Tacoma should review its building code as technology develops to allow and accommodate innovative materials and building types including wood framing for 6 and 7 story buildings; shipping containers; and prefabricated housing. This review should occur now to ensure an efficient implementation and attract developers piloting these innovations.
- Tacoma should evaluate utilities, infrastructure and service standards to support new housing infill options and to identify potential opportunities for more efficient or lower-cost approaches (such as evaluating whether approaches used for higher density development may work in Low-scale Residential areas)

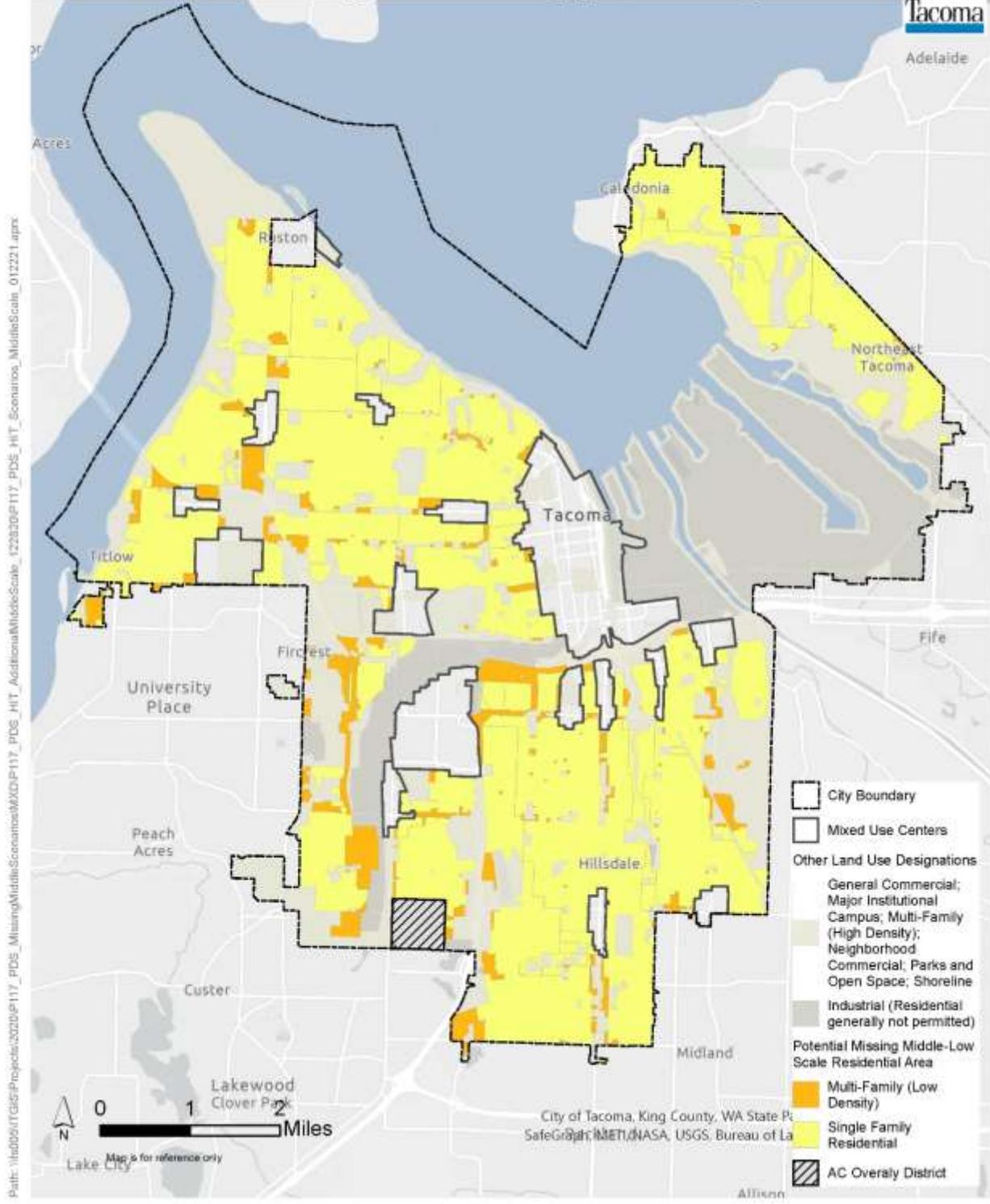
Growth Scenarios

The following housing growth scenarios incorporate housing growth strategy changes proposed for the Missing Middle Applicability areas included in the project scope. The distinction between the two scenarios is the transitions from Low-scale Residential to Mid-scale Residential. The Planning Commission has prepared two housing growth strategy scenarios, to gauge community perspectives. It is likely to result in a hybrid approach.

Scenario 1 - Evolve Housing Choices

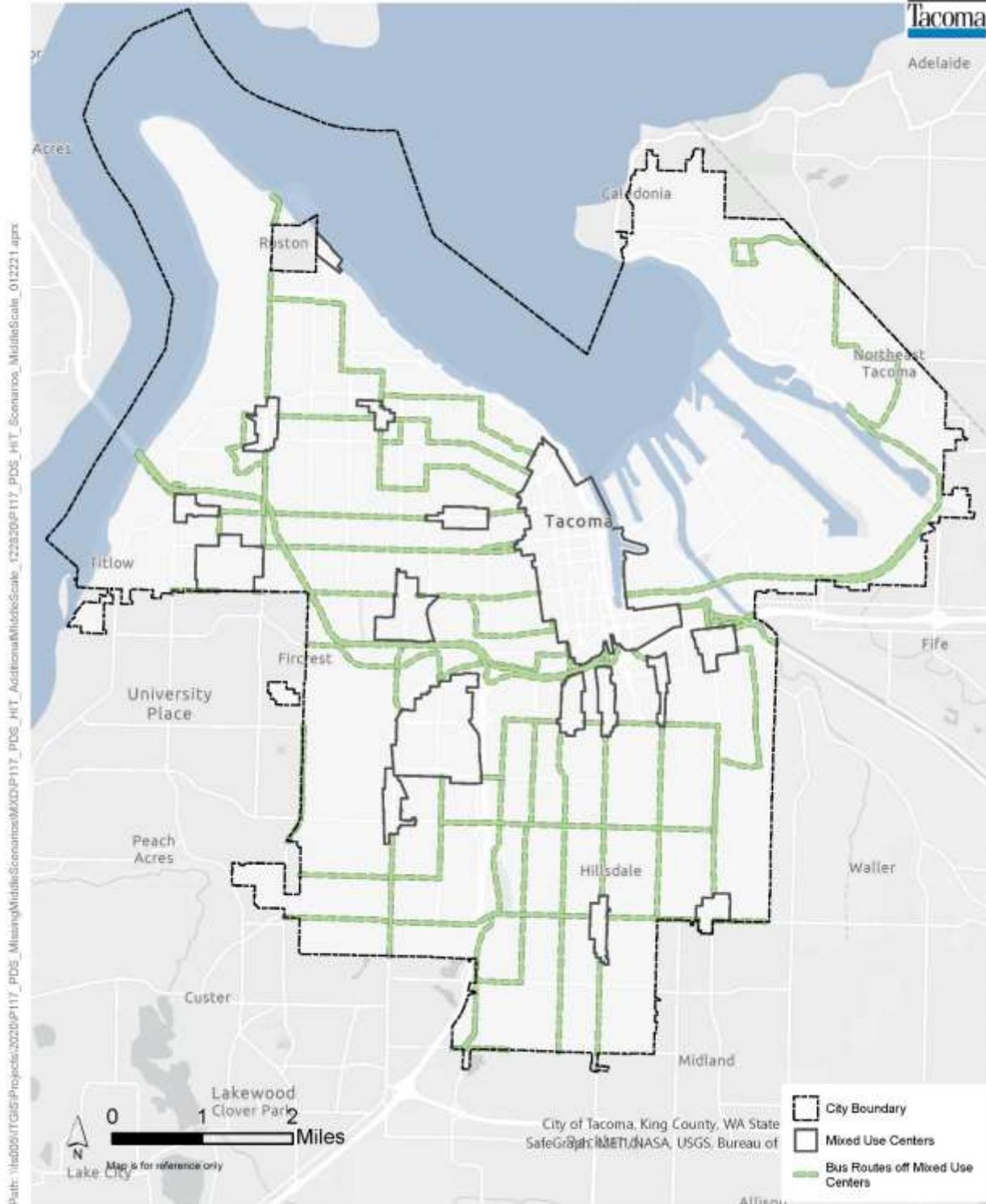
Scenario 2: Transform Housing Choices

Potential Missing Middle Applicability Area

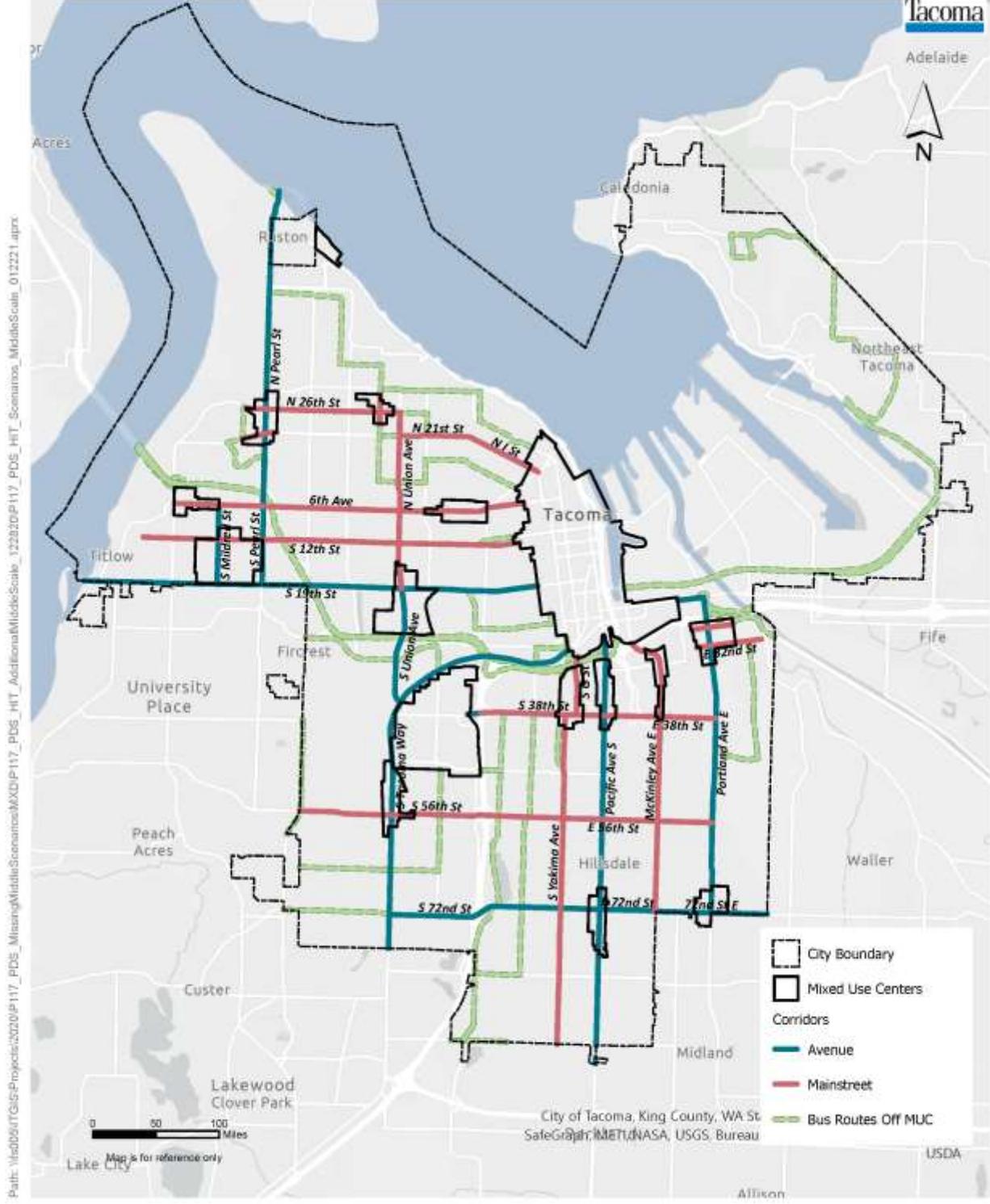


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Bus Routes



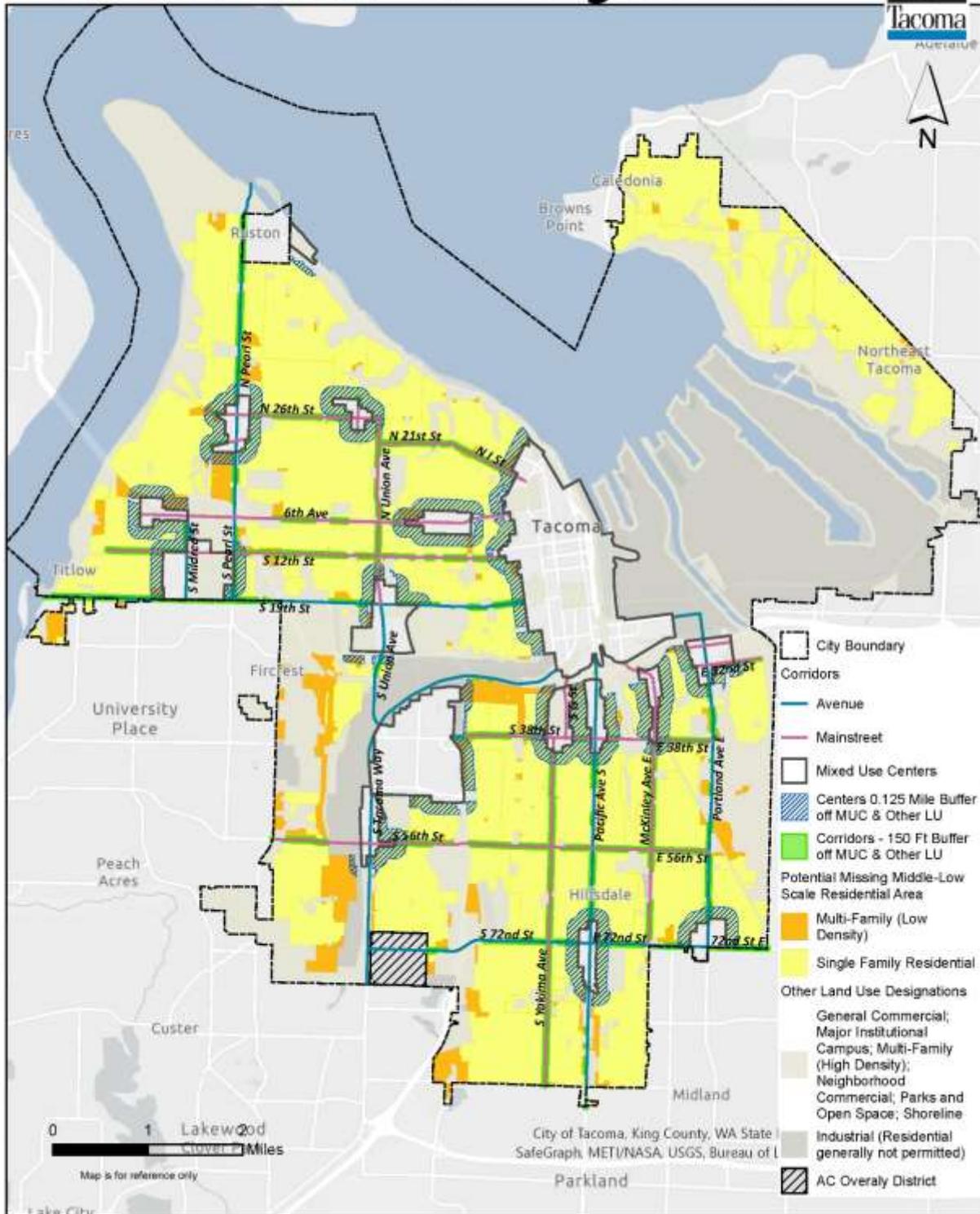
Centers, Corridors & Bus Routes



Scenario 1-Evolve Housing Choices



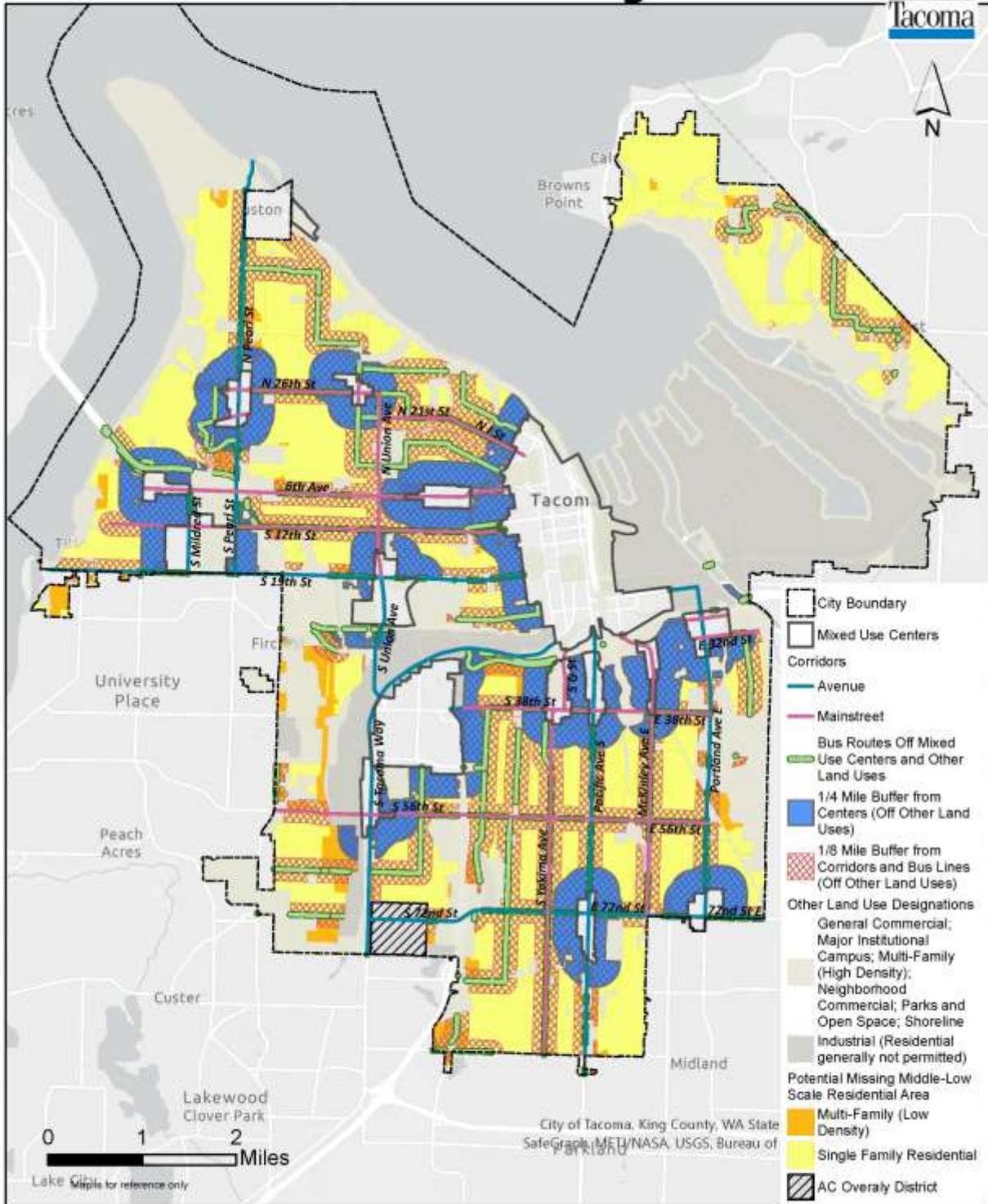
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Scenario 2-Transform Housing Choices



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PROJECT STATUS:

Inputs utilized to develop preliminary recommendations

- Comprehensive Plan, Affordable Housing Action Strategy, Council policy direction (see Scoping Report)
- Planning Commission Scoping Process
- Planning Commission Workshop (November 18, 2020) and ongoing direction
- Consultation with the Housing Equity Taskforce, AHAS Technical Advisory Group, City Commissions, neighborhood and community groups
- Housing Equity Taskforce January recommendations
- Developer Focus Group input (November 12, 2020)
- Housing Needs Assessment

Next steps

- Market analysis to estimate change to housing production by housing type and price points
- Ongoing consultation with internal and external stakeholders
- Housing Equity Taskforce recommendations on anti-displacement and anti-racism actions
- Departmental and environmental review
- Housing Choice Survey results
- Summary of engagement themes to date
- Consider authorizing public review draft on February 17th and setting dates for March Information Session and Public Hearing

What will be in the public review package?

Housing Action Plan: The analysis and full list of housing growth strategy actions to be implemented over time

One Tacoma Comprehensive Plan: Housing Element, Urban Form Element and Design and Development Element changes to reflect policy direction

Near-term code changes: Changes to address known code issues, for consistency with state law

SEPA determination: City review of potential environmental impacts and mitigation actions as warranted

What comes after June 2021?

The City Council has directed staff and the Commission to provide zoning and development standards updates to implement the adopted policy direction by December of 2021. This package will include:

1. Zoning changes to implement adopted housing growth strategy changes
2. Standards updates to implement adopted housing growth strategy changes
3. Incentive bonus program changes
4. Actions to support implementation or address impacts
5. Administrative/process/educational actions



City of Tacoma
Housing Equity Taskforce

Chris Karnes, Co-Chair
Sarah Rumbaugh, Co-Chair
Ryan Givens
Michealea Lemons
Anna Petersen
Allen Ratcliffe
Lisa Snyder
Alyssa Torrez

Human Rights Commission
Planning Commission

January 22, 2021

Dear Fellow Commissioners,

It is our honor to present the Housing Equity Taskforce's (HET) Home In Tacoma Project housing policy recommendations. The primary objectives of these recommendations are to increase housing supply, housing choice, and housing affordability throughout the city in order to make progress toward Tacoma's equity and antiracism goals.

The HET was convened through joint action by the Human Rights Commission and Planning Commission in late 2019 to provide policy recommendations on equity and antiracism goals as part of the Home in Tacoma Project. The Taskforce was entrusted with a mission to bring diverse perspectives to a focused effort founded on our shared commitment to equity and antiracism in all actions. Our meetings involved City staff, Taskforce members, and were open to the public and covered topics ranging from expanding public engagement, recognizing patterns of institutional racism in housing, identifying key themes to improve equity in planning and zoning actions, and review of the housing policy framework. This effort answers the City Council's call for antiracism transformation in all City actions and spheres of our civic experience.

Housing meets a fundamental human need for shelter. Housing location can either connect or it can isolate us from family, community, education, employment, recreation, health and other opportunities that fundamentally affect the course of our lives. **Tacoma's housing crisis affects everyone and has disproportionate impacts on people of color and others facing economic disadvantages.** These are complex and difficult challenges, but we can make real progress through proactive action. We are striving to aim high, as called for by the City Council to address the enduring impacts of systemic racism as well as of today's housing crisis on those most in need.

Observations - HET's policy recommendations are founded on a set of seven observations made with an equity lens, pulling from local history, personal experience, and information on current conditions. Our stance is to right an historic wrong perpetrated by systemic racism and to advance the concept of welcoming all current and future residents to Tacoma. We identify deficiencies in the current housing growth strategy, disparate impacts to people of color and those facing economic disadvantages, and recognize that past housing policies were created without equitable representation. We identify one crucial mechanism to help reverse racially disparate impacts by enabling more diverse and affordable housing options citywide, commonly referred to as "missing middle" housing.

Seven Housing Strategies - To create a more equitable and antiracist housing reality for Tacoma, the Taskforce recommends seven strategies for (i) changes to Tacoma’s housing growth framework; (ii) actions to promote housing affordability; and (iii) steps to empower under-represented people; improve access to opportunity; combat displacement; and undo the impacts of systemic racism. We do not intend a direct, one-to-one relationship between each observation and strategy-we believe the strategies would address multiple observations. We also recognize that this is and will always remain a work in progress-Tacoma must continue to ask difficult questions and believe we can do better to connect people with housing in inclusive, vibrant, and resilient neighborhoods throughout our City. We have sought to think holistically, recognizing that these strategies will be implemented collaboratively by multiple programs and teams. Many are already stated in city policy and being implemented as part of the AHAS and other actions.

In summary, our recommendations call for Tacoma to return to traditional, more inclusive, walkable neighborhood patterns and take steps toward a reality in which all of us benefit equitably from opportunities. These recommended strategies are rooted in (a) reducing regulations (b) restructuring systems founded on principles of exclusion and separation.

In the spirit of service,



Chris Karnes, Co-Chair



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Attachment:

Housing Equity Taskforce Recommendations, January 7, 2021

OBJECTIVE: Increase housing supply, choice and affordability throughout Tacoma by providing more diverse and affordable housing options, in order to make progress toward Tacoma's equity and antiracism goals.

OBSERVATION 1

Tacoma's housing growth strategy is not meeting our community's housing needs (for supply, affordability and choice)

- The current strategy sets aside about 75 percent of housing land supply for single-family housing
- Single-family housing uses more land per unit, limiting capacity and choices while driving up cost
- Tacoma is growing rapidly along with the region
- Tacoma is a mature City with little undeveloped land, meaning that growth must generally be infill, redevelopment, or taller structures
- Many people today are seeking walkable, urban living close to jobs, shopping, schools and transportation choices

OBSERVATION 2

Tacoma's housing crisis has disproportionate impacts on people of color and others facing economic disadvantages

- Tacoma's housing crisis affects lower income households most severely
- People of color disproportionately earn less, have less accumulated family wealth and are less likely to be homeowners
- People of color have historically been barred from living in some neighborhoods and faced discriminatory lending practices
- Lower income households are at increasing risk of displacement as housing costs rise
- People with disabilities, non-English speakers and people with criminal records face heightened barriers in finding housing

OBSERVATION 3

Tacoma's housing policies were initially created without equitable representation

- We reside on the ancestral homeland of the Puyallup people which was stolen by people of European descent
- People of color and others facing barriers have historically been excluded or under-represented in policymaking around housing growth

- More vulnerable groups often face heightened obstacles to participating (language, physical access, childcare, work hours), and also have fewer resources to react to neighborhood change

OBSERVATION 4

People of color have less access to the vital livability, accessibility, economic and educational opportunities that come with housing location

- Tacoma's neighborhoods are unequal in terms of the opportunities that people can access
- Many people are finding themselves priced out of Tacoma's higher opportunity neighborhoods
- People of color are less likely to live in high opportunity areas, reflecting historic systemic racist practices including redlining

OBSERVATION 5

People care deeply about their homes and neighborhoods and rely on them as investments

- Home ownership is often a household's single largest financial investment and a major source of household and family wealth
- Poorly designed or out-of-scale infill could build opposition to further infill

OBSERVATION 6

Without public and nonprofit sector actions, market-rate housing construction will not be enough to meet affordability needs

- Market-rate housing constructed in Tacoma is typically not affordable to those earning 80% of Area Median Income or less

OBSERVATION 7

Increasing Missing Middle housing options is an essential part of a multifaceted solution

- Changing the housing growth strategy is within the City's power to implement
- Tacoma must also pursue all AHAS objectives
- Tacoma must seek to build household earning potential

OBJECTIVE: Increase housing supply, choice and affordability throughout Tacoma by providing more diverse and affordable housing options, in order to make progress toward Tacoma's equity and antiracism goals.

STRATEGY A

Encourage infill of Missing Middle housing types throughout Tacoma's neighborhoods

- Change the Single-family Land Use designation to Low-scale Residential
- Allow diverse housing types including small lot single-family, duplexes, triplexes, townhouses, fourplexes, cottages, tiny/mobile houses, shared housing and small multifamily
- Establish form-based design and site standards to ensure that infill complements neighborhood form and scale
- Ensure that infrastructure and services are adequate to support infill

STRATEGY B

Encourage infill of mid-scale, walkable urban housing near Centers, Corridors and transit

- Designate areas within easy walking distance of Centers, Corridors and transit for mid-scale housing
- Establish standards to ensure a smooth transition from higher-scale to low-scale residential areas
- Promote inclusion of larger housing unit sizes to accommodate larger households

STRATEGY C

Use multiple strategies to produce housing affordable for lower income people

- Partner with housing developers by exchanging bonuses (such as height/density bonuses, or parking reductions) for affordable housing units
- Tailor regulatory incentives to serve unmet need in Tacoma's housing market
- Locate affordable housing throughout the City, particularly in high opportunity and growing areas
- Partner with nonprofit affordable housing providers to serve unmet needs
- Establish affordability targets for new projects in designated Opportunity Zones

STRATEGY D

Empower people of color and other under-represented groups to fully participate in policymaking

- Educate and empower all community members to participate in shaping housing policies

- Commit to more diversity on City policymaking bodies such as boards and commissions
- Focus engagement efforts on empowering underrepresented groups to take more control of policy decisions that affect them
- Invest resources into crafting education and engagement opportunities to these groups
- Seek to build long-term relationships based on trust and sharing of power

STRATEGY E

Address inequitable access to opportunity in Tacoma neighborhoods

- Plan for and invest in low opportunity areas to address challenges, gaps or barriers
- Build walkability, transit service and amenities, particularly in low opportunity areas
- Prioritize funding to address deferred public utilities and infrastructure to neighborhoods with lower income people and people of color

STRATEGY F

Combat displacement for residents, businesses and community anchors

- Implement an anti-displacement strategy including resources to mitigate evictions, affirmative marketing tools, and resident preference for at-risk households
- Support local businesses and institutions to remain in their neighborhood

STRATEGY G

Actively address housing inequities resulting from systemic racism

- Promote access to housing and homeownership to build intergenerational wealth for people of color
- Identify and address unfair/discriminatory housing, lending and appraisal practices
- Educate and support people of color seeking to build infill housing or invest in their homes
- Seek to increase representation of people of color in building, lending and housing professions, and City employment/contracting
- Recruit developers that serve lower income households and people of color



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City of Tacoma

Home in Tacoma: Housing Action Plan

PREPARED FOR:

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CREATED

1/27/2021

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SECTION 1.

HOUSING ACTION PLAN BACKGROUND AND PROJECT GOALS

Housing Action Plan Background and Project Goals

This Housing Action Plan (HAP) is a supplement to the **Home in Tacoma** project, a multifaceted effort to expand housing choices in the City of Tacoma. **Home in Tacoma** unifies the city's growth strategy, zoning and land use regulations and affordable housing development incentives into a concerted, effective effort to address increase housing supply, create more affordable housing options, and increase the choice of housing types throughout Tacoma's neighborhoods.

This report begins with a discussion of the HAP project goals and discusses how the plan intersects with the city's Affordable Housing Action Strategy (AHAS). It then presents existing conditions in the city, based on data analysis updated from the 2016 AHAS work.

Building upon the policy guidance and direction provided by the Planning Commission (PC) as this project has developed, the balance of this report presents recommendations, building upon current initiatives. It is important to note that Tacoma has invested in expanding housing choice through many policy and program initiatives. Yet the market has continued to lose affordability—calling on the city to harness the opportunity to do more.

Those recommendations are structured around:

- Land Use/Zoning/Standards Actions;
- Housing Policy Actions; and
- Administrative and Support Actions.

Where possible, the actions incorporate projected outcomes in terms of unit numbers, unit types, affordability, access to opportunity areas, and facilitation of walkable neighborhoods.

Sections that supplement this HAP include:

- The Existing Conditions report;
- Community engagement for the Housing Action Plan; and
- An Anti-displacement and Anti-racism plan.

Project Goals

Based on applicable policy direction, community input, and Planning Commission direction, the Home In Tacoma project will bring forward actions and strategies to promote:

- Housing supply to meet community needs and preferences throughout the City's neighborhoods
- Housing affordability reflecting the financial means of Tacoma residents, and considering secondary household costs

Housing choice reflecting community preferences and household needs, including a diversity of housing types as well as equitable access to opportunity for people of all races, socio-economic groups, ages and abilities.

The Housing Action Plan delivers:

- A package of near-term legislative and administrative actions implementing existing policy direction; and
- A package of medium-term planning, zoning and regulatory actions reflecting changes to the City's housing growth strategy for future City Council consideration.

Development of the Housing Action Plan assessed the potential actions and strategies in terms of the following, which were considered as part of the recommendations. Those considerations are documented in this plan:

- Consistency with Tacoma's housing growth goals;
- Urban design and fit with existing neighborhood patterns;
- Mitigating risk of displacement or other unintended consequences;
- Infrastructure and urban services capacity and costs;
- Market feasibility and cost-effectiveness for homeowners, non-profit and for-profit housing sectors; and
- An ongoing commitment to be responsive to community input.

Intersection with the AHAS. The AHAS includes four categories of strategic objectives, and includes actions intended to serve the full range of household income levels in Tacoma. The City Council has indicated that **Action 1.2: Inclusionary Zoning** and **Action 1.8: Diverse Housing Types** are high implementation priorities—and, therefore, are an integral part of the Housing Action Plan.

AHAS* Strategic Objective 1: Create More Homes for More People

Actions	Timing	Income Levels Served
1.1 Seed the Tacoma Housing Trust Fund with local sources of funding.	Immediate (1-2 years)	120% AMI and below
1.2 Modify inclusionary housing provisions to target unmet need and align with market realities.	Immediate (1-2 years)	50% AMI and below
1.3 Update the Multifamily Tax Exemption Program to increase its impact.	Immediate (1-2 years)	50% AMI and below
1.4 Leverage publicly and partner-owned land for affordable housing.	Immediate (1-2 years)	80% AMI and below
1.5 Create consistent standards for fee waiver eligibility and resources to offset waived fees.	Immediate (1-2 years)	80% AMI and below
1.6 Create a process to coordinate public investments, like capital improvements, with affordable housing activities to reduce the overall cost of development.	Immediate (1-2 years)	80% AMI and below
1.7 Increase participation in first-time homebuyer programs and resources for new homebuyers.	Immediate (1-2 years)	120% AMI and below
1.8 Encourage more diverse types of housing development through relaxed land use standards, technical assistance, and financial incentives.	Immediate (1-2 years) Short-term (3-4 years)	All
1.9 Establish a dedicated source of funding for the Tacoma Housing Trust Fund.	Short-term (3-4 years)	120% AMI and below
1.10 Use value capture to generate and reinvest in neighborhoods experiencing increased private investment (with a focus on areas with planned or existing transit).	Short-term (3-4 years)	80% AMI and below
1.11 Explore innovative, low-cost housing solutions to serve persons experiencing homelessness.	Short-term (3-4 years)	30% AMI and below
1.12 Explore opportunities for increased staff support during the development review process.	Short-term (3-4 years) Medium-term (4-6 years)	All

Summary of Existing Conditions

In the three years since the city's housing needs were identified as part of the Affordable Housing Action Strategy (AHAS), the City of Tacoma has experienced significant changes in its demographic and housing market conditions:¹

- **Households are getting smaller as the population ages.** Households with a householder 65 years and over increased by nearly 2,900 from 2016 to 2019. Seniors aging in Tacoma will create demand for smaller units (one- to two-bedroom) and accessible, visitable housing due to the correlation of age and disability.
- **Incomes have not kept up with housing costs.** From 2016 to 2019, median rent increased by 21 percent while median renter income increased by only 12 percent. Similarly, the median home value of owner occupied housing increased by 44 percent compared to a 22 percent increase in median income for owner households. It is becoming increasingly difficult for renters to afford to rent or buy in Tacoma as wages fail to keep up with rising housing costs.
- **Renters are higher income—and lower income households have declined.** There are now about 2,800 fewer households with incomes of less than \$25,000 in Tacoma than in 2016. This is likely due to a combination of low income households being priced out of the market and renter income increasing. High income renter households (>\$100,000) increased by 2,300 since 2016.
- **Special populations are disproportionately affected by poverty and are especially vulnerable to the changing housing market.** Residents with a disability, seniors, single mothers, and people of color have above average poverty rates and are particularly vulnerable to shifting housing costs. Additionally, populations on a fixed income—mainly residents with a disability and seniors—are especially at risk.
- **The shortage of affordable rental units persists.** In 2019, there was an estimated shortage of 4,897 units for renters with incomes of less than 30 percent of the Area Median Income or AMI—approximately \$20,000 per year for a 2-person household. This shortage declined from 2016 mostly due to a decline in extremely low income renters that was greater than the loss of affordable units. A rental shortage also exists for low income households: Altogether, 7,159 households with incomes of less than 50 percent AMI—with incomes of \$35,000 and less per year—cannot find rental units they can afford. This affordable rental shortage is comparable to the wait list for public housing maintained

¹ Please see Appendix A for the full Existing Conditions report.

by the Tacoma Housing Authority, which approximates 6,500 households. Households typically wait for several years (as many as five years) on the wait lists.²

- **Racial and ethnic diversity has increased while disparate trends in homeownership and poverty remain.** The City of Tacoma is becoming more racially and ethnically diverse. However, Black/African American residents, Asian residents, Latino/Latinx/Hispanic residents, and residents of two or more races all have poverty rates higher than the individual poverty rate. Black/African American (30%) and Latino/Latinx/Hispanic residents (47%) have much lower rates of homeownership compared to White/Caucasian residents (61%).
- **The city’s highest opportunity areas are the most challenging to access for low and moderate income households.** Generally, opportunity is highest in the north areas of the city and lowest in the south and central areas of the city. Areas of high opportunity have higher median home values.

Key Housing Market Change Indicators, City of Tacoma, 2016-2019

	2016	2019	2016-2019	
			Change	% change
Rental Market				
Median rent	\$1,054	\$1,273	\$219	21%
Median renter income	\$40,009	\$44,809	\$4,800	12%
Ownership Market				
Median home value	\$239,100	\$344,500	\$105,400	44%
Median owner income	\$76,544	\$93,765	\$17,221	22%
Rental Gaps				
Rental gap <30% AMI	-6,055	-4,897	1,159	-19%
Renter households <30% AMI	9,077	7,769	-1,308	-14%
Rental units <30% AMI	3,022	2,872	-150	-5%
Cost burden				
Owners	32%	27%	-5%	
Renters	47%	49%	2%	
Homelessness (Pierce County)				
	627	544	-83	-13%

Source: 2016 and 2019 1-year ACS; Pierce County Point-in-Time County 2016 and 2019; Root Policy Research.

² City of Tacoma 5-year Consolidated Plan Draft (2020).

Initiatives to facilitate development of affordable and missing middle housing. The AHAS calls for steps to promote more diverse types of housing development through changes to land use standards, technical assistance and financial incentives. This supports Housing Element policies which call for Missing Middle Housing (infill) approaches as a method to promote housing affordability and choice, as well as other goals. Multiple mid-range infill housing types will be evaluated.

Diverse housing types can function as “naturally occurring” affordable housing (NOAH). While they are not specifically restricted as affordable, NOAH tends to be relatively affordable by virtue of its smaller size and use of already developed land. Allowing diverse housing types can also increase housing choice in existing neighborhoods.

Over recent years, the city has implemented a range of infill strategies, some of which are ongoing at this time, and others which need further vetting prior to implementation. The figure below provides an overview of zoning and policy changes to date aimed at expanding housing choice.

Missing Middle Timeline: Zoning and Policy Changes for Expanding Housing Choice

	< 2012	2015	2016	2017	2018	2019	2020	2021
Policy and Strategy								
Housing Element Update	█							
Affordable Housing Policy Advisory Group infill strategy		█						
Affordable Housing Action Strategy (AHAS)			█					
AHAS incorporation into One Tacoma Plan						█		
Code and Program Updates								
Downtown reduced parking area	█							
Microunit parking reduction	█							
Reduced parking in Tacoma Mall					█			
Affordable Housing Incentives Code (administrative standards)	█							
Lot size flexibility		█						
ADU expansions						█		
Duplex/Cottage/Small Multifamily infill pilots			█			█	█	█
Area-Wide Upzones								
FLUM Proactive Rezones			█			█		
Mall Madison District Upzones					█			
Growth Strategy Upzones								█

Source: City of Tacoma and Root Policy Research.

Guiding Principles

Planning Commission has provided policy direction through a course of meetings dedicated to the Home in Tacoma project.

On the outset of this project, Planning Commission agreed on **Guiding Principles** through which to evaluate policies and outcomes for the Housing Growth Strategy. These were used in the evaluation of the recommendations, and include:

- 1.** Tacoma's growth strategy should accommodate new demand and existing residents with a full range of housing choices to serve the spectrum of needs while minimizing the displacement of residents who are not served by the private market.
- 2.** Dense development should be concentrated in centers and corridors with mid-scale transition zones into lower-scale neighborhoods.
- 3.** A range of Missing Middle infill housing types should be allowed in existing neighborhoods.
- 4.** Missing middle infill should be compatible in design and scale to minimize disruption in existing neighborhoods while providing opportunities for increased density through a form-based approach
- 5.** Tacoma should use a range of tools, including affordability incentives/requirements, to produce housing that is affordable for lower income households not served by the housing market.

SECTION 2.

GROWTH TARGETS AND HOUSING GOALS

Growth Targets

Tacoma’s official growth targets call for the addition of 54,741 new housing units between 2010 and 2040, based on the Pierce County Buildable Lands report from 2014—an average of 1,824 units annually.

Between 2016 and 2019, the city’s average annual household growth was 1,755—a bit below the official target.

The Puget Sound Regional Council (PSRC) Land Use Vision model forecasts Tacoma will need to accommodate 44,770 new households from 2020 to 2040. This equates to an annual average of 2,239 households—a 28 percent increase from the city’s recent annual average household growth.

Housing goals are presented here, based on a range of growth scenarios:

- A low growth model is based on housing development in the past 20 years and assumes no more than 20,000 units are built.
- A moderate growth model based on the Buildable Lands Report, which assumes 36,494 new units between now and 2040.
- A high growth model based on the PSRC land use vision, which assumes a total of 44,770 new units.

All growth scenarios keep the homeownership rate in the city, currently 54 percent, constant.

Total unit and average annual unit projections for 2040 are shown below.

New Unit Projections, Total and Average Annual, 2020–2040

	Low Growth		Moderate Growth		High Growth	
	Total New Units	Annual Average New Units	Total New Units	Annual Average New Units	Total New Units	Annual Average New Units
Total new units	20,000	1,000	36,494	1,866	44,770	2,239
New rental units	9,200	460	16,787	839	20,594	1,030
New ownership units	10,800	540	19,707	985	24,176	1,208

Source: Root Policy Research.

Housing Goals

Currently, 19 percent of Tacoma’s renters—nearly 8,000 renters—have incomes of less than 30 percent of the AMI for a 2 person-household—approximately equivalent to below poverty level. These renters require deeply subsidized housing provided by nonprofit organizations or tenant-based rental assistance (TBRA) such as Section 8. The private sector typically does not serve renters in this income range.

Another 7,000 renters have incomes in the 31 to 50 percent AMI income range. These renters usually require some type of housing subsidies. In most markets, this consists of public housing, Low Income Housing Tax Credit developments (LIHTC), and TBRA. In 2010, it was more common to find privately-provided, non-subsidized units serving these renters due to a relatively soft rental market. According to the gaps analysis conducted for this study, Tacoma has lost nearly 10 percent of its affordable housing stock for low income renters due to rent increases.

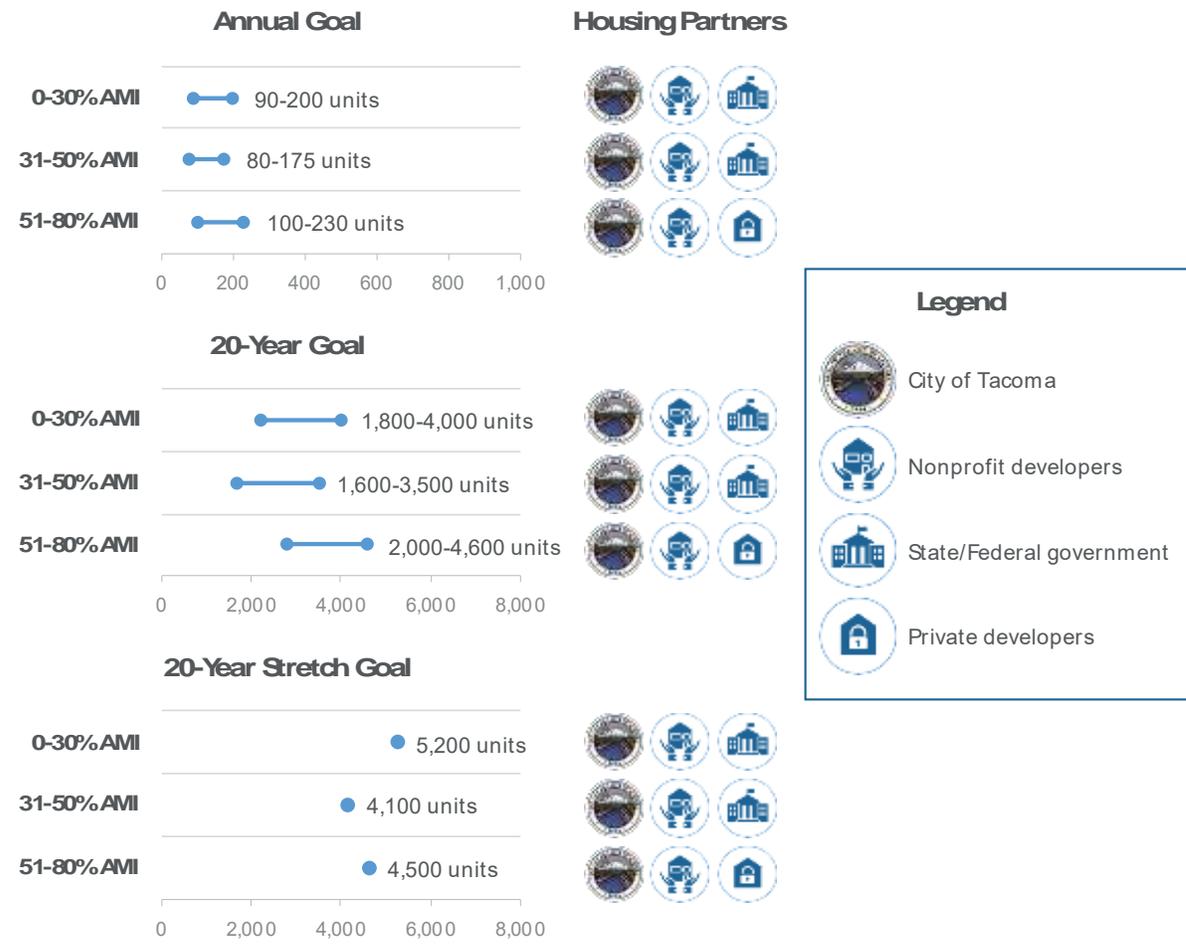
Renters in the 51 to 80 percent income category, totaling nearly 9,000, are typically served through a combination of subsidized rentals (public housing, LIHTC for those at the lower end of the income range) and privately-provided rentals.

Those in higher income brackets are served by the private market.

If the distribution of renter incomes remains the same during the next 20 years—which assumes that displacement of low income renters is mitigated, that poverty levels remain stagnant, and that a range of workers rent—new rental units needed to accommodate growth will range between 500 and 1,000 per year, as shown below.

Renter unit projections by AMI

	Current Renters (2-person household)	Annual Units Needed		
		Low Growth Scenario	Moderate Growth Scenario	High Growth Scenario
0-30% AMI	7,769	89	162	199
31-50% AMI	6,924	79	145	178
51-80% AMI	8,878	102	186	228
81-100% AMI	4,129	47	86	106
101-120% AMI	3,163	36	66	81
121% AMI+	9,269	106	194	238
Total	40,132	460	839	1,030



Source: Root Policy Research.

Rental production goals. Based on these scenarios, the range of rental housing targets, by AMI include:³

- Rental units affordable at very low incomes (30% AMI and less) = production of 90 to 200 units annually, or 1,800 to 4,000 over 20 years;
- Rental units affordable at low incomes (31-50% AMI) = 80 to 175 units annually or 1,600 to 3,500 over 20 years; and
- Rental units affordable at moderately low incomes (51-80% AMI) = 100 to 230 units annually or 2,000 to 4,600 over 20 years.

“Stretch” rental goal. It is important to note that the projections and goals above do not address the existing rental unit gap of 7,159 units for renters with incomes of 50 percent of AMI and less. Addressing this gap will require a combination of increased tenant-based rental assistance (TBRA) and construction of new, publicly-assisted units and will be heavily dependent on a significant increase in federal support to address such need. A “stretch” goal that would be attainable with a significant infusion of resources and assuming a moderate growth scenario is shown below. It assumes that the existing need is reduced by 25 percent through construction of new units that help address the need of less than 50 percent AMI renters and free up units in low to moderate income ranges that these cost-burdened renters are currently occupying.

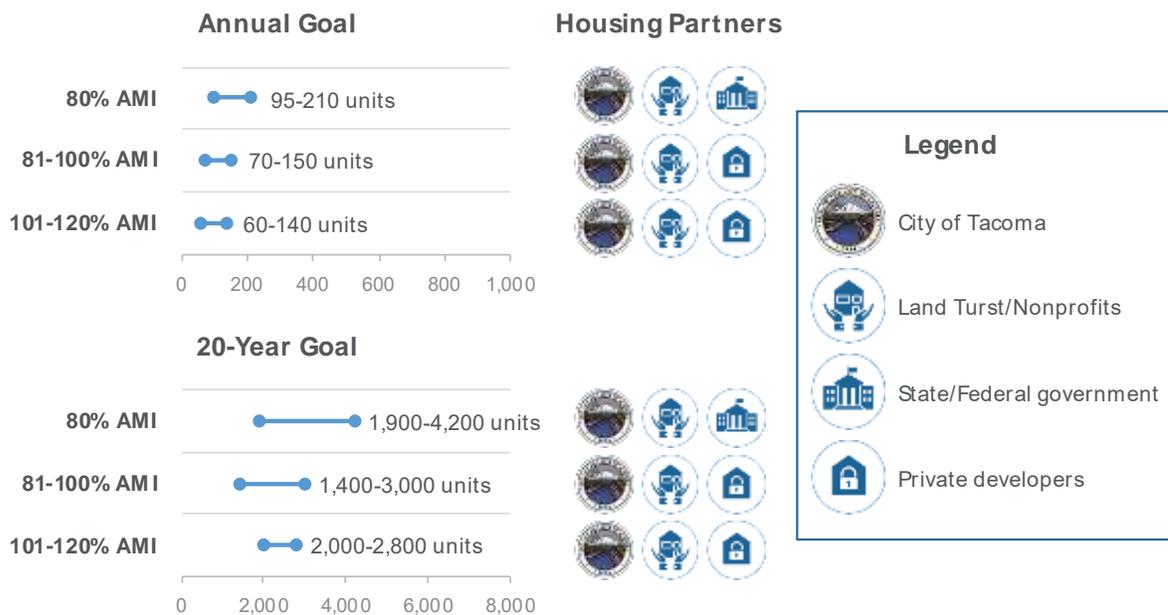
- Additional rental units for very low incomes (30% AMI and less) = 1,200 units over 20 years, and
- Additional rental units for low incomes (31-50% AMI) = 600 units over 20 years.

Ownership production goals. If the ownership rate in Tacoma holds and owners continue to comprise a similar distribution across AMIs, new units needed to accommodate owners will range from:

³ Numbers are rounded for ease of implementation.

Owner unit projections by AMI

	Current Owners (2-person household)	Annual Units Needed		
		Low Growth Scenario	Moderate Growth Scenario	High Growth Scenario
0-80% AMI	10,553	94	171	210
81-100% AMI	4,599	67	122	149
101-120% AMI	4,596	62	113	139
121% AMI+	27,136	317	579	711
Total	46,884	540	985	1,209



Source: Root Policy Research.

About one in four of Tacoma’s owners have incomes of less than 80 percent of AMI and more than half have incomes of 120 percent AMI and more. A comparatively small proportion falls into the 81 to 120 percent range.

Unit projections assume that many of the 0-80 percent AMI owners will consist of older residents who have aged in place, are living on fixed incomes, and have rehabilitation and maintenance needs rather than new housing units. As of 2019, 62 percent of Tacoma’s owners are age 45 and older. The affordability targets assume that these owners will be comprised of existing owners who are aging in place and that ownership for new owners with less than 80 percent AMI will be very limited.

Based on these scenarios, owner housing targets by AMI include:

- Owner units affordable at moderately low incomes (80% AMI) = 95 to 210 units annually or 1,900 to 4,200 over 20 years;

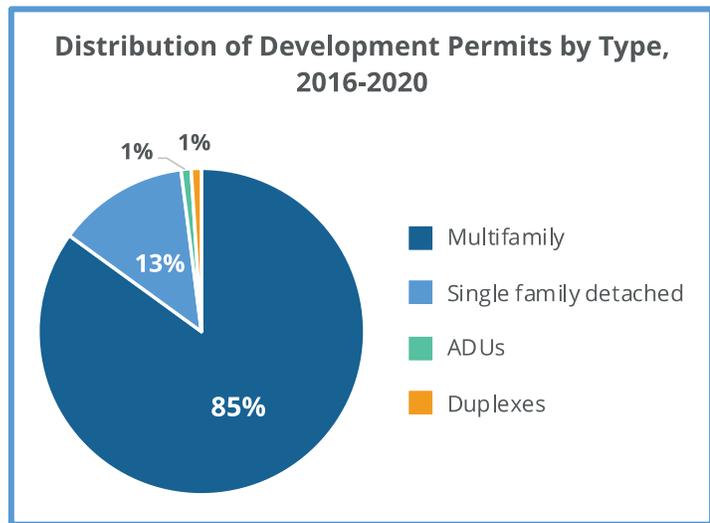
- Owner units affordable at moderate incomes (81-100% AMI) = 70 to 150 units annually or 1,400 to 3,000 over 20 years; and
- Owner units affordable at missing middle incomes (101-120% AMI) = production of 60 to 140 units annually, or 2,000 to 2,800 over 20 years.

“Stretch” ownership goal. A stretch goal for ownership would provide affordable homes for < 80 percent AMI households—homes priced at \$200,000 and less. Units at this price point are generally found in land trust developments or through sweat equity models and should be pursued and prioritized when opportunities arise.

These affordability targets would enable the city to exceed the **Comprehensive Plan Policy H-4.2 goal** to ensure that at least 25 percent of the 2040 housing targets are affordable to households at or below 80 percent of Pierce County AMI. These projections also meet the Pierce County forecasted goal for household distribution by AMI.

Unit type. An analysis of city permit data by unit type between 2016 and 2020 indicate that a shift in development type will be needed to accommodate ownership demand and facilitate missing middle housing.

Eighty-five percent of the units permitted between 2016 and 2020 were multifamily developments; this is an increase from the 70 percent of growth multifamily comprised since 2010. Data are not available to determine the occupancy of these developments; however, it is likely that the vast majority of multifamily units are rentals based on the strength of the rental market.



The next highest unit type permitted were single family homes at 13 percent. One percent, respectively, were for the construction of duplexes and ADUs.

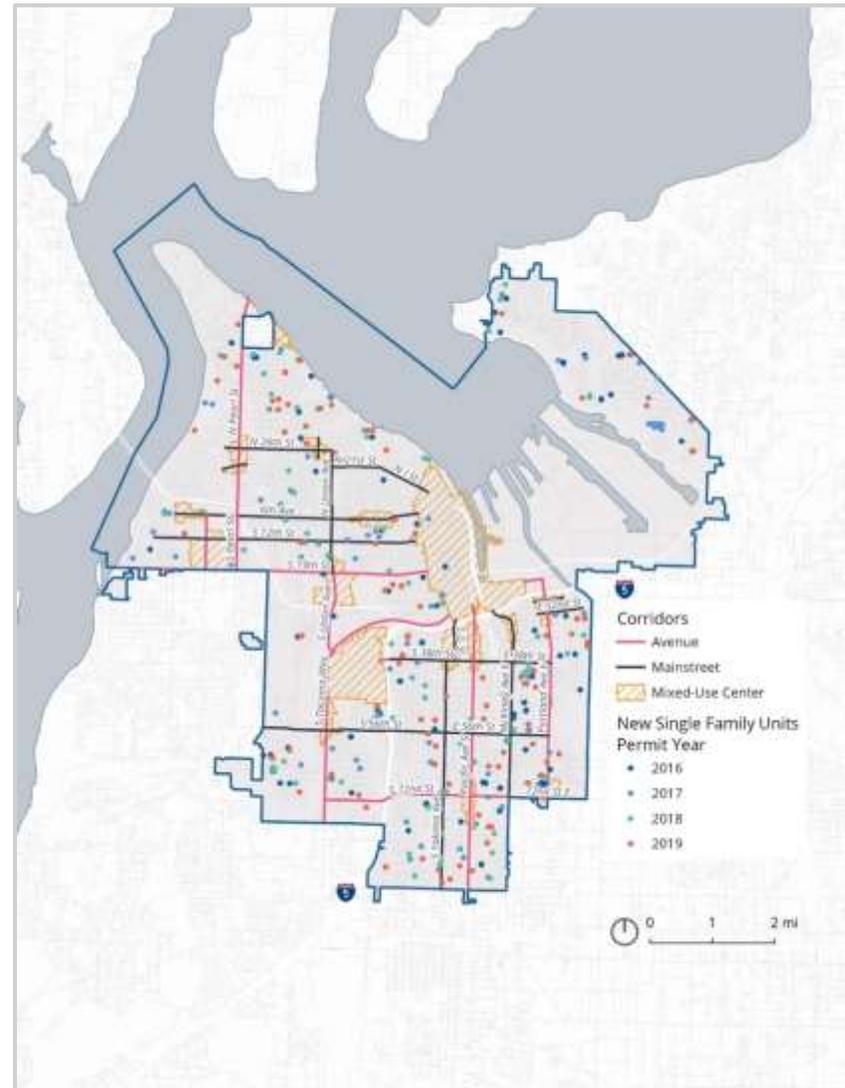
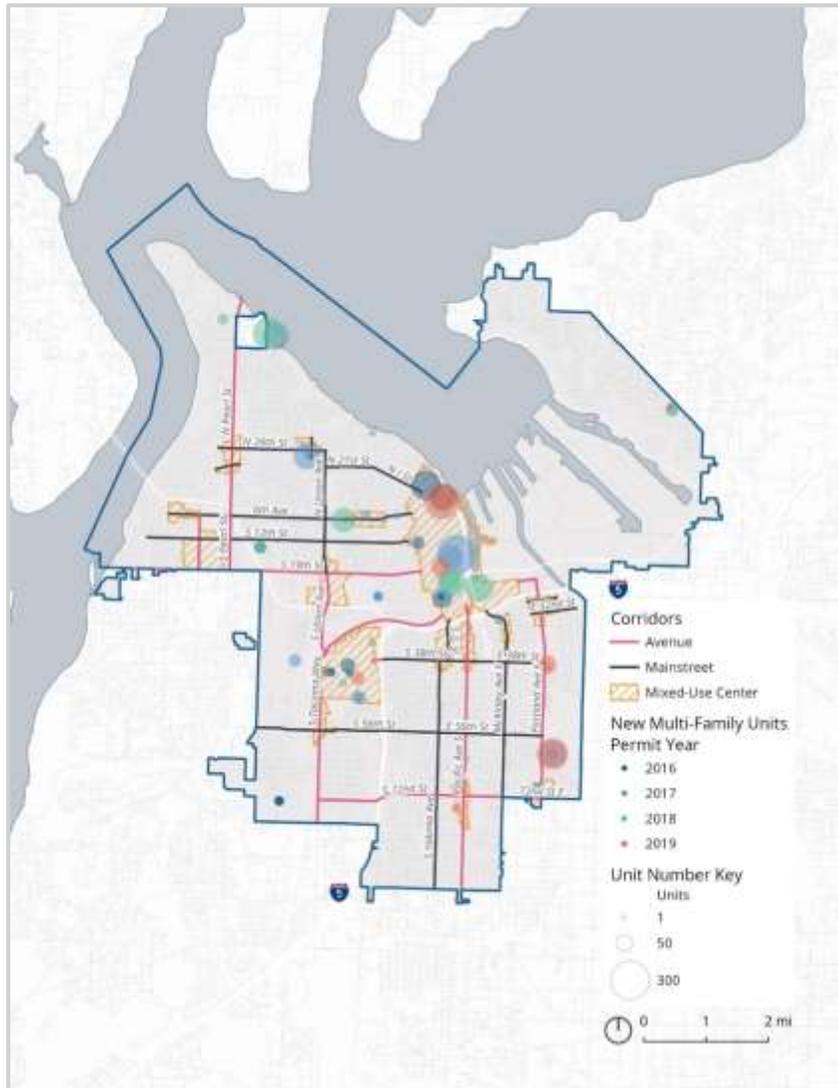
Location of development. The City of Tacoma’s growth strategy targets 80 percent of new residential development in centers and corridors and 20 percent in the remaining medium and low density areas of the city. Since 2016, nearly 4,000 new housing units have been constructed in the city. The majority of units—63 percent—were located in mixed use centers or along corridors, and the remaining 37 percent of new units were located in medium and low density areas throughout the city.

The maps on the following pages show new residential permits by housing type since 2016. Most multifamily development occurred in centers and along corridors. All other residential housing types were more prevalent in low and moderate density areas of the city. These

development patterns suggest that expanding the areas where missing middle products are allowed would conform with development patterns already underway and expand choice in a variety of areas in the city.

New Multifamily Units by Year Permitted

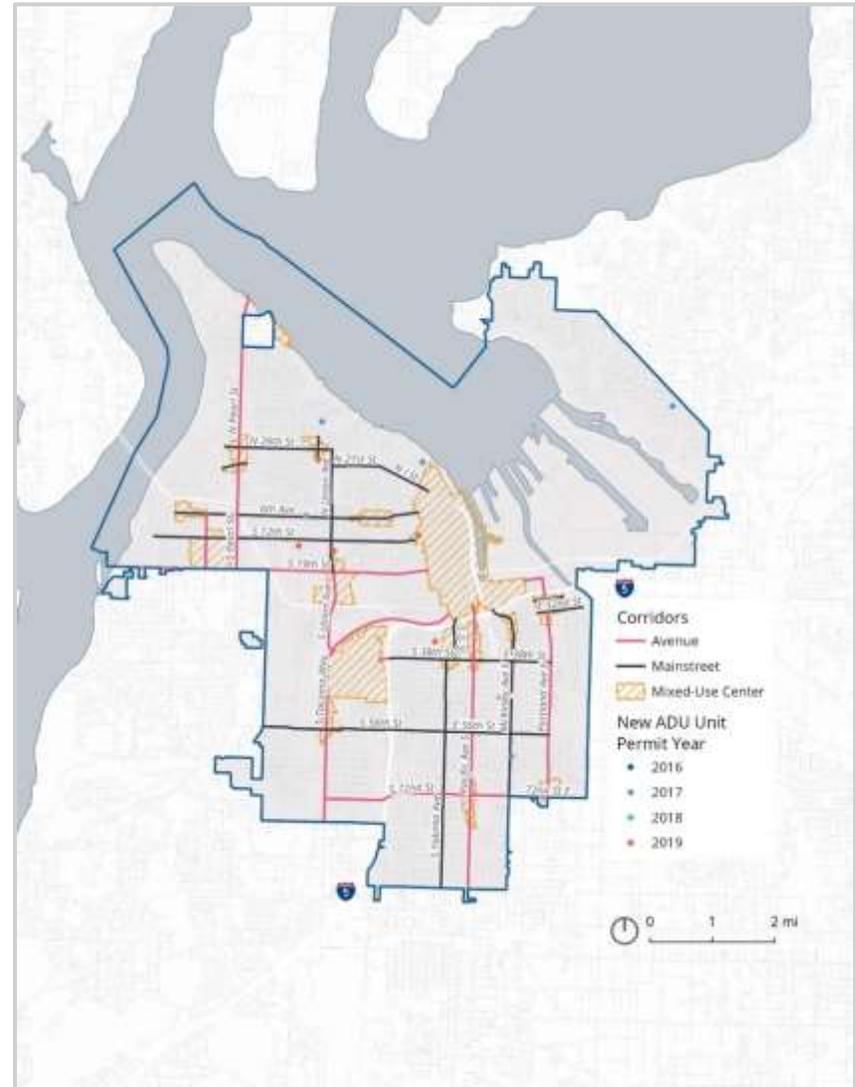
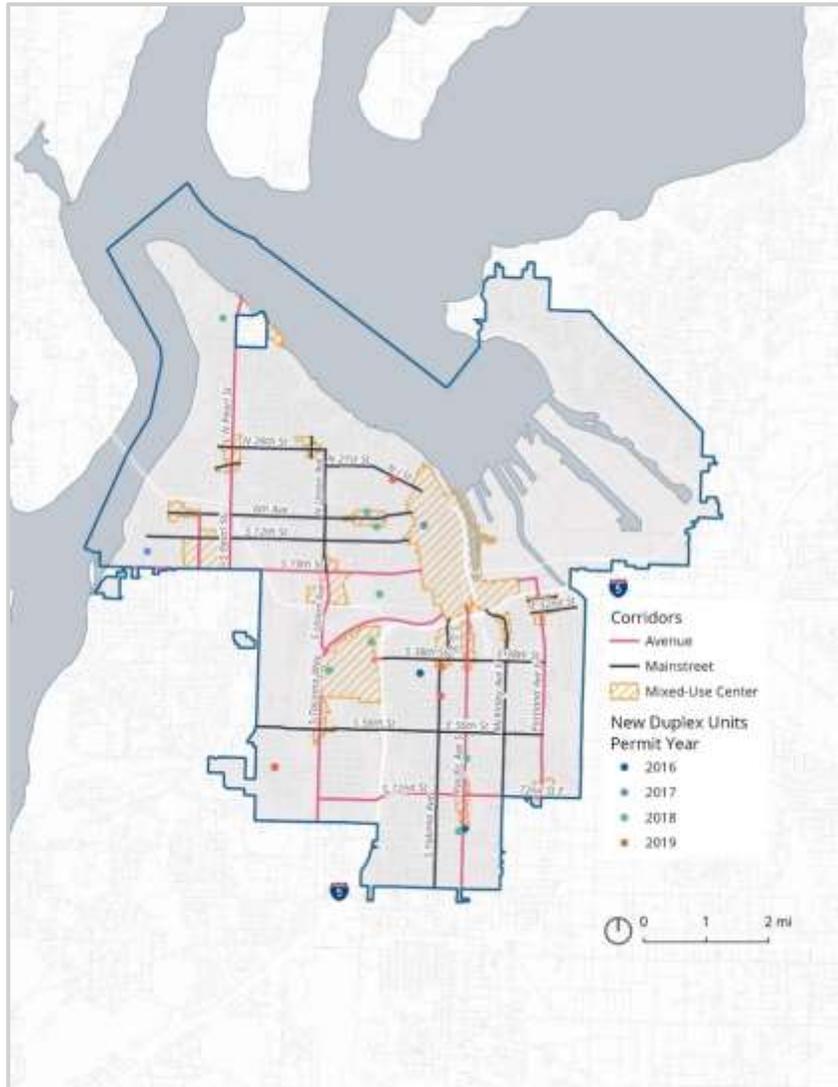
New Single Family Units by Year Permitted



Source: City of Tacoma and Root Policy Research.

Map of New Duplex Units by Year Permitted

Map of New ADUs by Year Permitted



Source: City of Tacoma and Root Policy Research.

Affordability Needs and Economic Feasibility

In Tacoma, as in many markets, residential development has been split between single family detached units and multifamily development—largely driven by past land use regulations. As land and development costs have risen, ownership in the form of single family detached housing has become out-of-reach for many.

The average sales price of a home listed or sold in Tacoma in 2020 ranged from \$311,000 to \$633,000, depending on the zip code. Between 2016 and 2019, the median home value in Tacoma rose by \$105,000—a 44 percent increase in three years. At this rate of growth, the median single family detached home in Tacoma could sell for nearly \$900,000 in 15 years.

At the same time, changes in household composition, employment patterns, and lifestyle choices have increased demand for renting, lengthened the period of rentership, and introduced the need for a greater variety of rental products. Flexibility in zoning is important to broaden both ownership and rental options.

The State Guidance for a HAP recommends that jurisdictions “conduct pro forma analyses of sample projects to estimate a developer’s expected return on investment under different scenarios. This can be helpful to calibrate requirements such as the amount of affordable units and affordability levels to maximize the benefits without discouraging use of the incentive by developers.”

The HAP economic feasibility analysis examined the AMI levels at several missing middle prototypes would reach given current development costs and expected returns.

Feasibility analyses were conducted for five missing middle prototypes:

- Owned duplexes;
- Owned townhomes;
- Small scale 3-story rental;
- Moderate scale 3-story rental; and
- Five to 7-story rental.



As the table below demonstrates, except for moderate-sized rentals, newly constructed missing middle products are affordable in the 90 to 150 percent AMI range. This compares to the 120 to 175 percent AMI range currently required to afford an existing single family home.

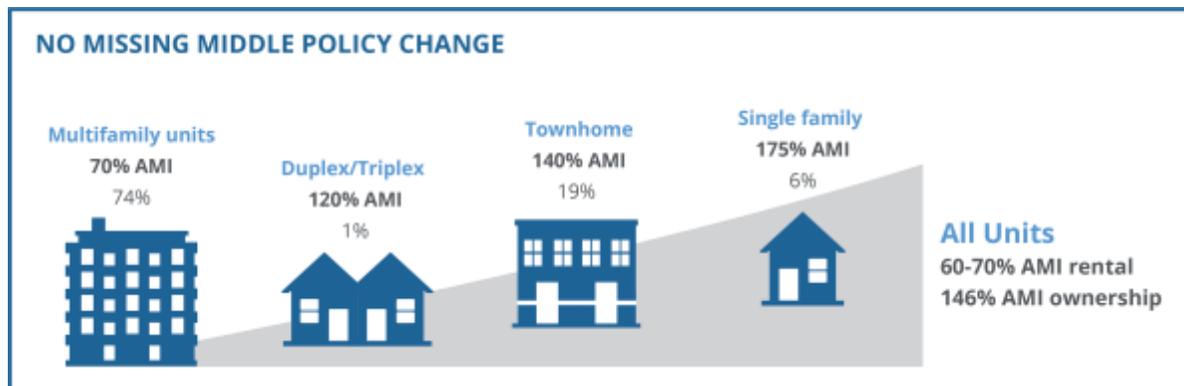
Larger multifamily developments are the best option for accommodating demand for very low to low income housing unit goals.

Missing Middle Prototypes, Rents and Sales Prices, and AMI Levels

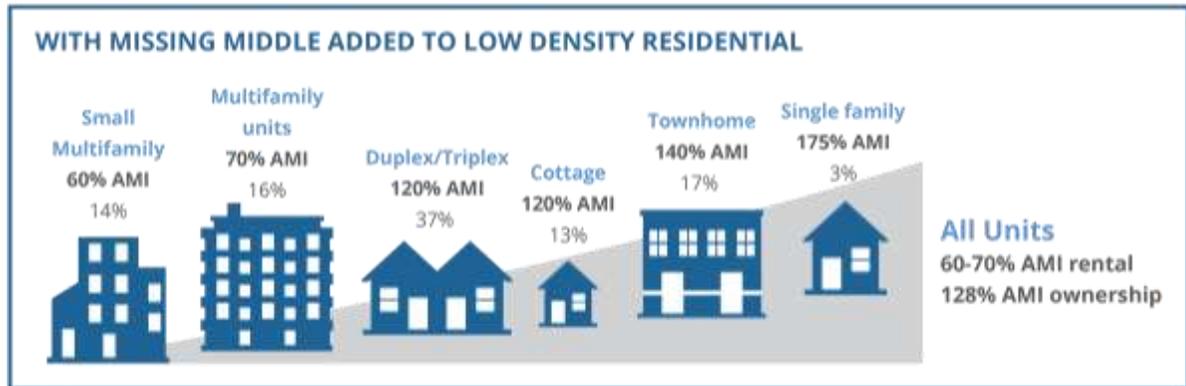
Missing Middle Residential Prototypes					
Rents and Affordability	Owner Duplex	Owner Townhomes	Small-Scale 3-Story Rental Residential	3-Story Rental Residential	7-Story Rental Residential
Low Cost Area					
Market rent	1,600	2,240	1,680	1,587	996
Equivalent AMI, rents (2-person hh)	90%	130%	100%	90%	60%
Market sales price	350,000	405,000			
Equivalent AMI, sales (2-person hh)	120%	135%			
High Cost Area					
Market rent	2,360	3,304	2,478	2,242	1,364
Equivalent AMI, rents (2-person hh)	135%	200%	140%	130%	80%
Market sales price	450,000	450,000			
Equivalent AMI, sales (2-person hh)	150%	150%			

Source: Root Policy Research.

If past unit development trends continue and development tilts toward the highest value products and sites within Tacoma, this would yield the following unit distribution. By AMI, this distribution would average 70 percent AMI for rental and 146 percent AMI for ownership.



An increase in the opportunity to develop missing middle unit types could result in the following. This would produce the same affordability for multifamily rentals—but a deeper level of affordability for ownership.



SECTION 3.

RECOMMENDATIONS

IF YOUR HOUSEHOLD EARNS...						
\$32,580 < 30% AMI	\$35,000 31-50% AMI	\$55,000 51-80% AMI	\$70,000 81-100% AMI	\$85,000 101-120% AMI	\$100,000 121-150% AMI	\$100,000+ 151%+ AMI
THE MAXIMUM RENT YOU CAN AFFORD IS...						
\$520	\$870	\$1,390	\$1,730	\$2,080	\$2,500	\$2,500+
THE MAXIMUM HOME PRICE YOU CAN AFFORD IS...						
\$90,000	\$150,000	\$240,000	\$300,000	\$350,000	\$450,000	\$450,000+
HOUSING TYPES AFFORDABLE TO RENTERS						
Publicly subsidized	ADU/Duplex		All products			
	New multifamily with incentives	New multifamily				
	Older non-subsidized multifamily					
HOUSING TYPES AFFORDABLE TO OWNERS						
	Nonprofit/land trust	Duplex	Townhome	All products		
		ADU	Cottage			
		Multi-plex/Townhome with incentives	Multi-plex/Townhome	Newer SFD		
			Older SFD			
CITY POLICY OPTIONS: RENTERS						
		ADU/infill/Small multifamily				
		Parking reductions				
		Moderate density bonus				
		Expedited review				
		Inclusionary zoning/fee-in-lieu				
		MFTE				
CITY POLICY OPTIONS: OWNERS						
		Infill				
		ADU				
		Expedited review				
		Inclusionary zoning/fee-in-lieu				
		MFTE				

Recommendations

The remaining section of the HAP outlines recommendations to adjust land use and housing policy to address current and projected housing needs. It is important to note that the HAP focuses on what the city can control—namely, zoning and standards. The city’s ability to achieve housing goals and for land use adjustments to result in increased housing affordability are dependent on numerous conditions, ranging from development site challenges to federal funding to assist households with very low incomes to investor and developer interest in Tacoma’s market.

These recommendations would achieve the overall mission for increasing housing options that contribute to vibrant, attractive, walkable and resilient neighborhoods and urban transit-oriented housing choice.

Housing Growth Vision

Increasing housing options that contribute to vibrant, attractive, walkable and resilient neighborhoods and urban transit-oriented housing choice.

Recommendations to Improve Housing Options in Tacoma: Housing Policy Guidance

Modify the city's inclusionary zoning ordinance to require a mandatory affordable housing contribution in high cost market areas.

- **Affordability impact:** Leverage private development to contribute to affordable housing goals.
- **Growth impact:** Capture affordability in growth that is already occurring.
- **Community impact:** Produce mixed-income housing and add affordable housing to high opportunity areas.

Inclusionary zoning, also known as inclusionary housing, refers to local ordinances that require that a share of newly developed residential units are affordable to low and moderate income households. The objective of inclusionary policies is to utilize the efficiencies of the private sector to create new affordable housing and mixed-income communities, often in exchange for density bonuses, fee waivers, or streamlined processing to offset the costs of the affordable units.

The state law that allows for cities and counties to establish inclusionary zoning (RCW 36.70A.540) requires that the jurisdiction provide increases in residential capacity through zoning changes, bonus densities, height and bulk increases, parking reductions or other regulatory changes or incentives. The policy objective should be to partially or totally offset the costs to developers of including affordable units with the potential increase in returns from additional height and density.

Tacoma currently has a range of inclusionary zoning approaches in place:

Voluntary IZ

- Downtown Regional Center, adopted 1999, modified 2015
- Mixed-Use Centers, adopted 2009, modified 2015 and 2018
- Planned Residential Districts, adopted 2015

Mandatory IZ

- Private Upzones, adopted 2015
- Tacoma Mall Regional Center IZ Pilot, adopted 2018

The AHAS calls for revisions to the city ordinance to better target unmet need and align with market realities. To date, the output in affordable housing has been limited. Only one project has been proposed for the mall area, and the incentives offered in voluntary areas have not been attractive enough to produce affordable units.

Inclusionary zoning, while a very effective tool in many high-cost markets, continues to be a challenge in Tacoma due to the limited amount of large-scale, multifamily development.

The feasibility analysis conducted for this study suggests that current inclusionary zoning applied to mid-scale, 3-story residential rental developments would be challenging in lower rent market areas. This type of development meets the minimum industry-standard return.

In high rent submarkets, mid-scale residential rentals can absorb affordable units and meet industry returns. This is also true of multifamily developments in the city's highest-demand areas—Downtown Tacoma, the waterfront. These developments can absorb inclusionary zoning requirements and meet typical industry expectations for investor returns.

Expand the Multifamily Tax Exemption (MFTE) to mid-scale residential areas and missing middle products with 4+ units developed in low density residential areas.

- **Affordability impact:** Based on recent trends, the affordable units developed through the MFTE could account for between 25 and 45 percent of annual housing goals for 50 percent AMI units.
- **Growth impact:** Distribute affordable housing throughout the city.
- **Community impact:** Leverage growth that is already occurring to integrate affordable units.

Under Washington state law, cities may establish a multifamily tax exemption (MFTE) program to stimulate the construction of new, rehabilitated, or converted multifamily housing within designated areas, including affordable housing. Only the value of eligible housing improvements is exempted from property taxes; land, existing improvements, and nonresidential improvements are nonexempt.⁴

Two options for property tax exemption exist: an 8 year option or a 12 year option, and these can only be applied to multifamily developments with 4 or more units. The 12 year option requires that developers rent or sell at least 20 percent of the units to low and moderate income households through the course of the exemption. Tacoma has defined this as 80 percent of AMI for renter households and 115 percent for homebuyer households.

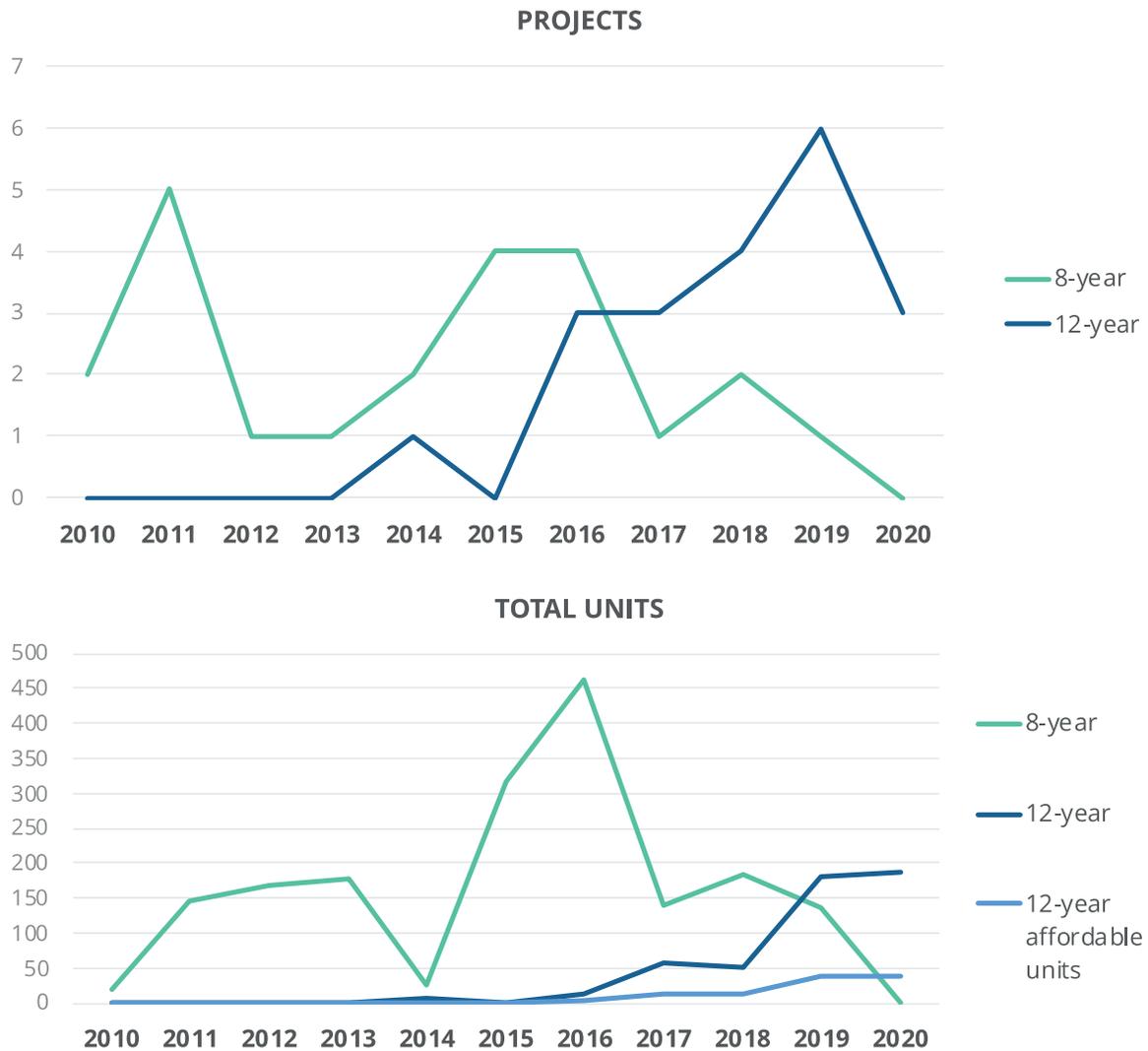
If property use changes in a manner inconsistent with program requirements before the 8- or 12-year exemption ends, back taxes are recovered based on the difference between actual taxes paid and those that would have been paid without the tax exemption.

The 12-year MFTE program requires a set aside of 20 percent of units for affordable housing. Since 2010, the MFTE program has produced 109 affordable units out of 496 total units

⁴ <https://app.leg.wa.gov/RCW/default.aspx?cite=84.14.020>

included in MFTE 12-year projects. The 8-year MFTE has generated 1,777 market rate units since 2010. Although these units do not carry an affordability commitment, production does help to expand housing supply and choice in the city.

8-Year v. 12-Year MFTE Projects



Note: Year is determined by when the project received a certificate of occupancy.
 Source: City of Tacoma and Root Policy Research.

The value of the MFTE to developers varies depending on the value of the property. On a per-unit basis, the exemption lowers rents slightly, but not enough to address the needs of extremely low income renters. This minimal cost savings, combined with the simplicity and transparency of the program, has made it favorable to developers. The rising demand for the 12-year MFTE in recent years suggest that expanding the incentive to apply to more geographic areas in Tacoma would increase the supply and broaden the geographic location of affordable units.

Enact an anti-displacement policy and supporting programs to minimize the effect of land use changes on low income renters and owners.

- **Affordability impact:** Target affordable housing to those who most need it.
- **Growth impact:** Ensure that housing units meet employment growth in low wage industries and allow workers in Tacoma to reside in Tacoma.
- **Community impact:** Preserve Tacoma’s socioeconomic and demographic diversity.

As noted above, the Planning Commissioners agreed that key element of the growth strategy is to minimize the displacement of residents who are not served by the private market.

The Existing Conditions analysis demonstrated that displacement is occurring in Tacoma for very low income households who do not receive housing subsidies: Between 2016 and 2019, rental units priced between \$625 and \$875 per month, serving households with incomes between \$20,000 and \$35,000, declined by 5,300 units.

Building upon this work and a best practices review of actions in peer communities, short-term recommended action items tailored to land use interventions that facilitate missing middle and affordable housing opportunities include:

1. Implement land use changes citywide to ensure that no neighborhoods are excluded from expanding missing middle and affordable housing opportunities.
2. Require that developers benefitting from additional density through expanding medium-scale residential neighborhoods, the Multi-family Tax Exemption (MFTE), fee waivers, expedited processing, and city-funding (through the Housing Division) adopt affirmative marketing practices (e.g., using multicultural models in advertisements, placing ads in culturally-targeted newspapers and radio stations, using a variety of languages, using accessible formats) when advertising available units.
3. Implement a resident preference policy that applies to both households at risk of displacement and residents living in neighborhoods with high-displacement risk. This policy would apply to developers who receive the MFTE, fee waivers, expedited processing, and city-funding.⁵

⁵ Seattle’s recent implementation of a community preference policy: <https://www.seattle.gov/housing/programs-and-initiatives/community-preference#:~:text=Community%20preference%20allows%20housing%20developments,%2C%5B1%5D%20and%20redlining>

4. Working with local architects and lenders, create a set of affordable ADU designs and a financing package to facilitate construction of ADUs by lower and moderate income owners to add affordable housing and/or create income-building.⁶
5. Require redevelopment of large sites with city investment (e.g., infrastructure expansion, land donation) to include deeply affordable ownership products such as land trust and sweat equity developed communities, as well as publicly-assisted rentals, and affirmatively market these products to households displaced and at-risk.
6. Coordinate with the Tacoma Housing Division to ensure that residents at risk of displacement have the resources they need to mitigate eviction (e.g., tenant based rental assistance, access to landlord mediation services, relocation assistance, financial literacy programs) and other forms of displacement. Target information campaigns in neighborhoods when private sector development is active.
7. Support anchor institutions and businesses at risk of displacement due to redevelopment by encouraging redeveloped property owners to continue current leases through city subsidies and/or implementing first rights of refusal for newly created and affordable space created through public investments.
8. Empower people of color and others who have historically been under-represented in policymaking to take a stronger role in shaping policy.

Establish policies to achieve antiracism goals in housing.

This recommendation calls for development of a plan through which housing policy implementation will be evaluated to ensure that policies help undo structural barriers to housing choice caused by historical discriminatory actions. An Antiracism plan for housing is being developed in consultation with the Housing Equity Taskforce (HET).

⁶ A model program can be found here: <https://www.mywdrc.org/adu-pilot-program>.

Recommendations to Improve Housing Options in Tacoma: Missing Middle Actions

Change Single-Family Land Use to Low-Density Residential.

- **Affordability impact:** Increase the inventory of affordable homeownership products, tilting the affordability levels closer to 120 percent AMI, from 150 percent+ AMI.
- **Growth impact:** Diversify the supply of unit types for owners and renters.
- **Community impact:** Expand affordable housing options citywide in areas of opportunity, where land is limited to absorb significant amounts of growth.

Low-scale Residential areas—Scenarios 1 and 2

- Extent: Missing Middle applicability areas (current Single-family and Multifamily Low Residential designations, minus Airport Overlay)
- Reduce minimum lot size to 2500 sf and reduce front setbacks to 10 feet; with an FAR of 0.5
- 2-unit and 3-unit dwellings (townhouses, a duplex + an ADU, or a triplex), cottage housing allowed by right on all standard size lots (5000 sf in R2, 7500 sf in R1)
- 4-plexes allowed on corner lots
- Small multifamily allowed on 10,000 sf + lots, with a Conditional Use Permit.

Expand mid-scale residential along Corridors and Create mid-scale residential transition zones around Centers

- **Affordability impact:** Increase the supply of rental developments, which are the best positioned to reach deeper levels of rental affordability (60-70% AMI).
- **Growth impact:** Broaden affordable rental products to meet affordability targets; expand land available to repurpose into missing middle products.
- **Community impact:** Expand housing options in walkable areas and near transit, promoting sustainability and community health .

Scenarios:

Scenario 1: Evolve Housing Choices

Mid-scale Residential area

- Extent:
 - Include the current Multifamily (Low Density) FLUM designation
 - Centers with a 1/8 mile buffer

- Corridors with immediate frontage (using 150 ft from centerlines, the intent is one lengthwise parcel or 2 side-by-side parcels)

- Uses:

- Same range of uses as above, in addition allow 3-4 story multifamily buildings

Scenario 2: Transform Housing Choices

Mid-scale Residential area

- Extent:

- Include the current Multifamily (Low Density) FLUM designation
- Centers with a ¼ mile buffer
- Transit lines and a 1/8 mile buffer
- Corridors with a 1/8 mile buffer

- Uses:

- Same as Scenario 1

Modify lot, parking, and access standards to remove barriers to infill.

- **Affordability impact:** Allow moderately-sized rental developments to reach < 60 percent AMIs (parking reductions). Increase the inventory of affordable rentals by up to 40 percent per development (building code changes).
- **Growth impact:** Incentivize the development of multifamily rentals.
- **Community impact:** Facilitate transit-dependent developments.

Constructing structured or underground parking adds a significant cost, generally between \$35,000 to \$50,000 per space, depending on the structure. Surface parking is much less expensive—around \$3,000 per space, yet is an efficient use of increasingly valuable land.

Reducing parking requirements in areas well-served by transit and easing requirements in exchange for affordable units helps rental developments reach 60 to 80 percent AMI rent levels without public subsidies and still achieve returns that remain competitive to investors.

The city should also allow flexibility in building code for wood frame construction, up to 7 stories, for rental developments that are 100 percent affordable in the 60-80 percent AMI range. This is allowed in more recent versions of the International Building Code (IBC). If all new moderately-sized rental developments added two stories using this option, 40 percent more 60-80 percent AMI units could be added to the city's stock, ensuring that the city could reach its 60-80 percent housing goal in less than 20 years.

Recommendations to Improve Housing Options in Tacoma: Supportive and Administrative Actions

Reduce development approval time.

- **Affordability impact:** Reduce the time it takes for housing to be developed and occupied by low and moderate income households; lower development costs; incentivize the development of affordable units by private sector developers.
- **Growth impact:** Incentivize the development of missing middle and affordable housing products.
- **Community impact:** Improve transparency.

Expedited processing and fee waivers, which Tacoma's original inclusionary zoning ordinance contemplated, have not been fully implemented by the city. The city is currently working toward adopting preapproved plans for ADUs and hiring an affordable housing project coordinator, both expected in 2021.

Expedited review is currently being piloted for a fully subsidized affordable project; the impact of expedited review on other development projects will be evaluated and potentially extended to other mixed-income projects.

The city should accelerate a streamlined development process for affordable missing middle and multifamily developments. The AHAS calls for a project coordinator to assist with permitted processing for affordable development and infill development, as well as an expansion of staff with subject matter expertise and on-call labor to assist with development review as needed.

Developer outreach for the HAP also identified a need for consistency in review of missing middle product types. As the city expands the land available for missing middle development it should avoid slowing down the development process and discouraging these housing types by treating each as a new concept.

Land Use Scenario Analysis (Forthcoming)

A predictive model was used to estimate the effect of the proposed missing middle code change scenarios. This analysis differs from the Buildable Lands report, although it does incorporate buildable land targets in its high growth scenario. This analysis uses a predictive model to determine the likelihood that lots will convert to missing middle development types as more flexible land use options are made available in Tacoma. It applies a more nuanced analysis to inform growth scenario development.



Home In Tacoma Project: Recommended Near-term Code Changes

Staff have prepared the following minor housing-related code changes. These changes would implement prior Council direction, clarify implementation, and implement state legislative requirements.

TOPICS:

Accessory Dwelling Unit (ADU) Code

Staff have developed a list of code changes to further clarify and streamline the ADU code based upon the now nearly 200 ADUs the City of Tacoma has permitted in over a little more than a year. There are no substantial policy changes being considered at this time. The changes range from further clarity on window opacity for privacy purposes, clarity on pathway placement, to more clarity on bonus square footage for ADU conversions with a garage. The changes would also clarify size limitations relating to attached ADUs and remove the language related to the amnesty program which ended in December.

Updates due to changes in State Law

In 2019 and 202 the state legislature adopted laws related to housing that the City is required to implement. These include updates to definitions of affordable housing and income levels in the Growth Management Act—staff will ensure that our own code language and definitions mirrors these changes. There are no policy change implications as a result of these changes, rather they are simply clarifications and more nuanced descriptors.

In addition, some minor code cleanup and clarification is required regarding affordable housing and possible minor required parking reduction and incentives. These include, parking requirement maximums for senior affordable housing located near high capacity transit, which the City will integrate in our parking code. The most significant is a mandate that cities offer religious institutions a density bonus for affordable housing, which staff is integrating into code.

Adjustment to plat procedures and polices

Staff is refining the platting procedures and policies which require, unnecessarily, that some platting actions go to the full city council for consideration when state law does not mandate that, but rather that the hearings examiner oversee the items.





To: Planning Commission
From: Stephen Atkinson, Planning Services Division
Subject: **Tideflats and Industrial Land Use Regulations**
Meeting Date: February 3, 2021
Memo Date: January 27, 2021

Action Requested:

Select a regulatory option for Heavy Industrial Use Category 5 “Oil, or other liquefied or gaseous fossil fuel terminals, bulk storage, manufacturing, production, processing or refining of oil or other liquefied or gaseous fossil fuels;” release draft exhibits for public review and comments; and set a public hearing on March 3, 2021 at approximately 5:30 PM, and accepting public comments through close of business on March 8, 2021.

Discussion:

At the Planning Commission’s meeting on February 3, 2021, staff will present a summary of pertinent policies and area-wide context that apply specifically to the discussion of oil and other fossil fuel production facilities currently located in the Port of Tacoma Manufacturing and Industrial Center. The attachments include a review of Comprehensive Plan policies, the Magnuson Amendment, the Washington State Oceanic Resources Management Act, Tacoma City Council Resolution No. 40509 declaring a climate emergency, and information regarding local, regional, and state greenhouse gas emissions targets.

Staff is seeking Planning Commission direction on a preferred code option to develop for release for public review and comment. Key issues to address in order to release a draft code exhibit include:

1. Differentiating fossil fuel production facilities and renewable fuel production facilities;
2. Expansion of existing facilities;
3. Conditional use criteria for new or expanded fossil fuel or renewable fuel facilities, including greenhouse gas mitigation, fuel transfer reporting requirements, bonding, spill management plans, and mitigation sequencing for impacts to environmental, social, and economic resources, including tribal fishing rights.

Finally, staff will review the exhibits relating to 1. Permit Notification, 2. Conversion of Industrial Lands, 3. Residential Encroachment, and 4. Siting of Heavy Industrial Uses, and request approval to release documents for public review.

In support of the discussion, staff will provide an update to the Commission on the Fossil Fuel Baseline Study, as directed by Council in Resolution No. 40509. BERK consulting staff, who are supporting the effort, will present the following topics:

- Trends in energy and fossil fuel consumption, movement, and infrastructure for the State
- For Tacoma specifically, overview of fossil fuels facilities, movement of fossil fuels for select modes of transportation
- Overview of data availability and planned next steps

The presentation will end with a discussion of key questions and follow-up to support the Planning Commission’s consideration of final recommendations.



Project Summary:

On October 20, 2020 the City Council approved Amended Ordinance No. 28696, which approved a 6-month extension of the Tideflats Interim Regulations and also directed the Planning Commission and staff to begin a process to develop new recommendations for a non-interim ordinance to replace the interim regulations.

This project will review land use regulations in the Port of Tacoma Manufacturing and Industrial Center and Industrial Zoning Districts City-wide to address the following issues:

- Public notification requirements for permits and land use amendments;
- Conversion of industrial lands to non-industrial uses;
- Encroachment of residential developments on industrial lands;
- Siting of potentially high risk/high impact heavy industrial uses.

The process will result, at a minimum, in proposed amendments to the Tacoma Municipal Code, Title 19 Shoreline Master Program and Title 13 Land Use Regulatory Code, and will be conducted in accordance with the procedural requirements of the State Shoreline Management Act, Growth Management Act, State Environmental Policy Act, and Tacoma Municipal Code.

Prior Actions:

On January 20, 2021, the Planning Commission reviewed key data and findings related to Issue 4 Siting of Potentially High Risk/High Impact Heavy Industrial Uses, and reviewed regulatory options for 1. Mining and Quarrying, 2. Smelting, 3. Coal Facilities, and 4. Chemical Manufacturing.

On January 13, 2021, the Planning Commission conducted a listening session with panelists representing environment and health, neighborhoods, and port/labor/industry perspectives.

On January 6, 2021, the Planning Commission reviewed proposed regulatory options for 1. Permit Notification, 2. Conversion of Industrial Lands, and 3. Residential Encroachment.

On December 2, 2020, the Planning Commission conducted a public scoping hearing and accepted written comments on the draft scope of work. Following the hearing, the Commission discussed the public testimony and approved modifications to the scope of work.

On November 18, the Planning Commission reviewed Amended Ordinance No. 28696 and a Draft Scope of Work for the Non-interim Industrial Land Use Regulations and set a public scoping hearing for December 2, 2020. The Commission modified the scope of work to include additional potential engagement opportunities.

On May 9, 2017, the City Council adopted Resolution No. 39723 initiating a subarea planning process for the Port/Tideflats area. In addition, the resolution requested the Planning Commission consider the need for interim regulations in the Tideflats area while the subarea planning process is under way.

The Planning Commission determined that interim regulations were warranted and on October 4, 2017 forwarded its recommendation to the City Council for consideration. In support of these deliberations the Commission conducted a public hearing, at which 81 people testified, and reviewed over 200 written comments. Attached is the Commission's Findings and Recommendations Report, dated October 4, 2017.

Staff Contacts:

- Stephen Atkinson, satkinson@cityoftacoma.org
- Larry Harala, lharala@cityoftacoma.org

Attachments:

- A. Draft Options Analysis Report – Siting and Expansion of High Risk/High Impact Heavy Industrial Uses, Section VI, Oil and Liquefied Fossil Fuel Industries
 - B. Draft Exhibits
 - C. Resolution No. 40509
- c. Peter Huffman, Director

Section D. Siting and Expansion of High Risk/High Impact Heavy Industrial Uses

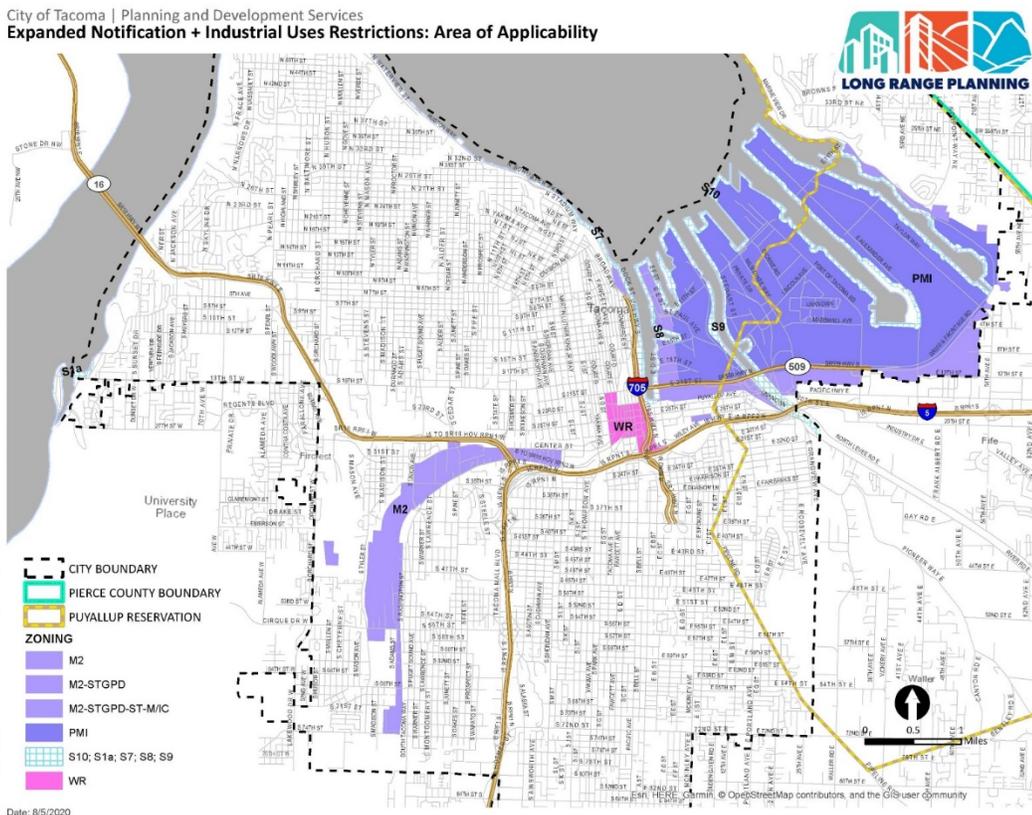
Subsection VI: Oil and liquefied fossil fuel industries

1. Issue Description

Broadly, this review will consider the siting of specific potentially high risk/high impact heavy industrial uses. Current zoning and land use regulations consolidate a broad spectrum of industrial use and activity within a single heavy industrial use category despite a diverse differentiation of potential impacts and risks associated with such uses. In addition, current regulations permit heavy industrial use outright within the M-2 Heavy Industrial District and PMI Port Maritime Industrial District without special use standards tailored to address the disparate potential impacts of use and activity that fall under this category. This review will consider the compatibility of specific heavy industrial uses with the use priorities in the Port Tideflats as well as compatibility with environmental site context and surrounding land uses. The result of this review may be the establishment of more specific uses to be regulated under TMC 13.06 Zoning and Title 19 Shoreline Master Program.

2. Interim Area of Applicability

This review applies to heavy industrial uses citywide. There are five general use categories under consideration, all of which are allowed in different zoning districts throughout the City. In general, the following map indicates zoning districts that allow heavy industrial uses. However, the specific use subsections will identify other zoning districts where the uses are allowed.



3. Policy Review

In addition to policies specifically cited in previous staff reports from January 6, 2021 and January 20, 2021, the following policies and findings apply to the discussion of oil and liquefied fossil fuel industries.

➤ **Magnuson Amendment**

<https://www.law.cornell.edu/uscode/text/33/476>

(a) The Congress finds that—

- (1) the navigable waters of Puget Sound in the State of Washington, and the natural resources therein, are a fragile and important national asset;
 - (2) Puget Sound and the shore area immediately adjacent thereto is threatened by increased domestic and international traffic of tankers carrying crude oil in bulk which increases the possibility of vessel collisions and oil spills; and
 - (3) it is necessary to restrict such tanker traffic in Puget Sound in order to protect the navigable waters thereof, the natural resources therein, and the shore area immediately adjacent thereto, from environmental harm.
- (b) Notwithstanding any other provision of law, on and after October 18, 1977, no officer, employee, or other official of the Federal Government shall, or shall have authority to, issue, renew, grant, or otherwise approve any permit, license, or other authority for constructing, renovating, modifying, or otherwise altering a terminal, dock, or other facility in, on, or immediately adjacent to, or affecting the navigable waters of Puget Sound, or any other navigable waters in the State of Washington east of Port Angeles, which will or may result in any increase in the volume of crude oil capable of being handled at any such facility (measured as of October 18, 1977), other than oil to be refined for consumption in the State of Washington.

➤ **Ocean Resources Management Act**

<https://app.leg.wa.gov/RCW/default.aspx?cite=43.143>

Legislative findings.

(1) Washington's coastal waters, seabed, and shorelines are among the most valuable and fragile of its natural resources.

(2) Ocean and marine-based industries and activities, such as fishing, aquaculture, tourism, and marine transportation have played a major role in the history of the state and will continue to be important in the future.

(3) Washington's coastal waters, seabed, and shorelines are faced with conflicting use demands. Some uses may pose unacceptable environmental or social risks at certain times.

(4) The state of Washington has primary jurisdiction over the management of coastal and ocean natural resources within three miles of its coastline. From three miles seaward to the boundary of the two hundred mile exclusive economic zone, the United States federal government has primary jurisdiction. Since protection, conservation, and development of the natural resources in the exclusive economic zone directly affect Washington's economy and environment, the state has an inherent interest in how these resources are managed.

Legislative policy and intent—Moratorium on leases for oil and gas exploration, development, or production—Appeals from regulation of recreational uses—Participation in federal ocean and marine resource decisions.

(1) The purpose of this chapter is to articulate policies and establish guidelines for the exercise of state and local management authority over Washington's coastal waters, seabed, and shorelines.

(2) There shall be no leasing of Washington's tidal or submerged lands extending from mean high tide seaward three miles along the Washington coast from Cape Flattery south to Cape Disappointment, nor in Grays

Attachment A

Harbor, Willapa Bay, and the Columbia river downstream from the Longview bridge, for purposes of oil or gas exploration, development, or production.

(3) When conflicts arise among uses and activities, priority shall be given to resource uses and activities that will not adversely impact renewable resources over uses which are likely to have an adverse impact on renewable resources.

(4) It is the policy of the state of Washington to actively encourage the conservation of liquid fossil fuels, and to explore available methods of encouraging such conservation.

(5) It is not currently the intent of the legislature to include recreational uses or currently existing commercial uses involving fishing or other renewable marine or ocean resources within the uses and activities which must meet the planning and review criteria set forth in RCW [43.143.030](#). It is not the intent of the legislature, however, to permanently exclude these uses from the requirements of RCW [43.143.030](#). If information becomes available which indicates that such uses should reasonably be covered by the requirements of RCW [43.143.030](#), the permitting government or agency may require compliance with those requirements, and appeals of that decision shall be handled through the established appeals procedure for that permit or approval.

(6) The state shall participate in federal ocean and marine resource decisions to the fullest extent possible to ensure that the decisions are consistent with the state's policy concerning the use of those resources.

Planning and project review criteria.

(1) When the state of Washington and local governments develop plans for the management, conservation, use, or development of natural resources in Washington's coastal waters, the policies in RCW [43.143.010](#) shall guide the decision-making process.

(2) Uses or activities that require federal, state, or local government permits or other approvals and that will adversely impact renewable resources, marine life, fishing, aquaculture, recreation, navigation, air or water quality, or other existing ocean or coastal uses, may be permitted only if the criteria below are met or exceeded:

(a) There is a demonstrated significant local, state, or national need for the proposed use or activity;

(b) There is no reasonable alternative to meet the public need for the proposed use or activity;

(c) There will be no likely long-term significant adverse impacts to coastal or marine resources or uses;

(d) All reasonable steps are taken to avoid and minimize adverse environmental impacts, with special protection provided for the marine life and resources of the Columbia river, Willapa Bay and Grays Harbor estuaries, and Olympic national park;

(e) All reasonable steps are taken to avoid and minimize adverse social and economic impacts, including impacts on aquaculture, recreation, tourism, navigation, air quality, and recreational, commercial, and tribal fishing;

(f) Compensation is provided to mitigate adverse impacts to coastal resources or uses;

(g) Plans and sufficient performance bonding are provided to ensure that the site will be rehabilitated after the use or activity is completed; and

(h) The use or activity complies with all applicable local, state, and federal laws and regulations.

➤ City of Tacoma Shoreline Master Program and State Shoreline Management Act

Designation of Shorelines of Statewide Significance

In accordance with RCW 90.58.030(2)(f), the following City of Tacoma shorelines are designated shorelines of statewide significance:

1. The Puyallup River and associated shorelands within the City boundary consistent with RCW 90.58.030(2)(f)(v)(A) and (vi); and

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2. Those areas of the Puget Sound and Commencement Bay within the City lying seaward from the line of extreme low tide.

4.3 Statewide Interests Protected

In accordance with RCW 90.58.020, the City shall manage shorelines of statewide significance in accordance with this section and in accordance with this Program as a whole. Preference shall be given to uses that are consistent with the statewide interest in such shorelines. Uses that are not consistent with this section or do not comply with the other applicable policies and regulations of this Program shall not be permitted on shorelines of statewide significance. In managing shorelines of statewide significance, The City of Tacoma shall:

1. Recognize and protect the statewide interest over local interest;
2. Preserve the natural character of the shoreline;
3. Seek long-term benefits over short-term benefit;
4. Protect the resources and ecology of the shoreline;
5. Increase public access to publicly owned areas of the shoreline;
6. Increase recreational opportunities for the public in the shoreline; and
7. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

4.4 Policies for Shorelines of Statewide Significance

The statewide interest should be recognized and protected over the local interest in shorelines of statewide significance. To ensure that statewide interests are protected over local interests, the City shall review all development proposals within shorelines of statewide significance for consistency with RCW 90.58.020 and the following policies:

1. Redevelopment of shorelines should be encouraged where it restores or enhances shoreline ecological functions and processes impaired by prior development activities.
2. The Washington Departments of Fish and Wildlife and Ecology, the Puyallup Tribe, and other resource agencies should be consulted for development proposals that could affect anadromous fisheries.
3. The range of options for shoreline use should be preserved to the maximum possible extent for succeeding generations. Development that consumes valuable, scarce or irreplaceable natural resources should not be permitted if alternative sites are available.
4. Potential short term economic gains or convenience should be measured against potential long term and/or costly impairment of natural features.
5. Protection or enhancement of aesthetic values should be actively promoted in new or expanding development.
6. Resources and ecological systems of shorelines of statewide significance should be protected.
7. Those limited shorelines containing unique, scarce and/or sensitive resources should be protected to the maximum extent feasible.
8. Erosion and sedimentation from development sites should be controlled to minimize adverse impacts on ecosystem processes. If site conditions preclude effective erosion and sediment control, excavations, land clearing, or other activities likely to result in significant erosion should be not be permitted.
9. Public access development in extremely sensitive areas should be restricted or prohibited. All forms of recreation or access development should be designed to protect the resource base upon which such uses in general depend.

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10. Public and private developments should be encouraged to provide trails, viewpoints, water access points and shoreline related recreation opportunities whenever possible. Such development is recognized as a high priority use.
11. Development not requiring a waterside or shoreline location should be located upland so that lawful public enjoyment of shorelines is enhanced.

Purpose and Intent

Consistent with the Shoreline Management Act, this Program is intended to:

1. Prevent the inherent harm of uncoordinated and piecemeal development of the state's shoreline.
2. Implement the following laws or the applicable elements of the following:
 - a. Shoreline Management Act: RCW 90.58;
 - b. Shoreline Guidelines: WAC 173-26;
 - c. Shoreline Management Permit and Enforcement procedures: WAC 173-27; and
 - d. To achieve consistency with the following laws or the applicable elements of the following:
 - i. The Growth Management Act: RCW 36.70A;
 - ii. City of Tacoma Comprehensive Plan; and
 - iii. Chapter 13 of the City of Tacoma Municipal Code;
3. Guide the future development of shorelines in the City of Tacoma in a positive, effective, and equitable manner consistent with the Washington State Shoreline Management Act of 1971 (the "Act") as amended (RCW 90.58).
4. Promote the public health, safety, and general welfare of the community by providing long range, comprehensive policies and effective, reasonable regulations for development and use of Tacoma's shorelines; and
5. Ensure, at minimum, no net loss of shoreline ecological functions and processes and to plan for restoring shorelines that have been impaired or degraded by adopting and fostering the following policy contained in RCW 90.58.020, Legislative Findings for shorelines of the State:

"It is the policy of the State to provide for the management of the shorelines of the State by planning for and fostering all reasonable and appropriate uses. This policy is designed to insure the development of these shorelines in a manner, which, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest. This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the State and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto...

In the implementation of this policy the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the State shall be preserved to the greatest extent feasible consistent with the overall best interest of the State and the people

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generally. To this end uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment or are unique to or dependent upon use of the State's shoreline. Alterations of the natural condition of the shorelines of the State, in those limited instances when authorized, shall be given priority for single family residences, ports, shoreline recreational uses including but not limited to parks, marinas, piers, and other improvements facilitating public access to shorelines of the State, industrial and commercial developments which are particularly dependent on their location on or use of the shorelines of the State, and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines of the State.

Permitted uses in the shorelines of the State shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area and any interference with the public's use of the water."

Shoreline Land Use Policies

1. Encourage new water-dependent, water-related, and water-enjoyment uses in priority order.
2. Support the City Comprehensive Plan policies as they relate to the shoreline.
7. Discourage new non-water-oriented industrial uses from locating inside shoreline jurisdiction, in order to reserve adequate land supply to serve future water-dependent and water-related industrial uses.
8. Promote and encourage uses and facilities that require and take advantage of the deep water of Commencement Bay and the associated Waterways.
9. Support the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems, and ensure that container ports continue to function effectively alongside vibrant city waterfronts.

Economic Policies

3. Encourage new economic uses that create family wage jobs and employment.
4. Ensure that only those new industries that are either water-dependent or water-related operate in the shoreline area.
6. Encourage economic development that has minimal adverse effects and mitigates unavoidable impacts upon shoreline ecological functions and processes and the built environment.
7. Support the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems, and ensure that container ports continue to function effectively alongside vibrant city waterfronts.
8. Encourage shoreline development that has a positive effect upon economic and social activities of value to the City and region.

Flood Prevention and Flood Damage Minimization

3. Discourage development in floodplains, channel migration zones and coastal high hazard areas associated with the City's shorelines that would individually or cumulatively result in an increased risk of flood damage.

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Critical Areas and Marine Shoreline Protection

1. Maintain healthy, functioning ecosystems through the protection of ground and surface waters, marine shorelines, wetlands, and fish and wildlife and their habitats, and to conserve biodiversity of plant and animal species.
2. Prevent cumulative adverse impacts to water quality, streams, FWHCAs, geologic hazard areas, shoreline functions and processes, and wetlands over time.
3. Give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.
4. Shoreline use and development should be carried out in a manner that achieves no net loss of ecological functions; in assessing the potential for net loss of ecological functions or processes, project specific and cumulative impacts should be considered.
7. Protect members of the public and public resources and facilities from injury, loss of life, or property damage due to landslides and steep slope failures, erosion, seismic events, volcanic eruptions, flooding or similar events.
8. Protect natural processes and functions of Tacoma's environmental assets (wetlands, streams, lakes, and marine shorelines) in anticipation of climate change impacts, including sea level rise.

Port/Industrial Use Policies

1. Because of the great natural deep water potential of Commencement Bay, new deep water terminal and port-related industrial development is encouraged.
2. Because of the exceptional value of Puget Sound shorelines for residential, recreational, resource and other economic elements requiring clean water, deep water terminal expansion should not include oil super tanker transfer or super tanker storage facilities.

➤ One Tacoma Comprehensive Plan

The introduction to One Tacoma states an overarching goal to advance sustainable growth, including an overall reduction in greenhouse gas emissions.

- Policy EN-1.3 Consider the impacts of climate change and the risks to the city's environmental assets in all phases of planning, programming and investing.
- Policy EN-1.9 Develop hazard mitigation plans that reduce exposure of Tacoma citizens to future disasters or hazards (e.g., flooding, earthquakes, winds).
- Policy EN-1.12 Coordinate plans and investments with other jurisdictions, air and water quality regulators, watershed councils, soil conservation organizations and community organizations and groups to maximize the benefits and cost-effectiveness of watershed environmental efforts and investments.
- Policy EN-1.17 Assess and periodically review the best available science for managing critical areas and natural resources and utilize the development of plans and regulations while also taking into consideration Tacoma's obligation to meet urban-level densities under the Growth Management Act.
- Policy EN-1.26 Maintain, implement and periodically update a climate action plan and greenhouse gas inventory, and adjust greenhouse gas emission targets accordingly to ensure successful implementation and consistency with regional and state goals.
- Policy EN-1.30 Promote community resilience through the development of climate change adaptation strategies. Strategies should be used by both the public and private sectors to help minimize the potential impacts of climate change on new and existing development and operations, include programs that

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encourage retrofitting of existing development and infrastructure to adapt to the effects of climate change.

- Goal EN-3 Ensure that all Tacomans have access to clean air and water, can experience nature in their daily lives and benefit from development that is designed to lessen the impacts of natural hazards and environmental contamination and degradation, now and in the future.
- Policy EN-3.1 Ensure that the City achieves no-net-loss of ecological functions over time.
- Policy EN-3.2 Evaluate the potential adverse impacts of proposed development on Tacoma's environmental assets, their functions and the ecosystem services they provide.
- Policy EN-3.3 Require that developments avoid and minimize adverse impacts, to the maximum extent feasible, to existing natural resources, critical areas and shorelines through site design prior to providing mitigation to compensate for project impacts.
- Policy EN-3.4 Encourage mitigation approaches when preservation is not feasible that maximize the intended ecosystem benefits. Require on-site or use of established approved mitigation banks versus off-site mitigation; unless off-site mitigation within the same watershed will improve mitigation effectiveness.
- Goal EN-4 Achieve the greatest possible gain in environmental health City-wide over the next 25 years through proactive planning, investment and stewardship.
- Policy EN-4.7 Ensure that plans and investments are consistent with, and advance, efforts to improve air quality and reduce exposure to air toxics, criteria pollutants and urban heat island effects. Consider air quality related health impacts on all Tacomans.
- Policy EN-4.8 Achieve criteria air pollutant [particle pollution, ground-level ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and lead] reductions in both municipal operations and the community.
- Policy EN-4.41 Support the reduction of Tacoma's greenhouse gas emissions consistent with the City's adopted targets.

➤ Resolution 40509

[T]he City declares that our city, region, state, nation, civilization, humanity, and the natural world are experiencing a climate emergency, and the City Council hereby expresses its support for initiatives to foster a Citywide climate emergency mobilization effort to combat global warming that will result in the goal of a just transition to a carbon-neutral economy and accelerate adaptation and resilience strategies in preparation for intensifying climate impacts.

[T]he City Manager shall establish a method by which the quantity and type of fossil and bio-fuels produced, refined, stored in, and distributed through the City of Tacoma can be determined, and periodically reported. The City Manager should further establish a method to gather information on specific fossil fuel facilities in the City of Tacoma, including changes of ownership, mergers and acquisitions, investor presentations and reports, or any other public information that may indicate a facility's interest or intent to expand in the future, taking into account broader market trends in oil and gas refining and export in the Pacific Northwest. If this method does not require the consideration of additional City Council legislation, the method will be implemented and the data furnished to the City Council on a periodic basis, depending on the frequency of availability of data.

➤ Staff Findings:

1. The Magnuson Amendment describes the risks associated with oil shipments in Puget Sound waters and enunciates a policy to restrict new crude oil vessel traffic to prevent irreparable harm. However, Magnuson only applies to Federal permits and not local permitting.

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2. The Ocean Resources Management Act (ORMA) describes the value and fragility of marine/oceanic resources and acknowledges that significant other social and economic uses depend on the health of these waters. ORMA was adopted in response to potential oil and gas exploration, development, and production in oceanic waters and provides a framework for prioritizing uses. Specifically, ORMA recognizes the risk to oceanic resources resulting from liquid fossil fuels and includes a state policy to conserve liquid fossil fuels. In addition, ORM gives priority to uses that will not have an adverse impact on renewable resources.
3. The State Shoreline Management Act and Tacoma’s Shoreline Master Program establish use policies and preferences for shoreline areas, which include:
 - a. Fostering reasonable and appropriate uses;
 - b. Ports and industrial uses which are dependent on a shoreline location.
 - c. For shorelines of statewide significance, which includes the waters of Commencement Bay and the Puyallup River, the policy intent is to protect long term interests and statewide interests over local, short term benefits. Furthermore, the intent prioritizes uses that will protect the ecological functions of these waters and promotes the preservation of shoreline space for the use of succeeding generations.
4. In considering which uses are deemed “reasonable and appropriate” the following policies should be considered:
 - a. Discourage uses that would increase potential flood damage.
 - b. Encourage uses that will not result in cumulative adverse impacts to natural resources.
 - c. Support uses that result in a broader economic and social contribution.
 - d. Give special consideration to the potential impacts to salmonids.
 - e. Prioritize uses that can achieve no net loss of ecological functions.
 - f. Finally, the policies include language expressly discouraging expansion of oil super tankers, recognizing the potential harm resulting from a spill or collision.
 - g. Encourage new uses that support the City’s air quality goals, for both reduction of criteria air pollutants and greenhouse gas emissions.
5. Resolution No. 40509 direct the City to mobilize to transition to a carbon-neutral economy.

4. Code Amendment Options

➤ **Proposed Amendments to TMC 13.01 Definitions and Title 19 Shoreline Master Program Chapter 10:**

"Facility Emissions" means greenhouse gas emissions associated with fossil fuel refineries, processing, or fossil fuel transshipment facilities based upon the refining and processing of fossil fuels located within the Port of Tacoma Manufacturing and Industrial Center.

"Fossil fuels" include coal, petroleum, crude oil, natural gas, oil shales, bitumens, tar sands, propane, butane, and heavy oils. All contain carbon and were formed as a result of geologic processes acting on the remains of organic matter. Renewable fuels are not fossil fuels.

"Fossil-Fuel Refinery" means a facility that converts crude oil and other liquids into petroleum products including but not limited to gasoline, distillates such as diesel fuel and heating oil, jet fuel, petrochemical

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feedstocks, waxes, lubricating oils, and asphalt. Activities that support refineries include but are not limited to: bulk storage, manufacturing, or processing of fossil fuels or by-products. This definition excludes Small Fossil or Renewable Storage and Distribution Facilities.

“Greenhouse Gas Emissions” means gases that trap heat in the atmosphere. "Greenhouse gas," "greenhouse gases," "GHG," and "GHGs" includes carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and any other gas or gases designated by the federal clean air act (United States Code Title 42, Chapter 85), state clean air act (Chapter 70.94 RCW) or state limiting greenhouse gas emissions law (Chapter 70.235 RCW).

“Lifecycle greenhouse gas emissions” means the aggregate quantity of greenhouse gas emissions (including direct emissions and significant indirect emissions), related to the full fuel lifecycle, including all stages of fuel and feedstock production and distribution, from feedstock generation or extraction through the distribution and delivery and use of the finished fuel to the ultimate consumer, where the mass values for all greenhouse gases are adjusted to account for their relative global warming potential.

“Major fossil fuel facilities” means:

- Fossil fuel refinery;
- Terminals engaged in the bulk movement of fossil fuels (excluding railyards and marine fueling facilities);
- Natural gas processing: any facility which (i) separates natural gas components to recover usable natural gas liquids (i.e., liquefied petroleum or natural gas), or (ii) produces natural gas suitable for transport (i.e., pipeline quality dry natural gas), or (iii) processes natural gas to create methanol or other chemical products.
- Bulk storage and processing of one type of fossil fuel, or a combination of multiple types of fossil fuels, in excess of one million gallons.

“Renewable Fuel” means fuels that are synthesized from renewable energy sources, such as wind and solar, those approved by the US Environmental Protection Agency (EPA) Renewable Fuels Standard Program and hydrogen fuels (when produced with renewable processes), that result in a lifecycle greenhouse gas emission reduction of at least 50% or more under the Federal Clean Air Act, until such time as a state renewable fuel standard is adopted. Upon adoption of a state standard, the state standards will be used to define the use classification. Renewable fuels shall not include products produced from palm oil or other feedstocks that cannot be proven to reduce greenhouse gas emissions utilizing accepted methods of the Washington State Department of Ecology or US EPA.

“Renewable Fuel Production Facilities” means

- A Renewable Fuel Refinery: a facility that processes or produces renewable fuels, excluding Small Fossil or Renewable Storage and Distribution Facilities.
- Shipment and Trassshipment facilities: the process of off-loading of fuel materials, refined or unrefined, refinery feedstocks, products or by products, from one transportation facility and loading it onto another transportation facility for the purposes of transporting such products into or out of the City of Tacoma. Examples of transportation facilities include ship, truck, or freight car.
- Bulk storage of one type of renewable fuel, or a combination of multiple types of renewable fuels, in excess of two million gallons.

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“Small Fossil or Renewable Fuel Storage and Distribution Facilities” means:

- Equipment and buildings used for purposes of direct sale or distribution to consumers of fossil fuels or renewable fuels, or
- Accessory equipment that supplies fossil fuels or renewable fuels to an onsite allowed commercial or industrial operation, including facilities for vessel and vehicle fueling, and that does not meet the definitions of a major fossil fuel facility.

➤ **Proposed Amendments to TMC 13.05.010 Conditional Use Permits and Title 19 Chapter 2.1.7.f Shoreline Conditional Use Permits:**

***New* Major Fossil Fuel Facilities and Renewable Fuel Facilities**

In addition to the general conditional use criteria, new or expansion of Major Fossil Fuel Facilities and Renewable Fuel Facilities must demonstrate the following:

1. There is a demonstrated significant local, state, or national need for the proposed use or activity;
2. There is no reasonable alternative to meet the public need for the proposed use or activity;
3. There will be no likely long-term significant adverse impacts to shoreline resources or uses or state waters;
4. All feasible steps are taken to avoid and minimize adverse environmental impacts.
5. All feasible steps are taken to avoid and minimize adverse social and economic impacts, including impacts on aquaculture, recreation, tourism, navigation, air quality, and recreational, commercial, and tribal fishing;
6. Compensation is provided to mitigate adverse impacts to shoreline resources or uses;
7. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts.
8. The project shall not result in any increased risk of spill within the waters of Puget Sound and Commencement Bay. Updated spill response and emergency response plans shall be provided with the application, for review by all appropriate agencies.
9. Plans and sufficient, realistic performance bonding for decommissioning and failure incidents are provided to ensure that the site will be rehabilitated after the use or activity is completed, terminated, or abandoned;
10. The proposed facility shall meet a minimum 50% reduction in lifecycle GHG per Clean Air Act at the time of occupancy and 80% reduction by 2050.
11. Permit applicant to provide proof of insurance naming City of Tacoma as additional insured.

➤ **Proposed Amendments to TMC 13.06.080 Special Use Standards and Title 19 Shoreline Master Program Chapter 7:**

***New* Subsection: Major Fossil Fuel Facilities and Renewable Fuel Facilities**

1. Applicability: The following standards apply to all existing or proposed Major Fossil Fuel Facilities and Renewable Fuel Production Facilities where allowed in the base zoning district.

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2. Purpose: The purpose of these standards is to minimize the risk of spill or discharge of fuels into the Puyallup River or marine waters; to support a reduction in greenhouse gas emissions and a transition to renewable fuel and energy production consistent with Federal, state and local targets; to avoid and minimize any impacts to adjacent communities from fire, explosion, or increased air emissions resulting from facility expansion; to and to protect and preserve fish and wildlife habitat areas to ensure viable Tribal fisheries consistent with Treaty fishing rights.

3. Use Standards:

a. New major fossil fuel facilities are prohibited.

b. Existing major fossil fuel facilities, legally permitted at the time of adoption of this ordinance (REFERENCE), shall be considered permitted uses, subject to the following limitations:

(1) Expansion (non-production or storage capacity) of existing facilities. Existing uses may conduct repairs, improvements, maintenance, modifications, remodeling or other changes that do not demonstrably increase facility capacity, including but not limited to the following, provided that a conditional use permit is not required:

- Accessory and appurtenant buildings and structures.
- Office space.
- Parking lots.
- Radio communications facilities.
- Storage buildings.
- Routine maintenance and repair.
- Environmental improvements and other projects that are required on the subject site by federal, state, regional, or local regulations.
- Temporary trailers.
- Heating and cooling systems.
- Cable installation.
- Information technology improvements.
- Continuous emissions monitoring systems or analyzer shelters.
- Wastewater and stormwater treatment facilities.
- Replacement and upgrading of existing equipment.
- Safety upgrades.
- Any other non-capacity project that is necessary to the continued viability of a legally established use.

(2) Maintenance and repair: A Conditional Use Permit, 13.05.010.A.25, is required in the following circumstances:

- Replacement of any storage tank in excess of 1428 barrels (60,000 gallons, the SEPA threshold)
- Modification of any storage tank to change the type of fossil fuel stored in the tank.
- Replacement or other modification of any transshipment or transportation facility.

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(3) Prohibited improvements:

- New driveways, private rail sidings, docks, piers, wharves and floats, or storage tanks.
- Site or facility improvements that would increase the capacity of a driveway, private rail siding, dock, pier, wharf or float.
- New refining or processing equipment and facilities, except for normal maintenance and repair.

(4) Projects are limited to property owned and occupied by the use as of {date}.

(5) Change of Use:

- (a) An existing Major Fossil Fuel Facility may change use to a Renewable Fuel Production Facility, subject to a Conditional Use Permit.
- (b) A change of use of a Renewable Fuel Refinery or Renewable Fuel Transshipment Facilities to a fossil fuel facility inside the boundary of an existing legal fossil fuel refinery requires a conditional use permit subject to CUP 13.05.010.A.25. Other changes of use from Renewable Fuel Refinery or Renewable Fuel Transshipment Facilities to fossil fuel facilities are prohibited.

4. Renewable Fuel Facilities are allowed, subject to a Conditional Use Permit and the criteria in REFERENCE.

5. New or expansion of existing Major Fossil Fuel Facilities and Renewable Fuel Facilities shall meet the following special use standards:

a. Mitigation for local greenhouse gas impacts calculated consistent with the definition of facility emissions in TMC 13.01.060:

- (1) Assessment: Greenhouse gas emissions impacts shall be assessed using current valid modeling techniques.
- (2) Mitigation: Greenhouse gas emissions that create specific adverse environmental impacts may be offset through mitigation projects that provide real and quantifiable greenhouse gas mitigation.
- (3) Location: Greenhouse gas emissions offsets for local impacts shall be located in the following order of preference:
 - i. Within the City of Tacoma;
 - ii. Within the Puyallup River Watershed;
 - iii. Within Pierce County;
 - iv. Within the Central Puget Sound region, including Pierce County, Kitsap County, Snohomish County, and King County.

b. The applicant shall provide annual reporting of the following:

- The number of vessel transfers of crude oil or other fossil or renewable fuel, both inbound and outbound from the site, the type and quantity of products transferred, and the product destination.
- The number of rail cars transporting crude oil, fossil fuels, or renewable fuels, both to and from the site, including a description of the product, volume, and destination.
- The number of trucks transporting fossil or renewable fuel, both to and from the site, including a description of the product, volume, and destination.

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- A description of on-site storage capacity including the number of tanks, tank volumes, and products.
- A description of all facility emissions for previous five years and a three-year forecast.

➤ **Alternative A: Minor Expansion of Existing Major Fossil Fuel Facilities**

Expansions can be considered based on a total volume or on a proportional basis.

- Option 1: 1,000,000 gallons which is equal to the threshold defining a major fossil fuel facility.
- Option 2: Percent expansion based on the actual existing facility storage volume, such as a 10% storage volume expansion.

Sample Language:

- An existing Major Fossil Fuel Facility may expand up to a lifetime cumulative maximum of 10%/10,000 barrels of daily refining capacity and/or 10%/1,000,000 gallons of storage.
- Any expansion of refining or storage capacity is subject to a conditional use permit (in accordance with the criteria proposed above).

Examples:

- U.S. Oil and Refining has an approximate daily throughput capacity of 42,000 barrels.
 - 10% Expansion = 4,200 barrels. One barrel = approximately 42 gallons. Gallons = 176,000 gallons.
- Seaport Sound Terminal has an estimated storage capacity of 1,362,460 barrels.
 - A 10% expansion would = 136,246 additional barrels = 5.7 million gallons.
 - Allowing 1,000,000 gallons of new capacity = Approximately 24,000 barrels = 1.7% expansion of existing capacity.

➤ **Alternative B: Major Fossil Fuel Facility Definition**

- The definition uses a storage threshold of 1,000,000 gallons (or approximately 24,000 barrels) to distinguish between a “Small” and “Major” facility.
- This threshold would result in one of the existing uses, Pacific Functional Fluids, being excluded from the “Major” facility category as that use falls just under the 1,000,000 gallon capacity.
- The Commission could consider a larger or smaller threshold. King County uses 2,000,000 gallons as a threshold.

➤ **Alternative C: Permit Type for Small Fossil or Renewable Fuel Storage and Distribution Facilities**

- The current proposal does not require a conditional use permit for such facilities in the PMI zone.
- However, under the proposed “High Impact Use” category, these facilities would require a shoreline conditional use permit in all shoreline districts, if they meet the volume thresholds.
- As an alternative, the Commission could consider requiring a conditional use permit for these small projects as well as major projects.
- Shoreline substantial development permits are required for any new in-water facility.

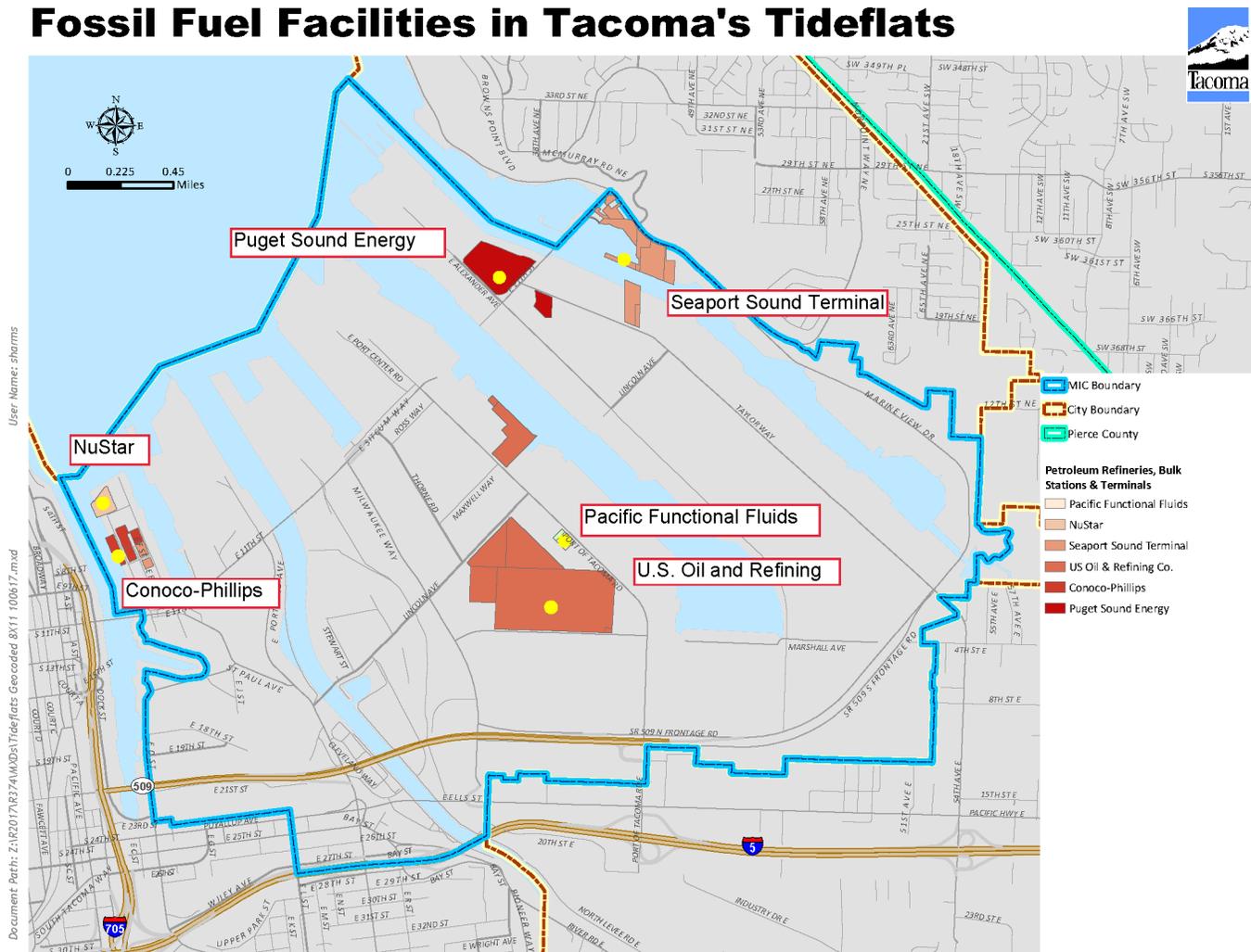
5. Supplemental Information

Tideflats Fossil Fuel Storage, Refinement and Processing Facilities

The City of Tacoma's tideflats are home to six fossil fuel storage, refinement, and processing facilities. These include:

1. Seaport Sound Terminal
2. U.S. Oil and Refining
3. Conoco-Phillips
4. NuStar
5. Puget Sound Energy
6. Pacific Functional Fluids

Fossil Fuel Facilities in Tacoma's Tideflats



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1. Seaport Sound Terminal (TARGA)

Facility Description: “SeaPort Sound Terminal provides bulk liquid storage of petroleum, petroleum products, and renewable fuels. It is accessible by water, rail, pipeline, and truck and offers on-water diesel, a five-lane truck rack, oily water treatment, transmix, specialty blending, and rail car logistics. The Facility ... is two distinct parcels separated by the Hylebos Waterway. The main Facility is a 33-acre loading terminal with 52 aboveground storage tanks (ASTs), a 5-lane truck loading rack, an 800-ft tug and vessel fueling pier, and old un-used refining equipment. The topography is relatively flat. Each tank storing petroleum products is surrounded by secondary containment, and drainage is controlled by valves and piping with ultimate discharge to the Hylebos Waterway to the southwest. The second parcel is a 6-acre rail offload area with 36 rail spots located on the southwest side of the Hylebos Waterway. A pipeline under the Hylebos Waterway sediment transports fuel from the rail offload area to the terminal.”



Source: Seaport Sound Terminal LLC, “Spill Prevention, Control, and Countermeasure Plan,” December 2018.

Tanks: 52 tanks

Storage Capacity: 1,362,460 barrels

Products/materials: Diesel, gasoline, additives, ethanol

Modes served: Vessel, rail, pipeline, and truck.

Truck Facilities: 5 lanes

Dock Data: 800’ tug and vessel fueling pier.

Greenhouse Gas Emissions: TBD

Vessel Transfers: TBD

Direct Employment: TBD

2. U.S. Oil and Refining

Facility Description: “U.S. Oil & Refining Co.'s (USOR) Tacoma Refinery (NAICS Code 32411) is a continuous processing plant with 42,000 barrels (bbl) per day crude oil charge rate capacity. Products produced at the refinery include gasoline, jet fuel, diesel fuel, marine fuel oils, gas oils (intermediate product), as well as emulsified, medium curing and road asphalts. The refinery has storage capacity for approximately 2.8 million barrels of crude oil and refined products.



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Source: “Facility Oil Spill Prevention, Control, and Countermeasures Plan Submittal Agreement for U.S. Oil & Refining Co., (2018)”

Storage Capacity: 2.8 million barrels of crude oil and refined products.

Products/materials: Gasoline, jet fuel, diesel fuel, marine fuel oils, gas oils, asphalts.

Modes served: Vessel, rail, pipeline, and truck.

Average Daily Throughput: 42,000 barrels per day

Greenhouse Gas Emissions: 146,000 metric tons annually, 2019, per <https://www.epa.gov/ghgreporting/ghgrp-refineries#trends-subsector>

Vessel Transfers: TBD

Direct Employment: TBD

3. Conoco-Phillips

Facility Description: “The Tacoma Terminal is a 24-hr bulk storage and distribution terminal for finished products. Petroleum products (gasoline and mid-distillates) and additives are delivered to, stored at, and distributed from the terminal. Products are received by pipeline and barge, and distributed by tank trucks. The majority of the petroleum product is received through the Olympic Pipeline, with an average receipt range of 1,500-2,000 bph. Ethanol and gasoline additives are received at the terminal by tank trucks.”

Source: <https://www.phillips66pipeline.com/am-site/media/tacoma-renton-terminal-erap-2.pdf>

Tanks: 18 tanks

Storage Capacity: 298,809 barrels

Products/materials: Diesel, gasoline, additives, ethanol

Modes served: Pipeline, Vessel, and Trucks

Truck Facilities: 4 lanes

Dock Data: Draft: 26 feet; LOA: 450 feet; Loading rate 3,000-4,000 bph; Unloading rate: 7,000 bph

Average Daily Throughput: 504,000 gallons of bulk petroleum products

Greenhouse Gas Emissions: TBD

Vessel Transfers: TBD

Direct Employment: TBD



4. NuStar

Source:

http://www.nustarenergy.com/Business/AssetSheets?assetid=TR_TAC_WA&assettype=Storage

Tanks: 15 tanks

Storage Capacity: 377,000 barrels

Products/materials: Gasoline, Aviation fuels, Diesel, Ethanol, Fuel Oils

Modes served: Barge, Pipeline, Rail, Truck, Vessel

Truck Facilities: 4 lanes

Dock Data: Draft: 26 feet; LOA: 450 feet; Loading rate 3,000-4,000 bph; Unloading rate: 7,000 bph

Greenhouse Gas Emissions: TBD

Vessel Transfers: TBD

Direct Employment: TBD



5. Puget Sound Energy LNG Facility

Facility Description: “The facility would chill natural gas to produce approximately 250,000 gallons of liquefied natural gas (LNG) daily for use as a reduced-emissions fuel for marine vessels and land-based vehicles, as well as for utility peak shaving during periods of high demand. A single eight-million gallon, non-pressurized full-containment LNG storage tank consisting of an inner nickel-steel tank and an outer concrete tank with interstitial insulation, would be located on the site. The facility would also include infrastructure for loading marine vessels with LNG from a new fueling platform and mooring dolphins to be installed on the Blair Waterway.”

Source:

https://www.cityoftacoma.org/government/city_departments/planning_and_development_services/planning_services/pse_proposed_tideflats_lng_facility

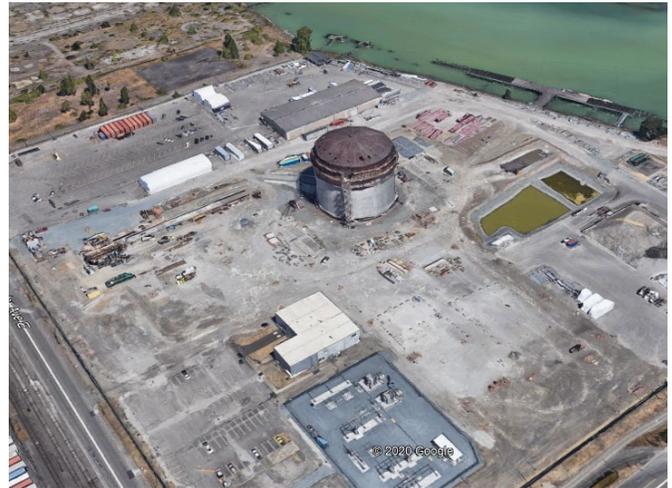
Storage Tanks: 1

Production Capacity: 250,000 gallons of liquefied natural gas daily

Storage Capacity: 8,000,000 gallons

Direct Employment: 18 permanent jobs

Modes Served: Gas arrives via pipeline, project includes marine vessel fueling facilities



6. Pacific Functional Fluids

Facility Description: “This plant is primarily a storage/distribution facility, but also has blending/compounding capabilities. Non hazardous products stored at this plant include bio-diesel fuels; lubrication oils, Propylene Glycol, aircraft de-icing fluids, runway de-icing fluids, along with various chemical and oil blend additives. Hazardous products stored at this facility on a daily basis are Acetic Acid, Potassium Hydroxide (KOH), drums of gasoline, diesel fuel, small amounts of various solvents, and propane for fuel. Pacific Functional Fluids tank transport vehicles are occasionally parked in the containment area of the facility loaded with Jet Fuels, lubricating oils, and/or deicing fluids for delivery the next day.”



Source: Pacific Functional Fluids, “Oil Spill Plan,” 2011 (revised 2018).

Tanks: 60

Storage Capacity: 919,205 gallons

Products/materials: Acetic Acid, Chemical Blend, De-Icer, Diesel #2, E36-Runway De-Icer, Flush Diesel, Glycol Blend, Lube Oil, Lube Oil Blend, Octaflow EF Concentrated, Octaflow EF Diluted, PG, Propylene Glycol, Polar Plus concentrate, Polar Plus Diluted, Potassium Hydroxide

Modes served: Rail, Truck

Truck Facilities: TBD

Dock Data: N/A

Greenhouse Gas Emissions: TBD

Direct Employment: TBD

Attachment A

Additional Fuel Users (partial list)

City of Tacoma Tideflats, Nalley Valley, and Surrounding Area Employer List.

- Data provided by the Economic Development Board of Pierce County
- Employment data from 2020 Pierce County Major Employers Annual Report

	Employer	Industry Sector	JOBS 2020 FTE	FTE Code
1	AERO PRECISION	MANUFACTURING	345	
2	AUTO WAREHOUSING	DISTRIBUTION		
3	CAL PORTLAND	MANUFACTURING	80	
4	CARAUSTAR TACOMA BOARD (GRIEF)	LOGISTICS		
5	CARLILE TRANSPORTATION SYSTEMS	LOGISTICS	93	
6	CODEL ENTRY SYSTEM	MANUFACTURING	100	†
7	COMMENCEMENT BAY CORRUGATED	MANUFACTURING	166	
8	CONCRETE TECHNOLOGY	MANUFACTURING	230	
9	GEORGIA PACIFIC GYPSUM	MANUFACTURING	106	
10	GREEN AIR SUPPLY	MANUFACTURING		
11	MACMILLIAN PIPER	LOGISTICS	100	†
12	MANKE LUMBER COMPANY	MANUFACTURING	385	
13	NEWCOLD	LOGISTICS	85	
14	NORTH STAR GLOVE	MANUFACTURING	50	
15	NW ETCH	MANUFACTURING		
16	PABCO ROOFING PRODUCTS	MANUFACTURING	143	
17	PEPSI BOTTLING GROUP	MANUFACTURING	100	†
18	REDDAWAY	LOGISTICS	93	*
19	SOUND BROKERAGE INTERNATIONAL, LLC	LOGISTICS		
20	TACOMA SCREW PRODUCTS	DISTRIBUTION	155	
21	TOTE MARITIME	LOGISTICS	150	
22	TRIDENT SEAFOODS	MANUFACTURING FOOD	95	
23	TRIPAK	LOGISTICS		
25	WALLENIUS WILHELMSSEN	LOGISTICS	100	†

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26	WESTROCK	MANUFACTURING	394	
27	WORLD FUEL (ASSOCIATED PETROLEUM PRODUCTS)	LOGISTICS	295	
28	SERVICE STEEL AEROSPACE	AEROSPACE	42	
29	BROWN & HALEY	MANUFACTURING FOOD	215	
30	BRADKEN	MANUFACTURING	229	
31	BNSF RAIL	TRANSPORTATION	450	
32	SCHNITZER STEEL	RECYCLING	125	
33	GLOBE MACHINE MANUFACTURING	MANUFACTURING		
34	EMERALD SERVICES	RECYCLING	30	

4,546

*Most recent count available

†anecdotal data indicates > 100 FTEs; not ranked

Interim Permit Activity

As part of the City Council interim regulations periodic extensions, the City Council has requested information on permit activity for existing fossil fuel industries and whether that permit activity has resulted in an expansion of storage or production capacity. The following is a summary of staff findings.

Seaport Sound Terminal (formerly Targa)

Permit Activity: Seaport Sound Terminal has applied for multiple permits during the interim period, including:

- December 2016 – Seaport Sound Terminal was permitted for piling replacement and pier modifications that resulted in an expansion of overwater coverage. This shoreline permit was approved prior to the Interim Regulations.
- November 2019 – Seaport Sound Terminal was permitted for four new rail spurs on the Taylor Way property that expanded the number of rail car unloading stations onsite from 36 to 68.
- July 2020 – Seaport Sound Terminal has applied for permits to demolish existing refinery equipment and replace it with new storage tanks. The proposal would result in a net increase of 166,000 barrels of bulk fuel storage onsite.

Staff Finding: The projects will result in an increase in the operational capacity of the facility long-term, subject to additional permitting, and an immediate increase in the volume of bulk fuels stored at the site.

U.S. Oil and Refining

Permit Activity: Prior to the interim regulations taking effect, U.S. Oil and Refining applied for permits to convert a portion of the existing facility to ethanol production and mixing of biofuels. U.S. Oil permits during the interim period include a Commercial Alteration to install a new foundation, support structure and containment for two product transfer pumps.

Attachment A

Staff Finding: No capacity expansion has been permitted during the interim period by the City of Tacoma.

NuStar Energy

Permit Activity: No significant permit activity during the interim period.

Staff Finding: No capacity expansion has been permitted during the interim period by the City of Tacoma.

Phillips 66

Permit Activity: No significant permit activity during the interim period.

Staff Finding: No capacity expansion has been permitted during the interim period by the City of Tacoma.

Pacific Functional Fluids

Permit Activity: No significant permit activity during the interim period.

Staff Finding: No capacity expansion has been permitted during the interim period by the City of Tacoma.

Puget Sound Energy – LNG Facility

Permit Activity: Puget Sound Energy, Inc. (PSE) is in the process of constructing a natural gas liquefaction and storage facility in the Tideflats. The project was permitted prior to the interim regulations taking effect and as such is considered an existing use under the City's land use codes. Additional building and mechanical permits for the facility have been issued during the interim period, including an office conversion, interior remodel, right-of-way permits for fencing, and other operations.

Staff Finding: No capacity expansion beyond that which was considered as part of the initial environmental review has been permitted during the interim period by the City of Tacoma.

Renewable Fuel Standard Program – Fuel Pathways

The following link is to the Environmental Protection Agency website that describes the renewable fuel standards and approved renewable fuel pathways.

<https://www.epa.gov/renewable-fuel-standard-program/what-fuel-pathway>

Kalama Methanol Project

This article summarizes Ecology findings that though the methanol proposal in Kalama would reduce global greenhouse gas emissions over other sources of methanol production, it would still contribute to an increase in emissions and that the impact of the proposal outweighed the state interest in ecologically responsible economic development. This is an example of how Ecology is balancing the goals to foster appropriate shoreline economic use with the broader goal to protect shorelines of statewide significance and local versus global impacts.

Attachment A

https://tdn.com/news/local/ecology-denies-permit-for-kalama-methanol-plant/article_5852cbfa-1565-5c61-a973-94df2485da4c.html?fbclid=IwAR3CJabbGzRZsBPuaRyKGMcedABGAlTMaznj4ozSQTyQlyELlx8mSJPQmA

<https://ecology.wa.gov/DOE/files/0b/0b8ab19a-75a9-41db-9c5c-9e5505bb4bfe.pdf>

Excerpts:

12. For the above reasons, Ecology has determined that the Project is inconsistent with the following policies of the Shoreline Management Act, as provided in RCW 90.58.020:

- a. "This policy is designed to insure the development of these shorelines in a manner which...will promote and enhance the public interest." RCW 90.58.020.
- b. "This policy contemplates protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life...." RCW 90.58.020.

B. Inconsistency with the Cowlitz County Shoreline Master Program (SMP) policies related to shorelines of statewide significance. WAC 173-27-160(1)(a).

1. The Project would be located on the Columbia River, which the Shoreline Management Act and the Cowlitz County SMP identify as a shoreline of statewide significance. RCW 90.58.030(2)(f)(v)(A); SMP at 68. The Shoreline Management Act provides "that the interest of all of the people shall be paramount in the management of shorelines of statewide significance." RCW 90.58.020. The Cowlitz County SMP provides that shorelines of statewide significance: are considered as deserving of consideration beyond that ascribed to other water bodies. Since these specified shorelines are major resources from which all people in the state derive benefit, we must:

- ... 2) Preserve the natural character of the shoreline.
- 3) Address uses which result in a long-term over short-term benefit.
- 4) Protect the resources and ecology of the shorelines. ...

SMP at 2. 2.

For the reasons identified in Section A above, Ecology has determined that the Project is inconsistent with the above referenced policies of the Cowlitz County SMP because it will directly contribute to and exacerbate climate change impacts that will alter the natural character of and damage the shorelines of the Columbia River.

C. Failure to demonstrate that the proposed use will cause no significant adverse effects to the shoreline environment in which it is to be located. WAC 173-27-160(1)(d).

1. For the reasons identified in Section A above, Ecology has determined that the Project proponents have not demonstrated that the Project will not cause significant adverse effects to the shoreline of the Columbia River. Therefore, conditional use permit criterion WAC 173-27-160(1)(d) has not been met.

D. Failure to demonstrate that the public interest suffers no substantial detrimental effect. WAC 173-27-160(1)(e).

1. The Final Second SEIS demonstrated that the Project's greenhouse gas emissions are significant, and will exacerbate the impacts of climate change we are already experiencing in the state of Washington, as well as on the shorelines and waters of the state. 2019 Supplemental EIS at 3-2 to 3-4; Final Second SEIS at 30-34, 101-103.
2. The Legislature has specifically found that avoiding global warming, which has serious health and ecological impacts in the state of Washington, is only possible if greenhouse gas Port of Kalama Northwest Innovation Works, LLC January 19, 2021 Page 6 emissions start to decline precipitously and as soon as possible through immediate and aggressive action. Laws of 2020, ch. 79, § 1.
3. The Legislature has also found that the longer our state delays in taking definitive action to reduce greenhouse gases, the greater the threat posed by climate change to current and future generations, and the more costly it will be to protect our communities from the impacts of climate change. Laws of 2020, ch. 79, § 1.
4. Accordingly, the Legislature intends for the state to limit and reduce emissions of greenhouse gases over the next 30 years. See Final Second SEIS at 33-34.

Attachment A

5. The quantity of the Project's emissions and the length of time those emissions would occur will significantly impede the state's ability to meet the emissions limits provided in RCW 70A.45.
6. As such, and for the reasons identified in Section A above, Ecology has determined that the Project proponents have not demonstrated that the public interest will suffer no substantial detrimental effect as result of the granting of a conditional use permit. Therefore, conditional use permit criterion WAC 173-27-160(1)(e) has not been met.
7. In addition, a federal court recently vacated two permits issued by the Army Corps of Engineers under the Clean Water Act and Rivers and Harbors Act, finding that the Project did not meet the "public interest" assessment required by those statutes for three reasons:
 - (1) the Corps improperly relied on uncertain global benefits of the Project without assessing global detriments;
 - (2) the Corps failed to consider the need for expansion of a regional gas pipeline as a reasonably foreseeable future action; and,
 - (3) the Corps failed to properly consider recreational impacts near the site due to air quality concerns.In regards to the first reason, Ecology's Final Second SEIS demonstrates that the Project will have significant impacts in the form of in-state, upstream, and downstream emissions. The second and third reasons demonstrate that there are substantial unanswered questions in regards to this proposal's impact to the public interest.

Greenhouse Gas Impacts, Inventory and Targets

PSRC Climate Change Background Report

This document provides a broad summary of state and regional greenhouse gas reduction targets, regional sources of emissions, expected climate change impacts in the region, and regional strategies to reduce greenhouse gas emissions.

<https://www.psrc.org/sites/default/files/vision2050climatepaper.pdf>

Excerpt:

The University of Washington's Climate Impacts Group published State of Knowledge:

Climate Change in Puget Sound in 2015, describing expected impacts from climate change in the Puget Sound region. Changes are expected to include temperature, precipitation, sea level, and ocean acidification. These changes will affect snowpack and streamflow, landslides, flooding, species and habitat, forests and agriculture. A few examples of impacts the region can expect to experience include:

- Decreased snowpack and increased winter stream flows
- Increased landslides, erosion and sediment transport during fall, winter and spring
- Increased extent and frequency of flooding and storm surge
- Negative effects on salmon from warmer streams, ocean acidification, lower summer streamflow, and higher winter streamflow
- Changes in forest tree species and increased large wildfires
- Changes to agriculture including increased pests, heat stress, flood risk, and growing season and decreased summer water availability
- Changes in coastal habitats, including increased salt marshes and erosion and decreased freshwater marshes
- More frequent and severe harmful algal blooms

Negative effects to some species such as salmon and shellfish due to changes in marine ecosystems The impacts listed above will, in turn, have many effects on people and communities. Hazards such as floods, wildfires, and heat waves will have impacts on the built environment, including transportation, energy, drinking water, stormwater, and wastewater systems. An increase in heat waves and flooding, poor air and water quality, and increased allergens and spread of

Attachment A

diseases will harm human health. Communities of color, indigenous people, and people with lower incomes are at higher risk due to greater exposure to hazards and often have fewer resources to respond to those hazards. Tribes are particularly vulnerable due to impacts on the forest, coastal and marine ecosystems on which they rely.

2019 City of Tacoma Greenhouse Gas Inventory

The following pages provide a summary of the current Greenhouse Gas Inventory, a comparison with past inventory data, and a business as usual forecast of future emissions.

Tacoma Carbon Emissions

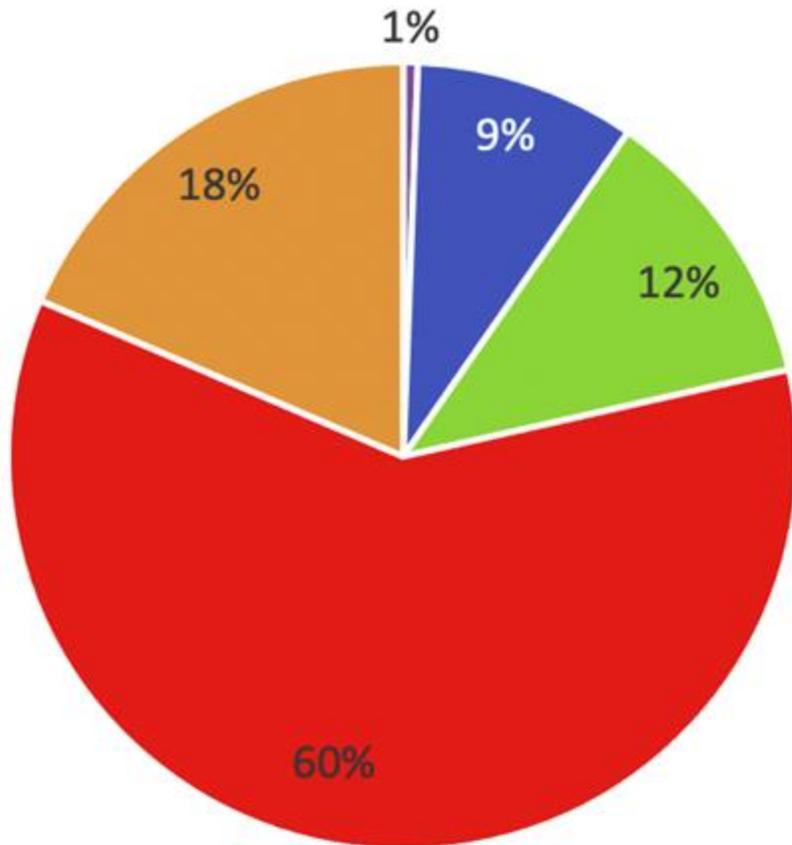
DRAFT

January 24, 2021

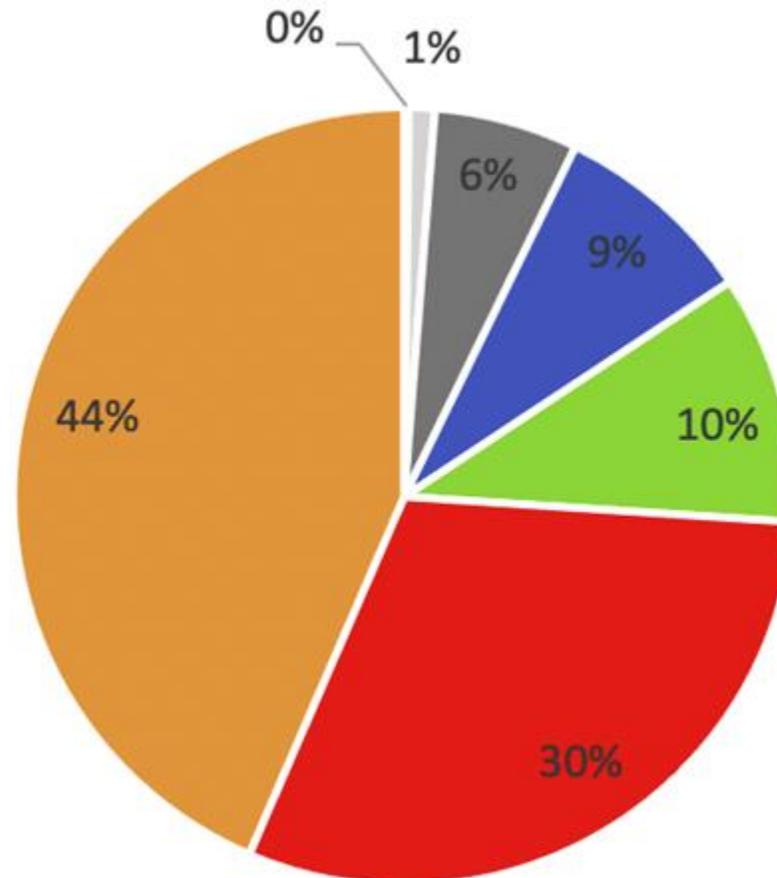


Where do our community emissions come from?

Energy



Emissions



- Municipal
- Fugitive
- Waste
- Commercial
- Residential
- Industrial
- Transportation

What is our emissions outlook?

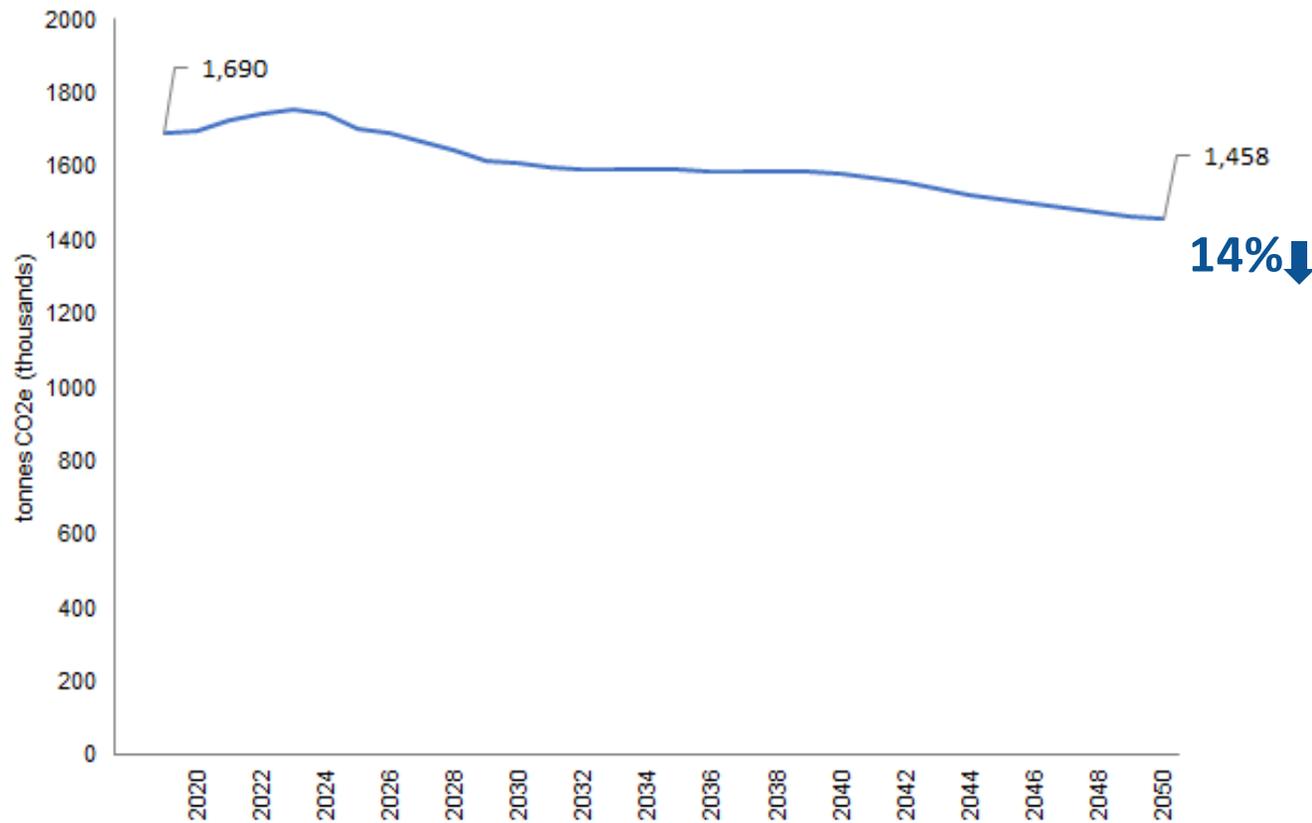
Business As Usual Scenario – what's "on-the-books"

- Includes population growth projections

Existing plans/laws/strategies:

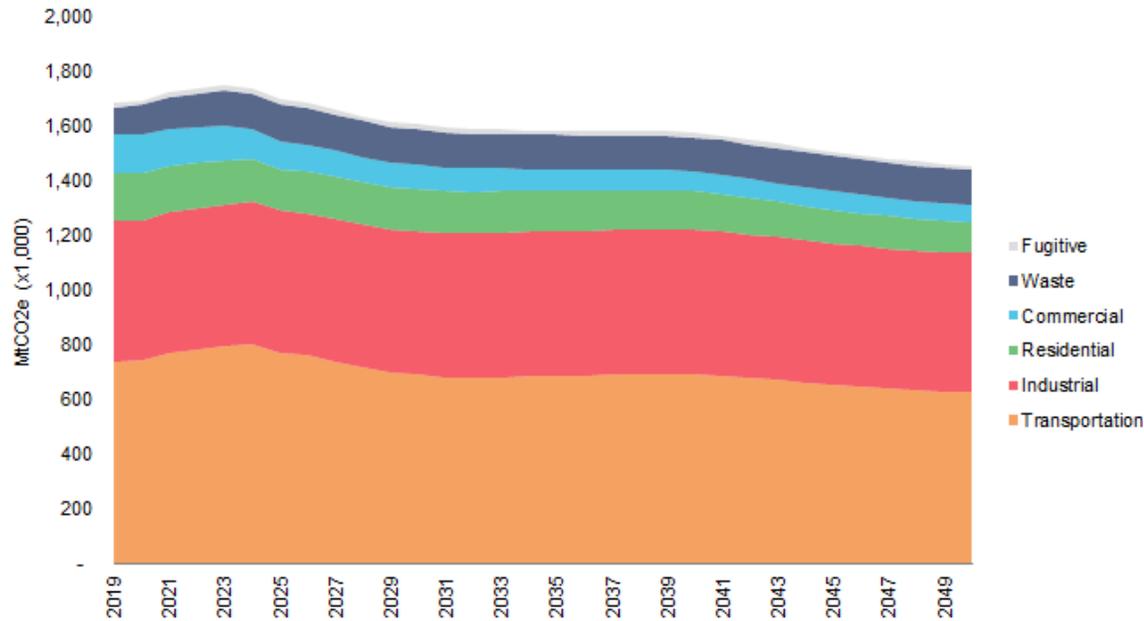
- **Federal** (EIA Energy Transportation Outlook, EPA vehicle fuel efficiency standards)
- **State** (Clean Buildings Act)
- **Region** (Puget Sound Regional Transportation Plan)
- **City** (Sustainable Material Management Plan, Land Use Vision V2)
- **Industry/other** (Tacoma Power Conservation Plan)

2019-2050 Emissions – Business As Usual Projections

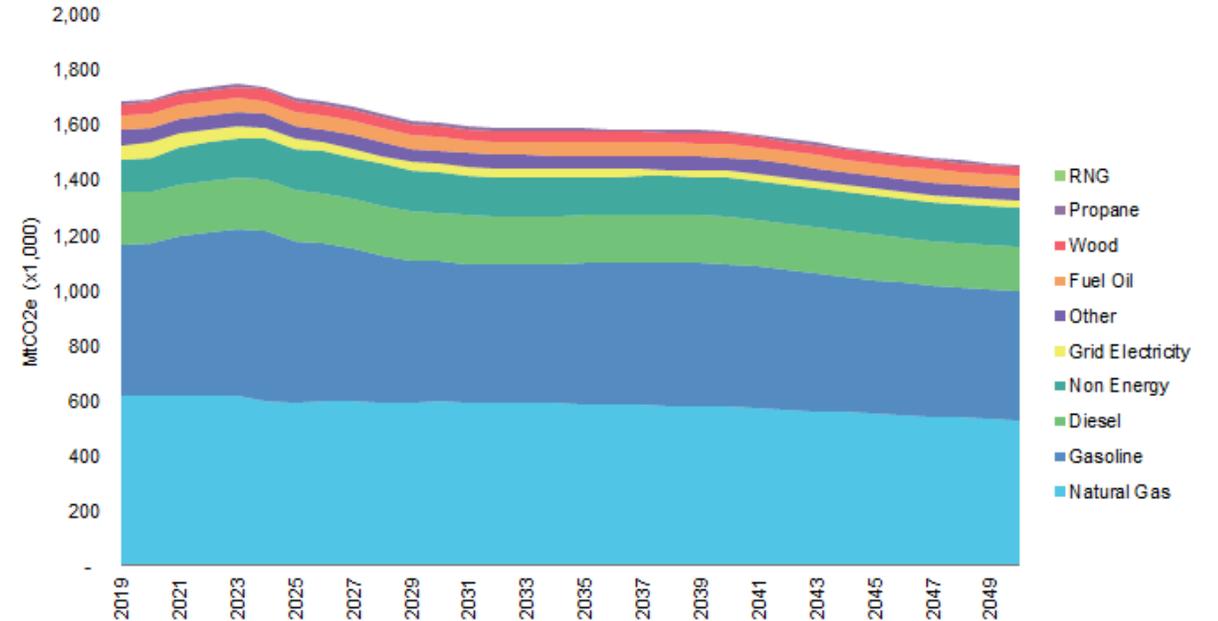


2019-2050 Emissions BAU Projections

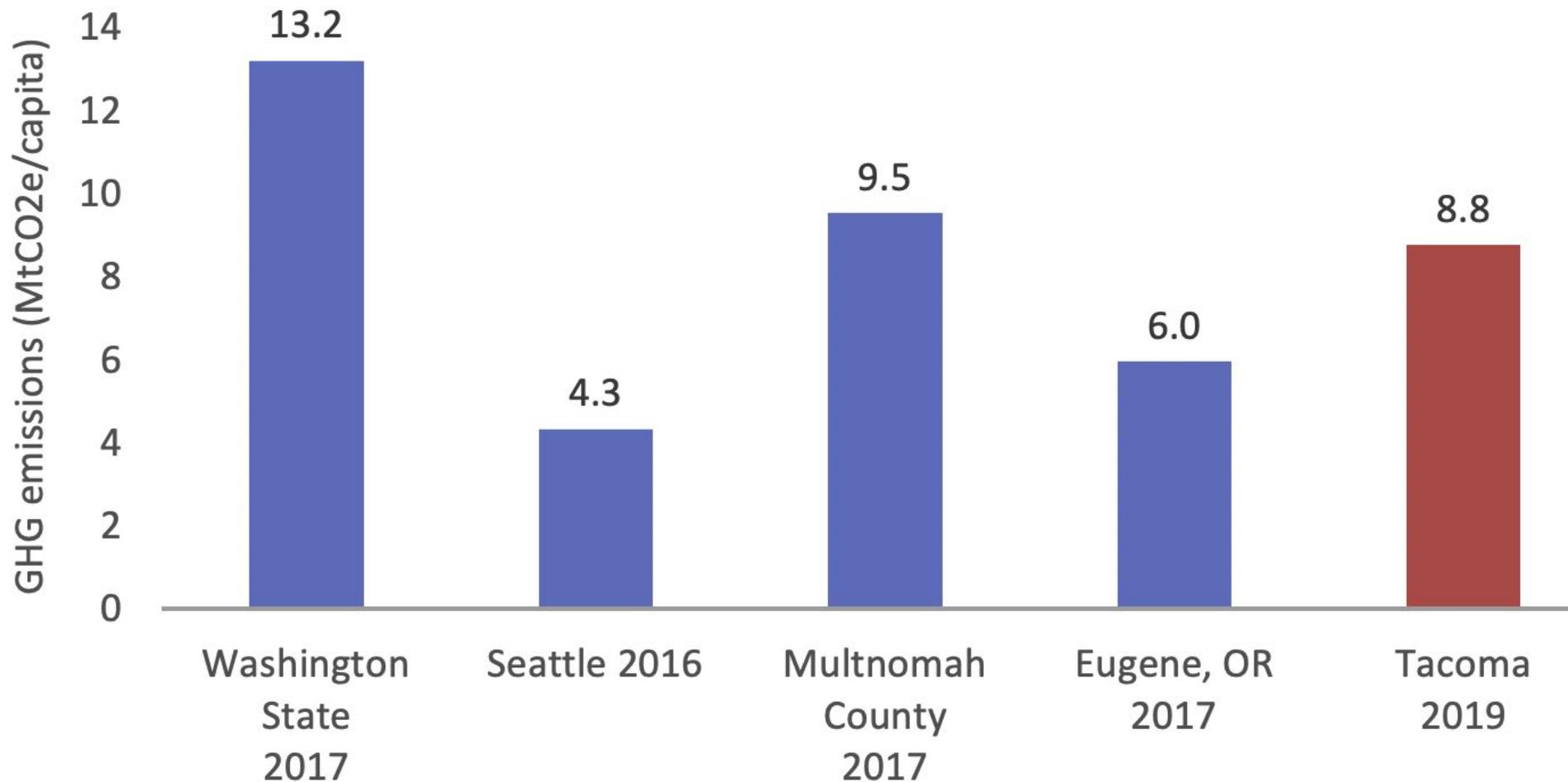
Sector



Fuels



Our emissions compared to others



What is our emissions outlook?

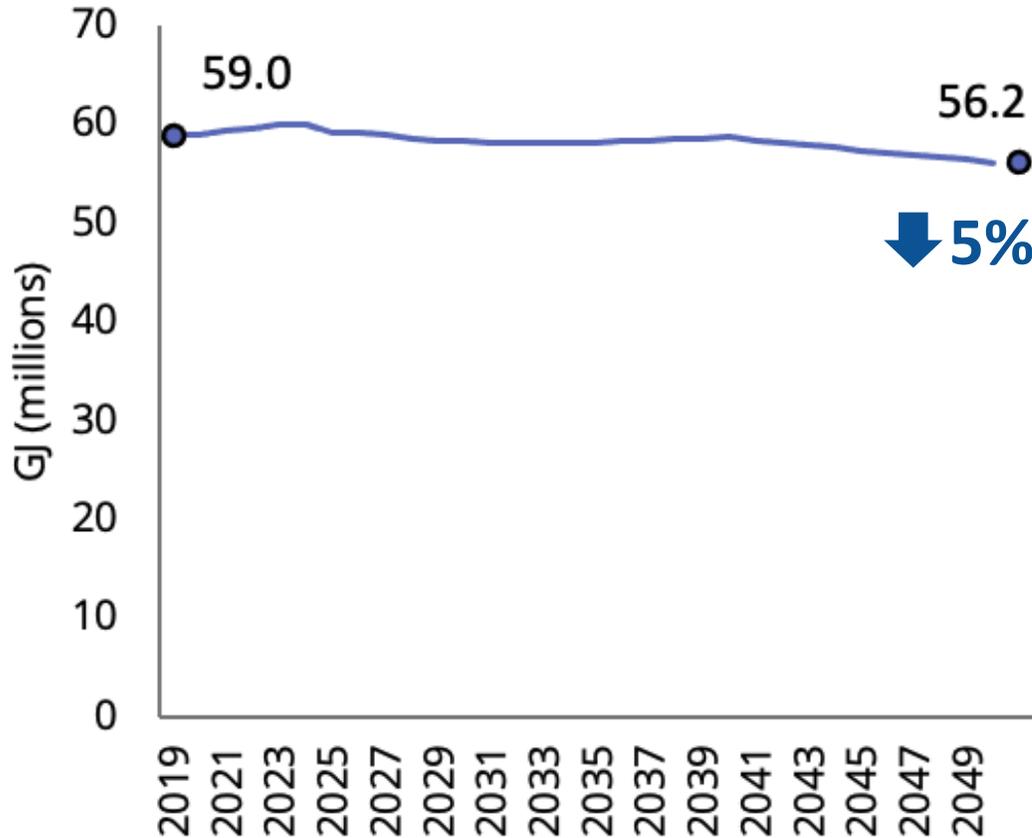
Business As Usual Scenario

Existing plans/laws/strategies:

- **Federal** (EIA Energy Transportation Outlook, EPA vehicle fuel efficiency standards)
- **State** (Clean Buildings Act)
- **Region** (Puget Sound Regional Transportation Plan)
- **City** (Sustainable Material Management Plan, Land Use Vision V2)
- **Industry/other** (Tacoma Power Conservation Plan)

2019-2050 Energy and Emissions - total

Energy



Emissions

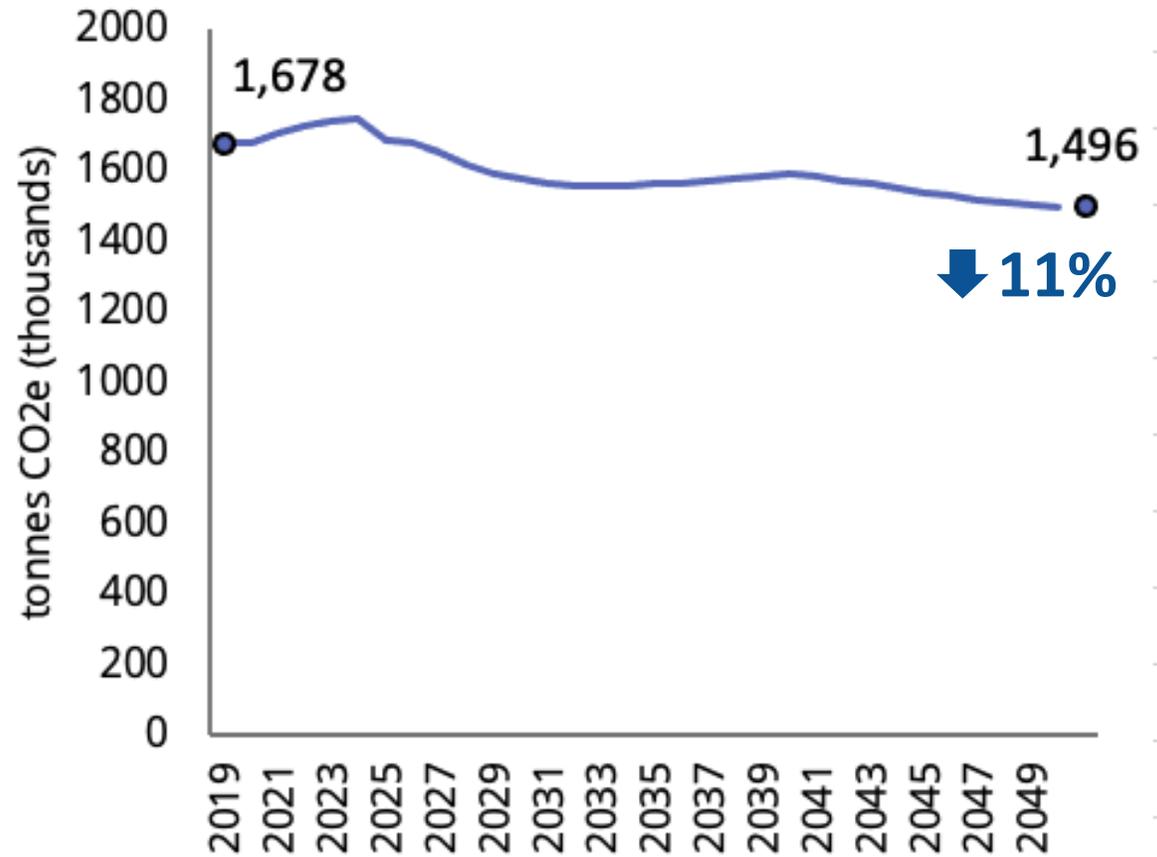


Exhibit A. Permit and Land Use Notifications

1. Proposal Description

Permit and land use notifications are intended to ensure that potentially impacted parties are aware of permit applications and have an opportunity to participate in the permit process. Public input is vital to understand the potential impacts of a project and the appropriate mitigation measures. However, due to the size of the City's industrial areas in South Tacoma and the Tideflats, permit notification distances for direct mailing were insufficient to notify potentially impacted communities of the projects under consideration. Given the range of uses that are potentially permissible in the City's industrial areas and the ranging areas of impact, the City enacted a Director's Rule in 2017 to expand notification for discretionary permits associated with heavy industrial activities. The Director's Rule was then carried over into the Tideflats Interim Regulations. This proposal seeks to finalize appropriate direct mailing notification areas related to heavy industrial use permits.

2. Summary of Proposed Amendments

The proposed amendments would apply to two primary sections of the Tacoma Municipal Code: TMC 13.05 Land Use Permits and Procedures, and TMC 13.02 Planning Commission.

TMC 13.05.070: This amendment to the Notice Process Summary Table identify specific permit types that are subject to expanded notification.

TMC 13.05.070.I: This amendment would add a new section to the municipal code describing the expanded notification purpose and procedures.

TMC 13.05.070.J: Sub-section J pertains to public hearings and would amend the procedures to do the following:

- Extend notices to occupants as well as taxpayers;
- Extend notification distances to 2500' of a subject property for all land use designation changes and area-wide zoning reclassifications;
- Extend notification distances for designated Regional Growth Centers and Manufacturing and Industrial Centers to 2500' of the center boundary for land use designation changes and areawide zoning reclassifications.

TMC 13.05.030: This amendment ensures a consistent notice procedure for the notice of application of a proposed zoning areawide rezone.

TMC 13.02.070: This amendment ensures a consistent notice procedure for the notice of application of a proposed Comprehensive Plan land use designation change.

Other proposed modifications:

1. Allow for agencies and neighborhood groups to request electronic notification rather than (or in addition to) first class mail.
2. Distinguish between mailed public notice and the Notice of Application; allows flexibility in how the City designs mailings to make them most useful for the public.
3. Eliminates some redundant code sections and inconsistencies in mailing distances.

Attachment B: Draft Exhibits

3. Detailed Code Amendments

➤ Proposed Amendments to TMC 13.05.070 Notice process.¹

A. Purpose.

The purpose of this section is to provide notice requirements for land use applications.

B. Administrative Determination.

1. A public notice of application is not required for Administrative Determinations. Examples of Administrative Determinations are minor variances, reasonable accommodation requests, review of non-conforming rights, zoning verification requests, and information requests.

2. Determinations of the Director shall be mailed to the applicant and the property owner (if different than the applicant) by first class mail.

3. At the discretion of the Director, notice of the Determination and/or summary of Determination may be provided to other qualified or interested parties.

C. Process I – Minor Land Use Decisions.

1. A public notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.020.E. Examples of minor land use decisions are variances, Conditional Use Major Modifications, temporary shelters, wetland/stream/FWHCA Verifications, and wetland/stream/FWHCA Minor Development Permits.

2. Public notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils pursuant to TMC 1.45 and business districts pursuant to TMC 1.47 in the vicinity where the proposal is located; qualified neighborhood or community organizations; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988. Any of the above groups may be notified by electronic means instead of, or in addition to, first-class mail, upon written notification to the Department that electronic transmittal is the preferred method. ~~and to~~ Notice shall also be mailed by first-class mail to residents and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.070.H.

3. Parties receiving public notice of application shall be given 14 days from the date of mailing (including the day of mailing) to provide any comments on the proposed project to the Department. ~~The notice shall indicate that a copy of the decision taken upon such application will be provided to any person who submits written comments on the application within 14 days of the mailing of such notice, or who requests receipt of a copy of the decision.~~

4. Decisions of the Director shall be mailed to the applicant and the property owner, if different than the applicant, by first class mail. Decisions of the Director requiring environmental review pursuant to the State Environmental Policy Act, WAC 197-11, and the provisions of TMC Chapter 13.12, shall also include a Threshold Determination by the Responsible Official for the Department.

(a) A full copy of the decision shall be provided to any party who commented on the proposal during the comment period.

¹ Code Reviser’s note: Previously codified as 13.05.020 (Notice process); relocated to 13.05.070 per Ord. 28613 Ex. G; passed Sept. 24, 2019.

Attachment B: Draft Exhibits

~~(b) A notice of decision shall be mailed by first-class mail to: all recipients of the initial public notice, as described above. owners of property and/or taxpayers of record as indicated by the Pierce County Assessor/Treasurer's records within the distance identified in Section 13.05.020.H; neighborhood councils pursuant to TMC 1.45 and neighborhood business districts pursuant to TMC 1.47 in the vicinity where the proposal is located; qualified neighborhood or community organizations; and the Puyallup Indian Tribe for "substantial action" as defined in the "Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners," dated August 27, 1988.~~

5. A neighborhood or community organization shall be qualified to receive notice under this section upon a finding that the organization:

(a) has filed a request for a notification with the City Clerk in the form prescribed by rule, specifying the names and addresses of its representatives for the receipt of notice and its officers and directors;

(b) includes within its boundaries land within the jurisdiction of the permit authority;

(c) allows full participating membership to allow property owners/residents within its boundaries;

6. More than one neighborhood or community organization may represent the same area.

7. It shall be the duty of the neighborhood group to advise the City Clerk's office in writing of changes in its boundaries, or changes in the names and addresses of the officers and representatives for receipt of notice.

8. A public information sign (or signs), provided by the Department for applications noted in Table H (Section 13.05.070.H), indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The sign shall contain, at a minimum, the following information: type of application, name of applicant, description and location of proposal, and where additional information can be obtained.

D. Process II – Administrative Decisions Requiring an Environmental Determination and Height Variances, Shoreline Permits, Conditional Use, Special Development Permits, Wetland/Stream/Fish & Wildlife Habitat Conservation Area (FWHCA) Development Permits, Site Approvals.

1. A public notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.020.E.

2. Public notice of application shall be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils pursuant to TMC 1.45 and neighborhood business districts pursuant to TMC 1.47 in the vicinity where the proposal is located; qualified neighborhood or community organizations consistent with the requirements set forth for Process I land use permits; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); the Puyallup Indian Tribe for "substantial action" as defined in the "Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners," dated August 27, 1988. Any of the above groups may be notified by electronic means instead of, or in addition to, first-class mail, upon written notification to the Department that electronic transmittal is the preferred method. ; and to Notice shall also be mailed by first-class mail to residents and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.070.H. For major modifications to development approved in a PRD District rezone and/or site approval, the notice of application shall also be provided to all residents and owners of property and/or taxpayers of record within the entire PRD District and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.070.H. from the boundary of the PRD District.

3. Parties receiving public notice of application shall be given 30 days, with the exception of five to nine lot preliminary plats which shall be given 14 days from the date of mailing (including the day of mailing) to provide

Attachment B: Draft Exhibits

any comments on the proposed project to the Department, unless a Public Meeting is held, as provided by Section 13.05.070.G. ~~The notice shall indicate that a copy of the decision taken upon such application will be provided to any person who submits written comments on the application within 30 days of the mailing of such notice, or who requests receipt of a copy of the decision.~~

4. A public information sign (or signs), provided by the Department for applications noted in Table H (Section 13.05.070.H), indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The sign shall contain, at a minimum, the following information: type of application, name of applicant, description and location of proposal, and where additional information can be obtained.

5. Notice shall be published in a newspaper of general circulation for applications identified in the table in subsection H of this section.

E. Process III – Decisions Requiring a Public Hearing.

1. A public notice of application shall be provided within 14 days following a notice of complete application being issued to the applicant as identified in Section 13.05.020.C.

2. Public notice of application, including the information identified in Section 13.05.070.F, shall be mailed by first-class mail to the applicant, property owner (if different than the applicant), neighborhood councils pursuant to TMC 1.45 and neighborhood business districts pursuant to TMC 1.47 in the vicinity where the proposal is located; qualified neighborhood or community organizations; the Tacoma Landmarks Commission (for proposals located within a historic district or affecting a designated landmark); Puyallup Indian Tribe for “substantial action” as defined in the “Agreement Between the Puyallup Tribe of Indians, Local Governments in Pierce County, the State of Washington, the United States of America, and Certain Private Property Owners,” dated August 27, 1988. ~~Any of the above groups may be notified by electronic means instead of, or in addition to, first-class mail, upon written notification to the Department that electronic transmittal is the preferred method. ; and~~ ~~to~~ Notice shall also be mailed by first-class mail to residents and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.070.H. For major modifications to development approved in a PRD District rezone and/or site approval, the notice of application shall also be provided to residents and all owners of property and/or taxpayers of record within the entire PRD District and owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer, within the distances identified in Section 13.05.070.H from the boundary of the PRD District.

3. The notified parties shall be allowed 21 days from the date of mailing to comment on the pre-threshold environmental determination under provisions of Chapter 13.12, after which time the responsible official for SEPA shall make a final determination. Those parties who comment on the environmental information shall receive notice of the environmental determination. If an appeal of the determination is filed, it will be considered by the Hearing Examiner at the public hearing on the proposal.

4. A public information sign (or signs), provided by the Department, indicating that a land use permit application for a proposal has been submitted, shall be erected on the site by the applicant, in a location specified by the Department, within seven calendar days of the date on which a notice of complete application is issued to the applicant. The sign shall remain on the site until the date of final decision, at which time the sign shall be removed by the applicant. The notice shall contain, at a minimum, the following information: type of application, name of applicant, location of proposal, and where additional information can be obtained.

5. Notice shall be published in a newspaper of general circulation for applications identified in the table in subsection H of this section.

F. Content of Public Notice and Notice of Application.

1. At a minimum, the Public Notice shall contain the following elements:

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a. A clear statement that a full Notice of Application as described below is available, and how to access that Notice;

b. A project description, including type of permit requested, proponent, location, and vicinity map;

c. Preliminary environmental determination (or exemption);

d. Project contact information, including comment method and deadline and, as applicable, the following:

i. Date, time, place and type of hearing (notice must be provided at least 15 days prior to the open record hearing);

ii. A provision which advises that a “public meeting” may be requested by any party entitled to notice.

2. The Notice of application shall contain the following information, where applicable, in whatever sequence is most appropriate for the proposal. The notice shall be made available, at a minimum, in the project’s online permit file, and by any other methods deemed appropriate:

a. Date of application;

b. Date of notice of completion for the application;

c. Date of the notice of application;

d. Description of the proposed project action;

e. List of permits included in the application;

f. List of studies requested;

g. Other permits which may be required;

h. A list of existing environmental documents used to evaluate the proposed project(s) and where they can be reviewed;

i. Public comment period (not less than 14 nor more than 30 days), statement of right to comment on the application, receive notice of and participate in hearings, request a copy of the decision when made, and any appeal rights;

j. Date, time, place and type of hearing (notice must be provided at least 15 days prior to the open record hearing);

k. Statement of preliminary determination of development regulations that will be used for project mitigation and of consistency;

l. A provision which advises that a “public meeting” may be requested by any party entitled to notice;

m. Notice that a copy of the decision taken upon such application will be provided to any person who submits written comments on the application within 14 days of the mailing of such notice, or who requests receipt of a copy of the decision.

n. Any other information determined appropriate, e.g., preliminary environmental determination, applicant’s analysis of code/policy applicability to project.

G. Public Comment Provisions.

Parties receiving public notice of application shall be given the opportunity to comment in writing to the department. A “public meeting” to obtain information, as defined in Section 13.01.050, may be held on applications which require public notification under Process II, and Conditional Use Major Modifications, when:

1. The Director determines that the proposed project is of broad public significance; or

2. The neighborhood council pursuant to TMC 1.45 or the neighborhood business district pursuant to TMC 1.47 in the area of the proposed project requests a “public meeting”; or

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3. The owners of five or more parcels entitled to notice for the application make a written request for a meeting;
or

4. The applicant has requested a “public meeting.”

Requests for a meeting must be made in writing and must be in the Planning and Development Services office within the comment period identified in the notice. One public meeting shall be held for a permit request regardless of the number of public meeting requests received. If a public meeting is held, the public comment period shall be extended 7 days beyond and including the date of the public meeting. Notice of the “public meeting” shall be mailed at least 14 days prior to the meeting to all parties entitled to original notice, and shall specify the extended public comment period; however, if the Director has determined that the proposed project is of broad public significance, or if the applicant requests a meeting, notification of a public meeting may be made with the notice of application, and shall allow the standard 30-day public comment period.

The comment period for permit type is identified in Section 13.05.070.H. When a proposal requires an environmental determination under Chapter 13.12, the notice shall include the time within which comments will be accepted prior to making a threshold determination of environmental significance or non-significance.

H. Notice and Comment Period for Specified Permit Applications.

Table H specifies how to notify, the distance required, the comment period allowed, expiration of permits, and who has authority for the decision to be made on the application.

➤ Proposed Amendments to TMC 13.05.070 Notice Process Summary Table

Permit Type	Preapplication Meeting	Notice: Distance	Notice: Newspaper	Notice: Post Site	Comment Period	Decision	Hearing Required	City Council	Expiration of Permit
Interpretation of code	Recommended	100 feet for site specific	For general application	Yes	14 days	Director	No	No	None
Uses not specifically classified	Recommended	400 feet	Yes	Yes	30 days	Director	No	No	None
Boundary line adjustment	Required	No	No	No	No	Director	No	No	5 years ³
Binding site plan	Required	No	No	No	No	Director	No	No	5 years ³
Environmental SEPA DNS* (see TMC 13.05.020.I)	Optional	Same as case type	Yes if no hearing required	No	Same as case type	Director	No	No	None
Environmental Impact Statement (EIS)* (see TMC 13.05.020.I)	Required for scoping, DEIS and FEIS	1000 feet	Yes	Yes	Minimum 30 days	Director	No, unless part of associated action. Public scoping meeting(s) required	No	None
Variance, height of main structure	Required	400 feet	No	Yes	30 days	Director	No ¹	No	5 years
Open space classification	Required	400 feet	No	Yes	2	Hearing Examiner	Yes	Yes	None
Plats 10+ lots	Required	1000 feet	Yes	Yes	21 days SEPA ²	Hearing Examiner	Yes	Final Plat	5 years ⁶
Rezones	Required	400 feet; 1000 feet for public facility site	No; Yes for public facility site	Yes	21 days SEPA ²	Hearing Examiner	Yes	Yes	None

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Permit Type	Preapplication Meeting	Notice: Distance	Notice: Newspaper	Notice: Post Site	Comment Period	Decision	Hearing Required	City Council	Expiration of Permit
Shoreline/CUP/ variance* (see TMC 13.05.020.I)	Required	400 feet	No	Yes	30 days ⁵	Director	No ¹	No	2 years/ maximum ⁶
Short plat (2-4 lots)	Required	No	No	No	No	Director	No	No	5 years ³
Short plat (5-9 lots)	Required	400 feet	No	Yes	14 days	Director	No ¹	No	5 years ⁶
Site approval	Required	400 feet	No	Yes	30 days ⁵	Director	No	No	5 years
Conditional use* (see TMC 13.05.020.I)	Required	400 feet; 1000 feet for development sites over 1 acre in size	No	Yes	30 days ⁵	Director	No	No	5 years ⁴
Conditional use, correctional facilities (new or major modification)	Required	2,500 feet from the edge of the zone	Yes	Yes	30 days ²	Hearing Examiner	Yes	No	5 years
Conditional use, detention facilities (new or major modification)	Required	2,500 feet from the edge of the zone	Yes	Yes	30 days ²	Hearing Examiner	Yes	No	5 years
Conditional use, large-scale retail	Required	1,000 feet	Yes	Yes	30 days ²	Hearing Examiner	Yes	No	5 years
Conditional use, master plan	Required	1000 feet	Yes	Yes	30 days ²	Director	Yes	No	10 years
Conditional Use, Minor Modification	Optional	No	No	No	No	Director	No	No	5 years
Conditional Use, Major Modification	Required	400 feet; 1000 feet for public facility sites and master plans	No	Yes	14 days ⁵	Director	No	No	5 years
Temporary Shelters Permit	Required	400 feet	Yes	Yes	14 days	Director	No	No	1 year
Minor Variance	Optional	100 feet ⁷	No	No	14 days	Director	No ¹	No	5 years
Variance	Optional	100 feet	No	Yes	14 days	Director	No ¹	No	5 years
Wetland/Stream/ FWHCA development permits	Required	400 feet	No	Yes	30 days	Director	No ¹	No	5 years*
Wetland/Stream/ FWHCA Minor Development Permits	Required	100 feet	No	Yes	14 days	Director	No ¹	No	5 years*
Wetland/Stream/ FWHCA verification	Required	100 feet	No	Yes	14 days	Director	No ¹	No	5 years

➤ **Propose Amendments to TMC 13.05.070**

New Section [13.05.070.I Expanded Notification for Heavy Industrial Uses](#)

[1. Notice for designated projects will be emailed to all Neighborhood Councils and Business Districts, as well as the Community Council. In addition, notice will be sent to the SEPA contact for all adjacent jurisdictions \(Federal Way, Fife, Fircrest, Lakewood, Pierce County, and University Place\). This is in addition to all typically-notified parties and the Puyallup Tribe of Indians.](#)

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2. Notification of designated projects will be mailed by first-class mail to the applicant; property owner (if different than the applicant); neighborhood councils and business districts; qualified neighborhood or community organizations; the Puyallup Tribe of Indians; Local Governments in Pierce County; and to owners of property and/or taxpayers of record, as indicated by the records of the Pierce County Assessor/Treasurer.

3. Notification distance.

(a) The notification distance for a project within the Port of Tacoma Manufacturing/Industrial Center (M/IC) will be 2,500 feet from the boundaries of that center.

(b) Notification distance for a project within the South Tacoma Manufacturing/Industrial Overlay District will be 2,500 feet from the boundaries of the Overlay District.

(c) Notification distance for a qualifying industrial project in any other zoning district, outside either of the above areas, will be 2,500 feet from the boundaries of the project site.

4. Upon determination of a Complete Application, the City will hold a community meeting to provide notification to the community that a significant project has been applied for. Further, the meeting will provide clarity on the public process (from all permitting agencies) and opportunities for public review and comment.

(a) For projects with an associated land use permit and public notice, this meeting will take place approximately two weeks after the start of the public notice period. Public notice will be extended to 30 days in the rare case that the TMC-required notice period is not already 30 days.

(b) For projects not associated with a land use permit, the meeting will take place after determination that a SEPA application is complete, but prior to issuance of a preliminary SEPA determination. The meeting will include a proposed SEPA timeline, including issuance of the preliminary determination, opportunity for comment, and the appeal process for this type of SEPA determination.

5. Upon determination of a Complete Application, the City will post the permit package and all relevant studies under “public notices” on www.tacomapermits.org.

6. Additional notification may be done as necessary (i.e., social media posts or separate project web pages) or as appropriate for the project type.

➤ **Proposed Amendments to TMC 13.05.070.J Notice for Public Hearings**

1. The Department shall give public/legal notice of the subject, time and place of the Planning Commission, or its advisory committee, public hearings in a newspaper of general circulation in the City of Tacoma prior to the hearing date. The Department shall provide notice of Commission public hearings on proposed amendments to the Comprehensive Plan and development regulations to adjacent jurisdictions, other local and state government agencies, Puyallup Tribal Nation, the applicable current neighborhood council board members pursuant to TMC 1.45, neighborhood business districts pursuant to TMC 1.47, and other individuals or organizations identified by the Department as either affected or likely to be interested.

2. For Comprehensive Plan land use designation changes, area-wide zoning reclassifications, and interim zoning of an area-wide nature, the Department shall ensure that a special notice of public hearing is mailed to all property taxpayers and occupants, as indicated in the records of the Pierce County Assessor, within ~~2500~~1000 feet of the subject area.

3. For land use designation amendments, area-wide zoning reclassifications, or center boundary modifications affecting a designated regional growth center or manufacturing and industrial center, the Department shall ensure that a special notice of public hearing is mailed to all property taxpayers and occupants within, and within 2500 feet, of the designated center.

3. For a proposed amendment to the Comprehensive Plan land use designations or area-wide zoning classifications within a focused geographic area, the Department shall require that a public information sign(s), provided by the Department, is posted in the affected area at least 14 calendar days prior to the Planning

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Commission public hearing. The sign shall be erected at a location or locations as determined by the Department, and shall remain on site until final decision is made by the City Council on the proposed amendment. The applicant shall check the sign(s) periodically in order to make sure that the sign(s) remains up and in a readable condition. The sign shall contain, at a minimum, the name of the applicant, a description and location of the proposed amendment, and where additional information may be obtained.

4. The City Clerk shall give public notice of the subject, time and place of public hearings for actions by the City Council in a newspaper of general circulation in the City of Tacoma prior to the hearing date.

➤ **Proposed Amendments to TMC 13.05.030 Zoning and Land Use Regulatory Code Amendments**

B. Area-Wide Zoning Reclassifications

...

9. Planning Commission Review.

a. The Department will present the proposed amendment along with analysis conducted pursuant to this Section to the Planning Commission for review and direction. The Commission will conduct public meetings and hearings, and solicit comments from the general public, organizations and agencies, other governmental departments and agencies, and adjacent jurisdictions as appropriate.

b. In formulating its recommendations to the City Council concerning a proposed area-wide zoning reclassification, the Planning Commission shall provide public notice and conduct at least one public hearing.

c. Advisory committees established in accordance with Section 13.02.015 may also conduct one or more public hearings prior to making recommendations to the Planning Commission.

d. For area-wide zoning reclassifications, the Department shall ensure that a special notice of the acceptance of the application by the Planning Commission for consideration in the current amendment cycle is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, and occupants, within, and within 2500 ~~400~~ feet of, the subject area. This special notice will inform property taxpayers that an application has been filed, identify where the application and background information may be reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.

e. The Planning Commission shall conduct a public hearing to consider an area-wide zoning reclassification and to determine the consistency of the reclassification with the Comprehensive Plan and its elements and RCW 36.70A. In making its recommendation to the City Council, the Planning Commission shall make findings and conclusions to demonstrate the manner in which the area-wide reclassification carries out and helps implement the goals and policies of the Comprehensive Plan.

➤ **Proposed Amendments to TMC 13.02.070 Comprehensive Plan Amendments**

G. Planning Commission review.

1. The Department will present the proposed amendment along with analysis conducted pursuant to Section 13.02.070.F to the Planning Commission for review and direction. The Commission will conduct public meetings and hearings, and solicit comments from the general public, organizations and agencies, other governmental departments and agencies, and adjacent jurisdictions as appropriate.

2. In formulating its recommendations to the City Council concerning adoption or amendment of the Comprehensive Plan, the Planning Commission shall provide public notice and conduct at least one public hearing.

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3. Advisory committees established in accordance with Section 13.02.015 may also conduct one or more public hearings prior to making recommendations to the Planning Commission.
4. Planning Commission public hearings for adoption or amendment of development regulations and processes, moratoria, or interim zoning may be, but are not required to be, held at the same time as and in conjunction with the public hearing(s) for adoption or amendment of the Comprehensive Plan.
5. For land use designation changes, the Department shall ensure that a special notice of the acceptance of the application by the Planning Commission for consideration in the current amendment cycle is mailed to all property taxpayers, as indicated in the records of the Pierce County Assessor, and occupants within, and within ~~2500~~ 400 feet of, the subject area. This special notice will inform property taxpayers that an application has been filed, identify where the application and background information may be reviewed, describe in general terms the review and public comment process, establish a time and place for an informational meeting with City staff, and solicit preliminary comments.
6. After a public hearing, the Department will prepare a report summarizing the public hearing comments, provide a response to comments and make further recommendations, if appropriate, and forward the report and all comments to the Planning Commission for consideration.

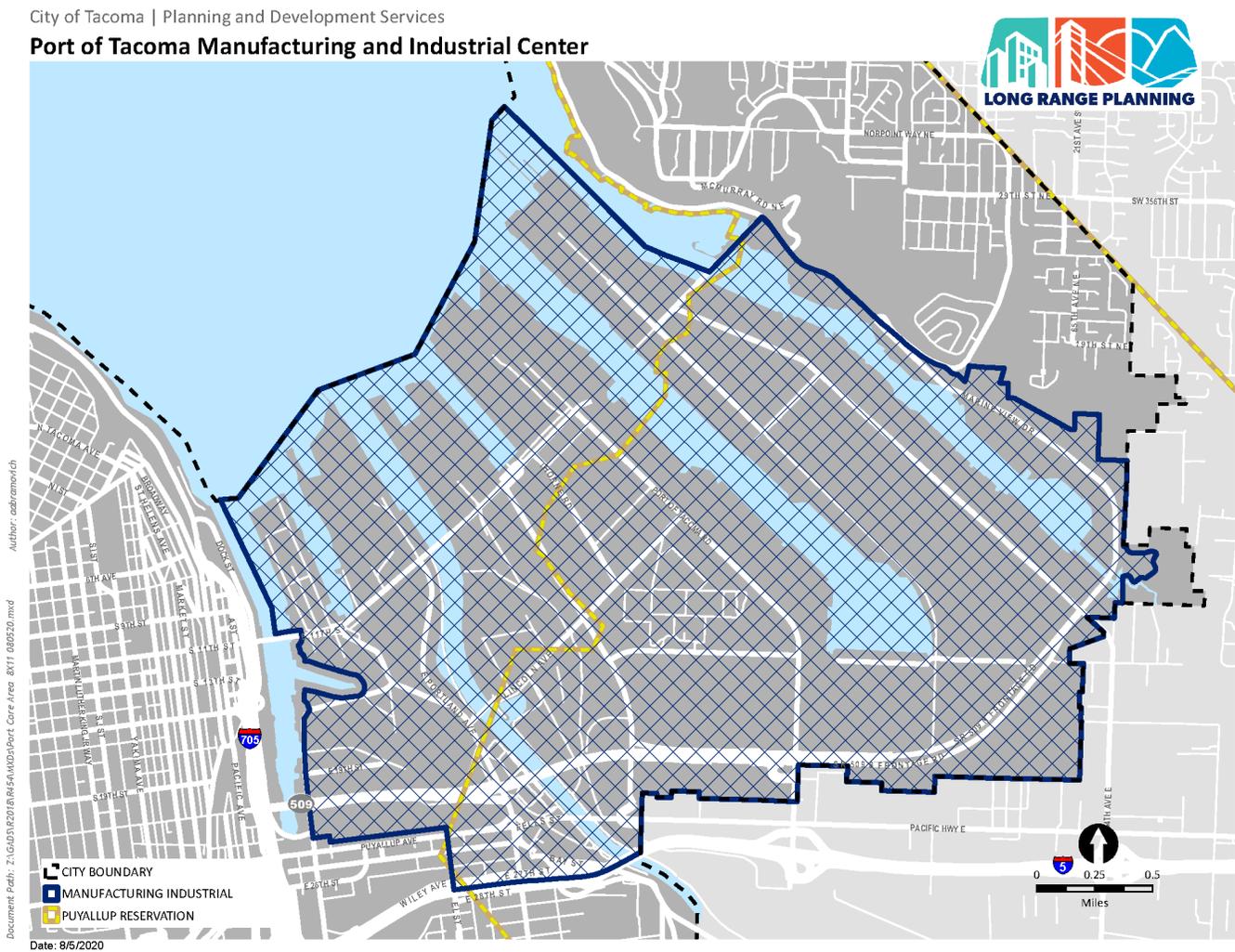
Exhibit B. Conversion of Industrial Lands

1. Issue Description

Regional and local policy supports the retention of industrial lands and directs local governments, particularly those with a designated regional Manufacturing and Industrial Center (MIC) and those planning under the Container Port Element of the Growth Management Act, to protect such lands from incompatible non-industrial uses. While the City established a Container Port Element in the One Tacoma Plan in 2014 for the area designated as a MIC, the City's zoning does not fully implement the policies articulated in that Element. As a result, if the baseline zoning were left in place, significant non-industrial uses could locate in the MIC thereby reducing the available land supply for industrial use and creating long-term conflicts with prioritized uses and activities. The purpose of this regulatory review is to bring the City's zoning districts into compliance with established policies and use preferences.

2. Area of Applicability

This regulatory review applies to the Port of Tacoma Manufacturing and Industrial Center as depicted in the map below:



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3. Proposed Code Amendments

Proposed Amendments to TMC 13.06.060.E Industrial Use District Use Restrictions

Use Category	Buffer Area		Core Area	
	M-1	M-2	PMI	
Agriculture	<u>CUN</u>	<u>CUN</u>	<u>N CU</u>	
Airport	<u>N CU</u>	<u>N CU</u>	<u>N CU</u>	
Commercial Recreation and Entertainment	<u>CU** P</u>	<u>CU* P</u>	N	<u>*Indoor only</u> <u>** Indoor and Outdoor</u>
Cultural Institution	<u>CU P</u>	<u>CU P</u>	N	
Dwellings	<u>CU* P</u>	N**	N**	*In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts.
Golf Course	<u>N P</u>	<u>N P</u>	N	
Hospital	<u>CU P</u>	<u>N P</u>	N	
Juvenile Community Facility	<u>CU P</u>	<u>N P</u>	<u>N P</u>	
Marijuana Retailer	<u>P* P</u>	<u>CU* P</u>	<u>N P</u>	Limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet of floor area per development site in the M-1 District.
Office	<u>P*</u>	<u>P*</u>	<u>CU*</u>	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 of floor area per development site in the M-1 District.
Parks, Recreation and Open Space – High Intensity/Destination Facilities	<u>CU** P</u>	<u>CU* P</u>	<u>N P</u>	<u>*Indoor only</u> <u>** Indoor and Outdoor</u>
Retail	<u>P*</u>	<u>CU* P</u>	<u>N P</u>	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 of floor area per development site in the M-1 District.
School, Public or Private	<u>CU P</u>	<u>N P</u>	<u>N P</u>	<u>General K-12 only</u>
Work Release Center	<u>CU</u>	<u>N CU</u>	<u>N P</u>	

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Proposed Amendments to TMC 13.05.010.A Conditional Use Permits

***New* Section:** TMC 13.05.010.A.26 Non-Industrial Uses in the Port of Tacoma MIC

a. In addition to the general conditional use criteria in TMC 13.05.010.A, non-industrial conditional uses in the Port of Tacoma Manufacturing and Industrial Center shall meet the following criteria. In consider conditional use permit applications, the City will consult with the Puyallup Tribe of Indians and Port of Tacoma to determine potential off-site impacts on port/industrial facilities and operations, and to identify appropriate mitigation measures.

- Location will not significantly interfere with container shipping facilities. Mitigation may be required to avoid and minimize disruptions to nearby industrial activity.
- Location is buffered from certain potentially high-risk industrial facilities.
- Use will incorporate design elements to reduce impact on employees and customers from adjacent or nearby industrial activities.

Exhibit C. Residential Encroachment

1. Issue Description

In 2014, the City adopted a Container Port Element in the Comprehensive Plan, consistent with Growth Management Act requirements. The policies in the Container Port Element called for buffers to limit encroachment of incompatible land uses on the Port of Tacoma Manufacturing and Industrial, specifically identifying slopes and other topographical features as natural buffers to be maintained. However, zoning and land use regulations for this area in NE Tacoma, were not amended to fully implement the adopted policies. Instead, the area remained zoned primarily for single family residential dwellings, with a 5,000 square foot minimum lot size. In the past the City had relied on market conditions to limit development – assuming that development on steep slopes would be infeasible. However, in recent years, new permit activity has been documented along the hillside and new housing developments were constructed contrary to established policy. The encroachment of residential uses, especially single family, on industrial areas can often create new impacts on both the residential communities resulting from noise, light and odor from industrial activities, and can likewise result in nuisance complaints or other interference with industrial activity. This review will consider limitations on new development along Marine View Drive and NE Tacoma to improve the long term interface between industrial and non-industrial uses.

2. Proposed Code Amendments

➤ **Proposed Amendment to TMC 13.06.070 Overlay Districts**

***New Section*:** [TMC 13.06.070.G Port of Tacoma Transition Overlay Zone](#)

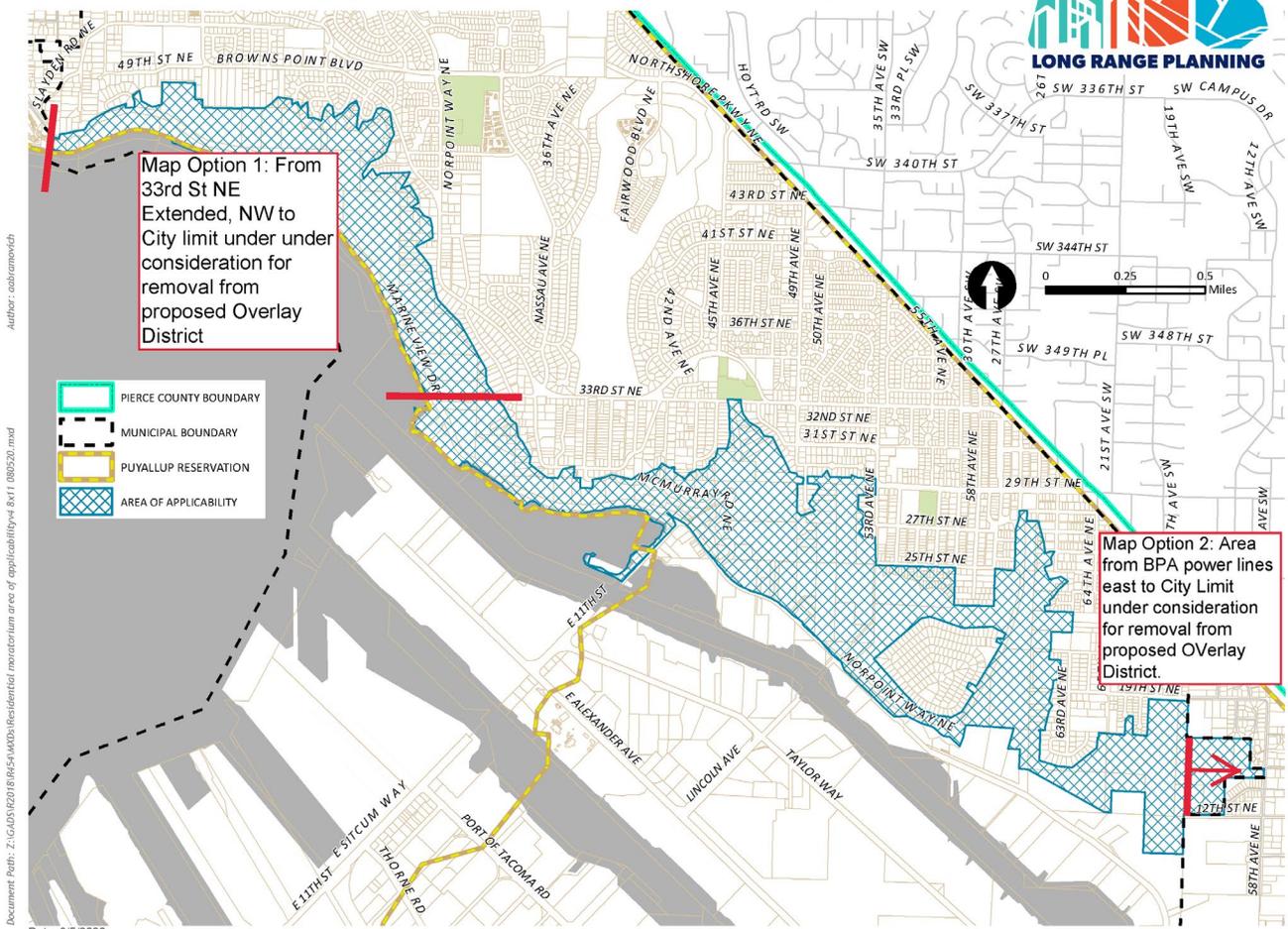
[1. Applicability.](#)

[a. The Port of Tacoma Transition Overlay Zone applies to all residential platting, subdivision, and land uses within the district boundaries established herein:](#)

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City of Tacoma | Planning and Development Services

Port of Tacoma Transition Overlay District: Area of Applicability and Potential Map Amendments



b. 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.

2. Purpose. The purpose of the Port of Tacoma Transition Overlay Zone is to maintain an appropriate separation between port/industrial activity in the Port of Tacoma Manufacturing and Industrial Center and residential neighborhoods, to avoid and minimize off-site impacts on residential areas, and to minimize disruption to port operations and associated industrial activity resulting from residential encroachment, consistent with the Container Port Element of the One Tacoma Plan and the Growth Management Act.

3. District Development Standards

a. Prohibited uses. Multifamily dwelling units, including duplex, triplex, cottage housing, and fourplex, are prohibited as stand-alone primary uses or as part of a mixed-use development.

b. Minimum lot size. Minimum residential lot sizes in the district shall be no less than 43,560 square feet.

c. Location. Residential development shall be located the greatest distance from the boundaries of the Port of Tacoma Manufacturing and Industrial Center as is feasible.

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d. Design. Residential development shall be designed to minimize disruptions to Port/industrial operations, including minimizing clearing and grading, driveways, and vegetation removal.

e. Accessory uses and structures. Uses and structures accessory to a single dwelling unit are permitted in the Overlay district consistent with established development standards for accessory uses in the base zone.

f. Notice on Title. As a condition of residential development, developers shall record a notice on title prior to initial sale which attests that the property is within proximity of the Port of Tacoma Manufacturing and Industrial Center, in which industrial activities, including container terminal facilities, are operating and will continue to operate and expand in the future. The distance of the unit from the Port of Tacoma Manufacturing and Industrial Center shall be recorded.

Exhibit D. Siting and Expansion of High Risk/High Impact Heavy Industrial Uses

1. Issue Description

Broadly, this review will consider the siting of specific potentially high risk/high impact heavy industrial uses. Current zoning and land use regulations consolidate a broad spectrum of industrial use and activity within a single heavy industrial use category despite a diverse differentiation of potential impacts and risks associated with such uses. In addition, current regulations permit heavy industrial use outright within the M-2 Heavy Industrial District and PMI Port Maritime Industrial District without special use standards tailored to address the disparate potential impacts of use and activity that fall under this category. This review will consider the compatibility of specific heavy industrial uses with the use priorities in the Port Tidelands as well as compatibility with environmental site context and surrounding land uses. The result of this review may be the establishment of more specific uses to be regulated under TMC 13.06 Zoning and Title 19 Shoreline Master Program.

2. Proposed Code Amendments

Proposed Amendments 1: Mining and Quarrying

- **Proposed Amendments to TMC 13.01 Definitions and Title 19 Shoreline Master Program Chapter 10:**

“Mining and Quarrying”

The Mining, Quarrying, and Oil and Gas Extraction sector comprises establishments that extract naturally occurring mineral solids, such as coal and ores; liquid minerals, such as crude petroleum; and gases, such as natural gas. The term mining is used in the broad sense to include quarrying, well operations, beneficiating (e.g., crushing, screening, washing, and flotation), and other preparation customarily performed at the mine site, or as a part of mining activity. This use category includes all industry sectors identified under NAICS Code 21 Mining, Quarrying, and Oil and Gas Extraction.

- **Proposed amendments to use tables in TMC 13.06.020.E Residential Districts, 13.06.030.E Commercial Districts, 13.06.040.E Mixed Use Districts, 13.06.060.E Industrial Districts, and Title 19 Shoreline Master Program Chapter 7.2 and Table 9-2.**

- All Districts: CU P*/N

*Existing surface mines permitted prior to (adoption date) are considered Permitted, subject to standards in TMC 13.06.080.O Surface Mining and all other applicable development standards. Otherwise prohibited.

Proposed Amendments 2: Smelting

- **Proposed Amendments to TMC 13.01 Definitions and Title 19 Shoreline Master Program Chapter 10:**

“Smelting”

Smelting is a process of applying heat to ore in order to extract a base metal. It is a form of extractive metallurgy. It is used to extract many metals from their ores, including silver, iron, copper, and other base

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metals. This use category includes all smelting activities identified in NAICS codes 331411, 331313, and 331410.

- **Proposed amendments to use tables in TMC 13.06.020.E Residential Districts, 13.06.030.E Commercial Districts, 13.06.040.E Mixed Use Districts, 13.06.050.E Downtown, 13.06.060.E Industrial Districts, and Title 19 Shoreline Master Program Chapter 7.2 and Table 9-2.**
 - All Districts: Prohibited

Proposed Amendments 3: Coal Facilities

- **Proposed Amendments to TMC 13.01 Definitions and Title 19 Shoreline Master Program Chapter 10:**
“Coal facilities”
 - Bulk coal storage: any structure, group of structures, equipment, or device that stores or transfers coal for use in the production of electricity or power, or for wholesale distribution.
 - Coal power plant: a thermal power station which burns coal to generate electricity or other usable power.
- **Proposed amendments to use tables in TMC 13.06.020.E Residential Districts, 13.06.030.E Commercial Districts, 13.06.040.E Mixed Use Districts, 13.06.050.E Downtown, 13.06.060.E Industrial Districts, and Title 19 Shoreline Master Program Chapter 7.2 and Table 9-2.**
 - All Districts: Prohibited

Proposed Amendments 4: Chemical Manufacturing, Processing and Wholesale Distribution

- **Proposed Amendments to TMC 13.01 Definitions and Title 19 Shoreline Master Program Chapter 10:**
“Chemical Manufacturing.” The production, processing, and wholesale distribution of chemicals and allied products.
 1. “Production and processing:” Establishments primarily engaged in the transformation of organic and inorganic raw materials by a chemical process and the formulation of products. This subsector distinguishes the production of basic chemicals that comprise the first industry group from the production of intermediate and end products produced by further processing of basic chemicals that make up the remaining industry groups.
 2. “Wholesaling:” Establishments primarily engaged in the merchant wholesale distribution of chemicals and allied products (except agricultural and medicinal chemicals, paints and varnishes, fireworks, and plastics materials and basic forms and shapes).
 3. “Petrochemical Manufacturing:” Establishments primarily engaged in (1) manufacturing acyclic (i.e., aliphatic) hydrocarbons such as ethylene, propylene, and butylene made from refined petroleum or liquid hydrocarbons and/or (2) manufacturing cyclic aromatic hydrocarbons such as benzene, toluene, styrene, xylene, ethyl benzene, and cumene made from refined petroleum or liquid hydrocarbons. NAICS 325110
 4. “Explosives Manufacturing:” Establishments primarily engaged in manufacturing explosives.

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5. “Fertilizer Manufacturing:” Establishments primarily engaged in one or more of the following: (1) manufacturing nitrogenous or phosphatic fertilizer materials; (2) manufacturing fertilizers from sewage or animal waste; (3) manufacturing nitrogenous or phosphatic materials and mixing with other ingredients into fertilizers; (4) mixing ingredients made elsewhere into fertilizers; and (5) formulating and preparing pesticides and other agricultural chemicals.

➤ **Proposed Amendments to TMC 13.05.010 Conditional Use Permits and Title 19 Chapter 2.1.7.f Shoreline Conditional Use Permits:**

New 13.05.010.A.23 Chemical Manufacturing, Processing, and Wholesale Distribution.

1. The Hearings Examiner will seek input from the Fire Chief, Tacoma-Pierce County Health Department, Puyallup Tribe of Indians, and any other subject matter experts necessary to determine the potential risks and impacts of the proposed facility, as well as appropriate mitigation measures.
2. A management plan may be required. The Hearings Examiner may determine the level of detail to be disclosed in the plan based on the probable impacts and/or the scale of the effects. Discussion of materials handling and storage, odor control, transportation, spill prevention, and other factors may be required;
3. The nature of the materials produced and/or the scale of manufacturing operations may be limited in order to minimize the degree and severity of risks to public health and safety;
4. Plans and sufficient, realistic performance bonding for decommissioning and failure incidents are provided to ensure that the site will be rehabilitated after the use or activity is completed, terminated, or abandoned.
5. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts.
6. The lot is located, and the use can be appropriately mitigated, to avoid any adverse impacts on HUD funding for affordable housing and community development in adjacent residential and mixed-use areas. The City will consider the methodology for Acceptable Separation Distances as published by the Department of Housing and Urban in determining appropriate separation distances and on-site mitigation measures.
7. All reasonable steps are taken to avoid and minimize adverse impacts to fish and wildlife, including impacts on migration routes and habitat areas of species listed as endangered or threatened, environmentally critical and sensitive habitats such as breeding, spawning, nursery, foraging areas and wetlands. All impacts that cannot be avoided can be sufficiently mitigated or compensated so as to achieve no net loss of ecological functions over time;
8. All reasonable steps are taken to avoid, minimize, and compensate for adverse social and economic impacts, including impacts on recreation, tourism, navigation, air quality, and recreational, commercial, and tribal fishing;
9. The finished product as packaged for sale or distribution shall be in such a form that product handling and shipment does not constitute a significant public health risk.

➤ **Proposed amendments to use tables in TMC 13.06.020.E Residential Districts, 13.06.030.E Commercial Districts, 13.06.040.E Mixed Use Districts:**

- All Districts: Prohibited

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➤ Proposed Amendments to use table in TMC 13.06.060.E.4 Industrial Districts Use Table and Title 19 Shoreline Master Program Table 9-2:

- Chemical Manufacturing, Processing, and Wholesale Distribution

- S-10 and S-13 Shoreline Districts: CU*/N~

*Primary uses are prohibited. Supportive water-dependent facilities may be permitted subject to a conditional use permit.

- Port Maritime Industrial District (PMI): P/CU**/N~

**A conditional use permit is required for the manufacture, processing, and wholesaling of hazardous materials as referenced in the City's Fire Code when a hazardous materials license is required, subject to criteria in 13.05.010.

Heavy Industrial District (M-2): CU/N**~P

~Prohibited in all districts: Petrochemical manufacturing, Explosives manufacturing, and Fertilizer Manufacturing

Proposed Amendments 5: High Impact Uses

➤ Proposed Amendments to TMC 13.01 Definitions and Title 19 Shoreline Master Program Chapter 10:

"High Impact Use"

Means any use where the business activity will result in the manufacturing, processing, storage, transshipment, or disposal of hazardous materials, as defined in the UN Hazard Classification System, when hazardous materials are present in quantities greater than 2,500 pounds of solids, 275 gallons of liquids, or 1,000 cubic feet of gas at any time.

➤ Proposed Amendments to TMC 13.05.010 Conditional Use Permits and Title 19 Chapter 2.1.7.f Shoreline Conditional Use Permits:

New High Impact Uses

1. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts;
2. A management plan may be required. The Hearings Examiner may determine the level of detail to be disclosed in the plan based on the probable impacts and/or the scale of the effects. Discussion of materials handling and storage, odor control, transportation, and other factors may be required;
3. The finished product as packaged for sale or distribution shall be in such a form that product handling and shipment does not constitute a significant public health risk; and
4. The nature of the materials produced and/or the scale of manufacturing operations may be limited in order to minimize the degree and severity of risks to public health and safety.

➤ Proposed amendments to use tables in TMC 13.06.020.E Residential Districts, 13.06.030.E Commercial Districts, 13.06.040.E Mixed Use Districts, 13.06.050.E Downtown:

- All Districts: Conditional Use where the primary use is otherwise allowed.

➤ Proposed amendments to use tables in TMC 13.06.060.E Industrial Districts:

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- PMI District: Permitted.
 - M-2 and M-1: Conditional Use where the primary use is otherwise allowed.
- **Proposed amendments to Title 19 Shoreline Master Program Table 9-2:**
- All Districts: Conditional Use where the primary use is otherwise allowed.

Proposed Amendments 6: TMC 13.06.050 Downtown

➤ **Proposed Amendments to TMC 13.06.050.E District use restrictions.¹**

1. Downtown Commercial Core District (DCC).

- a. Preferred – retail, office, hotel, cultural, governmental.
- b. Allowable – residential, educational, industrial located entirely within a building.
- c. Prohibited – Light industrial uses not located entirely within a building and automobile service stations/gasoline dispensing facilities other than those noted in Section 13.06.050.E.7.

2. Downtown Mixed-Use District (DMU).

- a. Preferred – governmental, educational, office, residential, cultural.
- b. Allowable – retail, residential, industrial located entirely within a building.
- c. Prohibited – Light industrial uses not located entirely within a building, and automobile service stations/gasoline dispensing facilities, in addition to those noted in Section 13.06.050.E.7.

3. Downtown Residential District (DR).

- a. Preferred – residential.
- b. Allowable – retail, office, educational.
- c. Prohibited - industrial, other than those noted in Section 13.06.050.E.7.

4. Warehouse/Residential District (WR).

- a. Preferred – Light industrial located entirely in a building, residential.
- b. Allowable – retail, educational, office, governmental.
- c. Prohibited – uses can be found in Section 13.06.050.E.7.

5. University of Washington, Tacoma Campus: Management of landscaping, street trees, parking (including ADA parking), telecommunications, street design (including pedestrian streets), ground floor uses, streetscape design, light and glare, storm drainage, signage, etc., shall all be addressed on a campus-wide basis. Please refer to the Campus Master Plan.

6. Use Categories.

- a. Preferred. Preferred uses are expected to be the predominant use in each district.
- b. Allowable. Named uses and any other uses, except those expressly prohibited, are allowed.

¹ Code Reviser's note: Previously codified as 13.06A.050 (Additional use regulations); relocated 13.06.050 per Ord. 28613 Ex. G; passed Sept. 24, 2019. Prior legislation: Ord. 28491 Ex. A; passed Feb. 20, 2018: Ord. 28361 Ex. B; passed May 24, 2016: Ord. 28327 Ex. C; passed Nov. 3, 2015; Ord. 28230 Ex. E; passed Jul. 22, 2014: Ord. 28182 Ex. A; passed Nov. 5, 2013: Ord. 28157 Ex. G; passed Jun. 25, 2013: Ord. 28088 Ex. B; passed Sept. 25, 2012: Ord. 27539 § 21; passed Oct. 31, 2006: Ord. 27245 § 23; passed Jun. 22, 2004: Ord. 26556 § 28; passed Dec. 14, 1999.

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c. Prohibited. Prohibited uses are disallowed uses (no administrative variances).

d. Conditional. Conditional uses may be allowed if specific criteria can be met.

7. The following uses are conditional in all of the above districts, unless otherwise specifically allowed:

a. High Risk Uses

8. The following uses are prohibited in all of the above districts, unless otherwise specifically allowed:

a. Adult retail and entertainment.

b. Heliports.

c. Work release facilities.

d. Correctional and detention facilities.

e. Billboards

f. Drive-throughs not located entirely within a building.

8. Special needs housing shall be allowed in all downtown districts in accordance with the provisions of Section 13.06.080.N.

9. Live/work and work/live uses shall be allowed in all downtown districts, subject to the requirements contained in Section 13.06.080.I.

10. Marijuana uses (marijuana producer, marijuana processor, marijuana researcher and marijuana retailer).

Marijuana retailers shall be allowed in all downtown districts, subject to the additional requirements contained in Section 13.06.080.J. Marijuana producers, marijuana processors, and marijuana researchers shall be prohibited in all downtown districts.

11. Heavy industrial uses

12. Mining and Quarrying

Proposed Amendments 7: Major Fossil Fuel Facilities and Renewable Fuel Facilities

➤ **Proposed Amendments to TMC 13.01 Definitions and Title 19 Shoreline Master Program Chapter 10:**

"Facility Emissions" means greenhouse gas emissions associated with fossil fuel refineries, processing, or fossil fuel transshipment facilities based upon the refining and processing of fossil fuels located within the Port of Tacoma Manufacturing and Industrial Center.

"Fossil fuels" include coal, petroleum, crude oil, natural gas, oil shales, bitumens, tar sands, propane, butane, and heavy oils. All contain carbon and were formed as a result of geologic processes acting on the remains of organic matter. Renewable fuels are not fossil fuels.

"Fossil-Fuel Refinery" means a facility that converts crude oil and other liquids into petroleum products including but not limited to gasoline, distillates such as diesel fuel and heating oil, jet fuel, petrochemical feedstocks, waxes, lubricating oils, and asphalt. Activities that support refineries include but are not limited to: bulk storage, manufacturing, or processing of fossil fuels or by-products. This definition excludes Small Fossil or Renewable Storage and Distribution Facilities.

"Greenhouse Gas Emissions" means gases that trap heat in the atmosphere. "Greenhouse gas," "greenhouse gases," "GHG," and "GHGs" includes carbon dioxide, methane, nitrous oxide, hydrofluorocarbons,

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perfluorocarbons, and sulfur hexafluoride, and any other gas or gases designated by the federal clean air act (United States Code Title 42, Chapter 85), state clean air act (Chapter 70.94 RCW) or state limiting greenhouse gas emissions law (Chapter 70.235 RCW).

“Lifecycle greenhouse gas emissions” means the aggregate quantity of greenhouse gas emissions (including direct emissions and significant indirect emissions), related to the full fuel lifecycle, including all stages of fuel and feedstock production and distribution, from feedstock generation or extraction through the distribution and delivery and use of the finished fuel to the ultimate consumer, where the mass values for all greenhouse gases are adjusted to account for their relative global warming potential.

“Major fossil fuel facilities” means:

- Fossil fuel refinery;
- Terminals engaged in the bulk movement of fossil fuels (excluding railyards and marine fueling facilities);
- Natural gas processing: any facility which (i) separates natural gas components to recover usable natural gas liquids (i.e., liquefied petroleum or natural gas), or (ii) produces natural gas suitable for transport (i.e., pipeline quality dry natural gas), or (iii) processes natural gas to create methanol or other chemical products.
- Bulk storage and processing of one type of fossil fuel, or a combination of multiple types of fossil fuels, in excess of one million gallons.

“Renewable Fuel” means fuels that are synthesized from renewable energy sources, such as wind and solar, those approved by the US Environmental Protection Agency (EPA) Renewable Fuels Standard Program and hydrogen fuels (when produced with renewable processes), that result in a lifecycle greenhouse gas emission reduction of at least 50% or more under the Federal Clean Air Act, until such time as a state renewable fuel standard is adopted. Upon adoption of a state standard, the state standards will be used to define the use classification. Renewable fuels shall not include products produced from palm oil or other feedstocks that cannot be proven to reduce greenhouse gas emissions utilizing accepted methods of the Washington State Department of Ecology or US EPA.

“Renewable Fuel Production Facilities” means

- A Renewable Fuel Refinery: a facility that processes or produces renewable fuels, excluding Small Fossil or Renewable Storage and Distribution Facilities.
- Shipment and Trassshipment facilities: the process of off-loading of fuel materials, refined or unrefined, refinery feedstocks, products or by products, from one transportation facility and loading it onto another transportation facility for the purposes of transporting such products into or out of the City of Tacoma. Examples of transportation facilities include ship, truck, or freight car.
- Bulk storage of one type of renewable fuel, or a combination of multiple types of renewable fuels, in excess of two million gallons.

“Small Fossil or Renewable Fuel Storage and Distribution Facilities” means:

- Equipment and buildings used for purposes of direct sale or distribution to consumers of fossil fuels or renewable fuels, or

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- Accessory equipment that supplies fossil fuels or renewable fuels to an onsite allowed commercial or industrial operation, including facilities for vessel and vehicle fueling, and that does not meet the definitions of fossil or renewable fuel refinery, or fossil or renewable fuel transshipment facilities.

➤ Proposed Amendments to TMC 13.05.010 Conditional Use Permits and Title 19 Chapter 2.1.7.f Shoreline Conditional Use Permits:

New Major Fossil Fuel Facilities and Renewable Fuel Facilities

In addition to the general conditional use criteria, new or expansion of Major Fossil Fuel Facilities and Renewable Fuel Facilities must demonstrate the following:

1. There is a demonstrated significant local, state, or national need for the proposed use or activity;
2. There is no reasonable alternative to meet the public need for the proposed use or activity;
3. There will be no likely long-term significant adverse impacts to shoreline resources or uses or state waters;
4. All feasible steps are taken to avoid and minimize adverse environmental impacts.
5. All feasible steps are taken to avoid and minimize adverse social and economic impacts, including impacts on aquaculture, recreation, tourism, navigation, air quality, and recreational, commercial, and tribal fishing;
6. Compensation is provided to mitigate adverse impacts to shoreline resources or uses;
7. The lot is located so that large concentrations of people, particularly in residential and commercial areas, are not exposed to unreasonable adverse impacts.
8. The project shall not result in any increased risk of spill within the waters of Puget Sound and Commencement Bay. Updated spill response and emergency response plans shall be provided with the application, for review by all appropriate agencies.
9. Plans and sufficient, realistic performance bonding for decommissioning and failure incidents are provided to ensure that the site will be rehabilitated after the use or activity is completed, terminated, or abandoned;
10. The proposed facility shall meet a minimum 50% reduction in lifecycle GHG per Clean Air Act at the time of occupancy and 80% reduction by 2050.
11. Permit applicant to provide proof of insurance naming City of Tacoma as additional insured.

➤ Proposed Amendments to TMC 13.06.080 Special Use Standards and Title 19 Shoreline Master Program Chapter 7:

New Subsection: Major Fossil Fuel Facilities and Renewable Fuel Facilities

1. Applicability: The following standards apply to all existing or proposed Major Fossil Fuel Facilities and Renewable Fuel Production Facilities where allowed in the base zoning district.

2. Purpose: The purpose of these standards is to minimize the risk of spill or discharge of fuels into the Puyallup River or marine waters; to support a reduction in greenhouse gas emissions and a transition to renewable fuel and energy production consistent with Federal, state and local targets; to avoid and minimize any impacts to adjacent communities from fire, explosion, or increased air emissions resulting from facility

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expansion; to and to protect and preserve fish and wildlife habitat areas to ensure viable Tribal fisheries consistent with Treaty fishing rights.

3. Use Standards:

a. New major fossil fuel facilities are prohibited.

b. Existing major fossil fuel facilities, legally permitted at the time of adoption of this ordinance (REFERENCE), shall be considered permitted uses, subject to the following limitations:

(1) Expansion (non-capacity) of existing facilities. Existing uses may conduct repairs, improvements, maintenance, modifications, remodeling or other changes that do not demonstrably increase facility capacity, including but not limited to the following, provided that a conditional use permit is not required:

- Accessory and appurtenant buildings and structures.
- Office space.
- Parking lots.
- Radio communications facilities.
- Storage buildings.
- Routine maintenance and repair.
- Environmental improvements and other projects that are required on the subject site by federal, state, regional, or local regulations.
- Temporary trailers.
- Heating and cooling systems.
- Cable installation.
- Information technology improvements.
- Continuous emissions monitoring systems or analyzer shelters.
- Wastewater and stormwater treatment facilities.
- Replacement and upgrading of existing equipment.
- Safety upgrades.
- Any other non-capacity project that is necessary to the continued viability of a legally established use.

(2) Maintenance and repair: A Conditional Use Permit, 13.05.010.A.25, is required in the following circumstances:

- Replacement of any storage tank in excess of 1428 barrels (60,000 gallons, the SEPA threshold)
- Modification of any storage tank to change the type of fossil fuel stored in the tank.
- Replacement or other modification of any transshipment or transportation facility.

(3) Prohibited improvements:

- New driveways, private rail sidings, docks, piers, wharves and floats, or storage tanks.
- Site or facility improvements that would increase the capacity of a driveway, private rail siding, dock, pier, wharf or float.

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- New refining or processing equipment and facilities, except for normal maintenance and repair.

(4) Projects are limited to property owned and occupied by the use as of {date}.

(5) Change of Use:

(a) An existing Major Fossil Fuel Facility may change use to a Renewable Fuel Production Facility, subject to a Conditional Use Permit.

(b) A change of use of a Renewable Fuel Refinery or Renewable Fuel Transshipment Facilities to a fossil fuel facility inside the boundary of an existing legal fossil fuel refinery requires a conditional use permit subject to CUP 13.05.010.A.25. Other changes of use from Renewable Fuel Refinery or Renewable Fuel Transshipment Facilities to fossil fuel facilities are prohibited.

4. Renewable Fuel Facilities are allowed, subject to a Conditional Use Permit and the criteria in 13.05.010.A.25.

5. New or expansion of existing Major Fossil Fuel Facilities and Renewable Fuel Facilities shall meet the following special use standards:

a. Mitigation for local greenhouse gas impacts calculated consistent with the definition of facility emissions in TMC 13.01.060:

(1) Assessment: Greenhouse gas emissions impacts shall be assessed using current valid modeling techniques.

(2) Mitigation: Greenhouse gas emissions that create specific adverse environmental impacts may be offset through mitigation projects that provide real and quantifiable greenhouse gas mitigation.

(3) Location: Greenhouse gas emissions offsets for local impacts shall be located in the following order of preference:

i. Within the City of Tacoma;

ii. Within the Puyallup River Watershed;

iii. Within Pierce County;

iv. Within the Central Puget Sound region, including Pierce County, Kitsap County, Snohomish County, and King County.

b. The applicant shall provide annual reporting of the following:

- The number of vessel transfers of crude oil or other fossil or renewable fuel, both inbound and outbound from the site, the type and quantity of products transferred, and the product destination.
- The number of rail cars transporting crude oil, fossil fuels, or renewable fuels, both to and from the site, including a description of the product, volume, and destination.
- The number of trucks transporting fossil or renewable fuel, both to and from the site, including a description of the product, volume, and destination.
- A description of on-site storage capacity including the number of tanks, tank volumes, and products.
- A description of all facility emissions for previous five years and a three year forecast.

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Proposed Amendments 8: Zoning District Purpose Statements

➤ Proposed Amendments to TMC 13.06.060 Industrial Districts

A. Applicability.

The following tables compose the land use regulations for all districts of Section 13.06.060. All portions of Section 13.06.060 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.

B. Purpose.

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 context-sensitive industrial settings matching scale and intensity of use to location.
4. Provide for predictability in the expectations for development projects.

5. Expand and diversify employment opportunities.

6. Preserve an adequate supply of land for employment generating uses.

7. Protect industrial and manufacturing areas from encroachment while providing for reasonable transitions that ensure compatibility with surrounding areas.

C. 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 to ~~as a buffer between heavy industrial uses and less intensive commercial and/or residential uses, provide 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 industrial uses, or neighboring commercial and residential districts. M-1 districts may be established in new areas of the City and is an appropriate zone to apply as a transition between heavy industrial districts and non-industrial areas. Development standards should ensure compatibility between the industrial operations therein and the existing activities and character of the community in which the district is located.~~ However, ~~†~~ This classification is only appropriate inside Comprehensive Plan areas designated for Light Industrial, medium and high intensity uses.

2. M-2 Heavy Industrial District.

This district is intended to allow ~~most~~ heavy industrial and manufacturing uses that can reasonably be accommodated without adverse impacts on the public's health, welfare, or safety. 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 Heavy Industrial~~ medium and high intensity uses.

3. PMI Port Maritime & Industrial District.

This district is intended to implement the use priorities of the Container Port Element of the Comprehensive Plan, specifically as they pertain to the Core Maritime Industrial Area, and to protect the long-term function and viability of the area. These use priorities include: Cargo port terminal, port-related container and industrial activity, compatible manufacturing, industrial-related office, cargo yard, warehousing, transportation facilities, and other similar uses.

~~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.

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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.

Proposed Amendments 9: Unlisted Uses

➤ **Proposed Amendments to use table in TMC 13.06.060.E.4 Industrial Districts Use Table**

Uses	M-1	M-2	PMI	Additional Regulations
Uses not prohibited by City Charter and not prohibited herein	N	N	<u>CUP</u>	



RESOLUTION NO. 40509

1 BY REQUEST OF MAYOR WOODARDS AND COUNCIL MEMBERS BEALE
2 AND MELLO

3 A RESOLUTION relating to the reality of climate change, and declaring that these
4 threats, while long-term, require immediate actions to minimize harm to
5 current and future generations and therefore constitutes a public
6 emergency; and expressing the City Council’s support of initiatives that
7 mitigate the impact.

8 WHEREAS, in 1984, the City was placed on the United States
9 Environmental Protection Agency’s National Priority List of contaminated sites as
10 one of the nation’s most polluted cities, and

11 WHEREAS the City recognized the clear threat posed to the community’s
12 long-term health and economic vitality by this pollution, and so courageously
13 committed to cleaning up its highly polluted lands, waters, and air, and

14 WHEREAS, in 2008, the City recognized the threat of climate change and
15 created a Climate Action Plan to begin the long process of addressing the
16 consequences presented by global climate change, and

17 WHEREAS, in January 2015, the City committed, in the vision of the
18 Tacoma 2025 Strategic Plan, to a high quality of life for all of its residents now and
19 across future generations, described by access to healthy, affordable housing;
20 sustainable transportation; a vibrant economy with a robust green jobs sector; a
21 rich multicultural community; and thriving ecosystems and green spaces in an
22 urban system developed through smart growth, and

23 WHEREAS, in 2016, the City adopted an Environmental Action Plan
24 outlining 67 actions to be taken by City government and the local community over
25
26

Attachment C: Resolution No. 40509



1 a five-year period, to become more environmentally sustainable and help respond
2 to climate change and its many adverse impacts to the community and improve our
3 overall environment, and

4 WHEREAS the Transportation Master Plan has adopted policies supporting
5 electrification, mode shift, and, more explicitly, reduction in greenhouse gas
6 emissions, and

7 WHEREAS, in 2015, the City Council adopted a new Comprehensive Plan,
8 *One Tacoma*, which included new and strengthened goals and policies pertaining
9 to the assessment of climate risks and pursuing measures to support adaptation,
10 mitigation of climate causing greenhouse gas emissions, and the promotion of
11 community resilience strategies, and

12 WHEREAS, despite the adopted policies of the City, additional actions are
13 needed to advance the necessary progress regarding actions on climate change,
14 and
15

16 WHEREAS, in April 2016, world leaders from 175 countries recognized the
17 threat of climate change and the urgent need to combat it by adopting the Paris
18 Agreement, and working to limit warming to no more than 1.5°C, and
19

20 WHEREAS, in 2018, the United Nations' Intergovernmental Panel on
21 Climate Change ("IPCC") warned that it would not be possible to meet the 1.5°C
22 goal unless global carbon levels were reduced 45 percent below 2010 levels by
23 2030, requiring an unprecedented transformation of every sector of the global
24 economy over the next 11 years, and
25
26



1 WHEREAS, in 2017, the Tacoma City Council enacted interim regulations
2 that temporarily prohibit new heavy industrial projects in the Port of Tacoma/
3 Tacoma Tide Flats subarea, and the temporary prohibition includes large fossil fuel
4 projects such as refineries and large storage facilities, and

5 WHEREAS, in 2018, the City entered into an Intergovernmental Agreement
6 with the Puyallup Tribe of Indians and the Port of Tacoma to develop new
7 permanent regulations for the Port of Tacoma/Tacoma Tide Flats subarea, with
8 one of the stated goals of this process being environmental remediation and
9 protection, and consideration of limitations on new or expanded large fossil fuel
10 projects will be part of that work, and
11

12 WHEREAS global temperatures having increased approximately 1.1°C
13 above late 19th century levels, demonstrating that climate change is causing
14 damage to the Earth as experienced by increased and intensifying wildfires, floods,
15 rising seas, diseases, homelessness, species extinctions, food and potable water
16 shortages, droughts, and extreme weather, and
17

18 WHEREAS unchecked climate change will bring evermore drastic decline to
19 the health and prosperity of future generations, particularly for the most vulnerable
20 communities, and
21

22 WHEREAS the longer we delay taking definitive action to reduce carbon
23 pollution, the greater the threat posed by climate change to current and future
24 generations and the more costly it will be to protect and maintain our community
25 from the impacts of climate change, and
26

Attachment C: Resolution No. 40509



1 WHEREAS the City cherishes its youth, who are the key to our community's
2 prosperity, and strives to engage them in decisions being made right now,
3 including through the establishment of the Mayor's Youth Commission, in an
4 ultimate effort to empower them to follow their dreams and live prosperously, and

5 WHEREAS City leaders have seen, time and again, that seemingly
6 impossible challenges can be met when the will of the community is mobilized, and

7 WHEREAS restoring a safe and stable climate requires "Climate
8 Mobilization" across all of our society, including all levels of government and
9 across all economic sectors, including agriculture, manufacturing, transportation,
10 and energy production at a speed and scale not seen since World War II to reach
11 zero greenhouse gas emissions, to rapidly and safely drawdown excess carbon
12 from the atmosphere, and

13
14 WHEREAS building capacity and initiating dialogue with other organizations
15 will be integral to the City's goals related to greenhouse gas reduction, and

16
17 WHEREAS this Resolution is not intended to supplant any City purchasing
18 policies, and

19
20 WHEREAS our community is blessed with Tacoma Power's 98 percent
21 carbon-neutral and affordable electricity to light and heat our buildings and power
22 our economy and transportation, and provides us with leverage points to meet
23 these extreme challenges, and

24
25 WHEREAS Tacoma Power is already committed to achieving the
26 requirements in the Washington State Clean Energy Transformation Act ("CETA"),



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including 100 percent carbon-neutral electricity by 2030 and 100 percent carbon-free electricity by 2045, and

WHEREAS Tacoma Power is committed to achieving the low income and vulnerable communities provisions required under CETA, and

WHEREAS the City’s 2016 Greenhouse Gas inventory identifies our use of fossil fuels for transportation such as commuting, commercial trucking, and other freight transport as our largest component of carbon emissions, comprising over 70 percent of Tacoma’s overall community greenhouse gas emissions, and

WHEREAS Tacoma can be the catalyst and proving ground for widespread, economy-wide transformation to a clean energy economy through investment and development of clean, alternative fuel technology, and

WHEREAS transition to a climate-safe future requires the need for full community participation, inclusion, and support, and recognizes that the residents of Tacoma, particularly frontline communities and community organizations, including communities of faith, youth, organized labor, business, academic institutions, homeowners’ associations, and environmental, economic, racial, gender, family and disability justice, indigenous, immigrant, and women’s rights organizations and other such allies, will be integral to and in the leadership of the mobilization effort, and

WHEREAS, on September 20, 2019, the City’s youth and young adults joined with their companions around the world to call for a global climate strike and greater, more urgent climate leadership from their elected officials and public institutions, and



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WHEREAS the Puyallup Tribe of Indians is also expected to declare a climate emergency, and this Resolution affirms our mutual interests to address a regionally comprehensive and coordinated effort to combat climate change, and

WHEREAS each generation has a duty to leave a sustainable and healthy planet for future generations; Now, Therefore,

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

Section 1. That the City declares that our city, region, state, nation, civilization, humanity, and the natural world are experiencing a climate emergency, and the City Council hereby expresses its support for initiatives to foster a Citywide climate emergency mobilization effort to combat global warming that will result in the goal of a just transition to a carbon-neutral economy and accelerate adaptation and resilience strategies in preparation for intensifying climate impacts.

Section 2. That the City Manager will work with the Office of Environmental Policy and Sustainability (“OEPS”) to develop an updated Environmental Action Plan (“EAP”) by April 22, 2021. The EAP shall outline a pathway to reaching the City’s carbon reduction goals by 2050, and, at a minimum:

- Establish the feasibility, cost, timeline, performance targets, scope, strategy for implementation, and specific actions for reaching greenhouse gas (“GHG”) reduction goals, which also addresses the City’s transportation infrastructure. To demonstrate the City’s commitment to leading by example to the broader Tacoma community and addressing the emergency declaration as stated in this Resolution, the City Manager will conduct an organization-wide assessment of the City’s current GHG emissions and set ten-year reduction targets through the year 2050 with an aspirational aim toward making City operations carbon-neutral by 2050. Progress toward these targets shall be shared with the City Council as part of the EAP reporting process, along with information as to any barriers to achieving the ten-year targets and what action steps will be taken



Attachment C: Resolution No. 40509

1 by the City Manager to address those barriers. The community goals
2 include an 80 percent GHG reduction by 2050. These goals shall be
3 published in the One Tacoma Comprehensive Plan, including the
4 Transportation Master Plan, which may include a new Climate
5 element that incorporates these goals and key strategies;

- 6 • Include actions that support goals of the One Tacoma
7 Comprehensive Plan and other relevant planning and policy
8 documents;
- 9 • Commit to equity and social justice playing an integral role in all
10 phases of the EAP;
- 11 • Support and develop community environmental justice leaders by
12 building capacity among youth and young adults and in marginalized
13 communities to shape and implement climate change solutions;
- 14 • Create an Environmental Justice Leadership Workgroup that
15 engages and collaborates with community members and those most
16 burdened by environmental impacts to participate in the update of the
17 City's EAP; and
- 18 • Include a green economy section that will define actions and targets
19 to assist existing Tacoma businesses with sustainability actions,
20 attract and retain carbon-neutral and climate friendly businesses,
21 increase the number of living wage jobs, and provide a just transition
22 for the workforce into the next generation of sustainable
23 manufacturing and construction jobs.

24 Following completion of the updated EAP, the City Manager will work with
25 OEPS to develop a plan for ongoing staff training on the latest climate science, the
26 ten-year reduction targets, and other changes to the EAP as deemed appropriate
by the City Manager.

Section 3. That the City Manager shall establish a method by which the
quantity and type of fossil and bio-fuels produced, refined, stored in, and
distributed through the City of Tacoma can be determined, and periodically
reported. The City Manager should further establish a method to gather information
on specific fossil fuel facilities in the City of Tacoma, including changes of
ownership, mergers and acquisitions, investor presentations and reports, or any



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other public information that may indicate a facility's interest or intent to expand in the future, taking into account broader market trends in oil and gas refining and export in the Pacific Northwest. If this method does not require the consideration of additional City Council legislation, the method will be implemented and the data furnished to the City Council on a periodic basis, depending on the frequency of availability of data.

Section 4. That the City Manager will review the reporting structure of OEPS to better collaborate with all City departments and initiatives to address shared responsibilities, seriousness, and urgency for climate action, and report back to the City Council by March 31, 2020, with those recommendations.

Section 5. That the City Manager, in coordination with Tacoma Public Utilities, shall identify and propose to the City Council and Public Utility Board sustainable funding mechanisms for actions prescribed in the EAP which are determined practicable by the City Council, which may include, but are not limited to, smart growth strategies, building electrification, sustainable transportation systems, green jobs with living wages, community development strategies that uphold culture and equity, urban tree canopy, and Tacoma's air, water, and lands.

Section 6. That the City Manager is directed to coordinate with Tacoma Public Utilities to establish a training plan for all City department directors regarding climate science and equity to ensure awareness for how climate change impacts the delivery of services to the public and capital improvements by March 31, 2020. The training shall occur in the interim prior to completion of the updated EAP.

Attachment C: Resolution No. 40509



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Section 7. That the City Manager is directed to coordinate with the community and partners, including artists, students, and justice organizations who care for and protect the earth, to celebrate the most diverse global mobilization in defense of the environment in world history and in honor of Earth Day's 50th anniversary on April 22, 2020.

Adopted _____

Mayor

Attest:

City Clerk

Approved as to form:

Deputy City Attorney

Commission Purpose: To advise Council, bringing community accountability and vigilance, on implementation of Tacoma's [Environmental Action Plan](#) and other sustainability initiatives.

Tacoma's Environmental Action Plan (2016) guides City activities and investments to reduce greenhouse gas (GHG) emissions by 40% by 2020 and 80% by 2050. Since 2016, Tacoma's community GHG emissions increased. This climate action plan will be updated for 2021. In 2018, the [United Nations](#) warned societies must aggressively reverse climate change by 2030, with bold action in the early 2020s, or else suffer certain disruption to natural systems we rely on daily for food, water, and other essentials. Communities of Color and low-income communities tend to be most vulnerable to financial and human health stresses or shocks resulting from climate damage.

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The 2021-2022 City Budget and COVID-19 Response, Recovery, and Resilience

Three Principles to Guide City Decisions and Work

- **Climate emergency:** take emergency actions and allocate resources to address overlapping crises
- **Preserve community trust:** practice transparent and timely reporting, calls for input, and true dialogue
- **Reimagine public safety and well-being:** budget for human/environmental health strategies

Recommendations

1) Prioritize climate justice:

Successes: Committed to anti-racist systems transformation ([Res. 40622](#), June 2020); Declared a climate emergency and directed staff for climate justice action planning ([Res. 40509](#), Dec. 2019).

Actions: (1) Apply an "addresses climate emergency" criterion for biennial budget and other resource decisions; (2) Adequately fund the update of the Environmental Action Plan.

2) Support Community Food Projects that promote equity and food security:

Successes: Supported 20 community gardens in neighborhoods prioritized by income and diversity; Sustainability Small Grants program supported 7 food projects valued at \$31,709.

Actions: (1) Reverse proposed budget cuts to food equity programming; (2) Diversify and expand local food sources by removing barriers to community gardens, community orchards, edible trees, and urban farms in appropriate rights-of-way and City-owned parcels; (3) Prepare to extend additional resources, including funding and staff support, to local food banks and regional food producers.

3) Sustain and expand transportation by foot, bike, and transit:

Success: 32 new hybrid vehicles reduce Tacoma Police Department's fuel consumption by 40% annually.

Actions: (1) Invest in infrastructure to support active and sustainable transportation, including protected bike lanes and pedestrian crossings; (2) Fund education and encouragement programming; (3) Use transportation to support physical distancing and emotional well-being; (4) Coordinate with Pierce Transit to sustain and expand transit opportunities; (5) Lead by example in converting City fleet vehicles.

4) Implement the Urban Forest Management Plan (UFMP):

Successes: Adopted UFMP ([Res. 40492](#), Dec 2019); Planted 2,620 trees.

Actions: (1) Improve Code to preserve trees; (2) Assist low-income homeowners with hazard trees; (3) Plant trees in communities of color to combat air pollution contributing to COVID-19 health inequities.

5) Prevent waste:

Success: Hired 3 staff to provide technical and educational "Recycle Right" support.

Actions: (1) Conduct waste prevention education during "Recycle Right" engagement; (2) Leverage revitalization efforts to develop local recycling facilities and markets; (3) Develop regulations for waste prevention per the Sustainable Materials Management Plan (2016).

Sustainable Tacoma Commission

Priorities for City Council | 2020

Questions for Council

- What goal, strategy, action, or co-benefits of a climate plan are most important to you?
- Who should we engage about climate justice?
- How would you like to stay involved/informed about climate planning through 2021?
- What priorities have you heard from your constituents recently?
- What priorities do you have over the next 3-6 months?
- How can the Sustainable Tacoma Commission, in its climate- and sustainability-focused community advisory role, support these priorities?

Climate Action Planning Update

Implementation Timeline

Phase 1 – Understanding Community Priorities: August – November 2020

Phase 2 – Strategy and Action Planning: November 2021 – April 2021

Phase 3 – Plan Release and Adoption: April – August 2021

Process Overview

- **What:** Update our community climate and environmental action plan using community input to plan and build for a resilient, equitable, and prosperous future.
- **When:** August 2020 to August 2021
- **Who:** Communities of color, youth/young adults, small and local businesses, and other historically underrepresented or vulnerable groups.
- **How:** Partner with Citizens for a Healthy Bay to prioritize engagement with vulnerable and underrepresented communities by reducing participation barriers and supporting community-led engagement strategies.

What's Coming Up

- **Recruitment** for community Ambassadors, EJ Leaders Work Group
 - **Vision:** Community-led engagement
 - **Equity:** Compensated on sliding scale; prioritizing underrepresented communities
 - **Timeline:** Mid-August

Sustainable Tacoma Commission (STC) | Work Plan 2021

MONTH	MEETING ITEMS	OTHER ACTIVITIES
January 2021	<ul style="list-style-type: none"> ● STC 2021 priorities and work plan (staff updates, 2 minutes) ● Climate Plans Update: emissions target, Phase I results, TBD (60) <ul style="list-style-type: none"> ○ Climate planning Phase I results, emissions target – letter ● Tideflats input for Tideflats Advisory Group, regulations, subarea plan, fossil fuel inventory – letter (30) 	<p>Engage TC and PC staff/chairs about 2021 priorities and work plan drafts</p> <p>Small Grants recruitment -> March</p>
February	<ul style="list-style-type: none"> ● Climate Plans Update: draft adaptation actions, TBD (30) ● STC 2021 priorities and work plan ● STC 2021 subcommittee assignments ● Officer nominations (15) ● Small Grants program updates and QI outreach (15) 	<p>Subcommittee (tentative):</p> <ul style="list-style-type: none"> ● Sustainability Small Grants policies and practices: recurring applicants, application content, equity/barriers <p>Member recruitment</p> <p>City-County SWMP comments?</p>
March	<ul style="list-style-type: none"> ● Officer elections ● Climate Plans Update: TBD, adaptation strategy (Beth) ● Rules of Procedure review ● Prepare annual update -> IPS Committee 	<p>Subcommittee (QI or QII):</p> <ul style="list-style-type: none"> ● Waste prevention and recycling <p>Member recruitment / interviews</p>
April	<ul style="list-style-type: none"> ● Climate Plans Update: TBD, adaptation strategy (Beth) ● Environmental Action Plan (EAP) 2020 progress report ● Sustainability Small Grants quarterly applications review 	<p>Last STC meeting:</p> <ul style="list-style-type: none"> ● (Members) <p>New member on-boarding</p> <p>Deliver annual update -> IPS</p> <p>Schedule 1-1 Council Meetings</p> <p>Small Grants recruitment -> June</p>
May	<ul style="list-style-type: none"> ● Climate Plans Update: TBD ● Housing? Transportation? ● Equity training? 	<p>First STC meeting:</p> <ul style="list-style-type: none"> ● (Members) <p>1-1 Council Meetings</p>
June	<ul style="list-style-type: none"> ● Climate Plans Update: TBD ● Mid-Biennium Budget Adjustment recommendations ● Sustainability Small Grants quarterly applications review 	<p>1-1 Council Meetings</p>
July	<ul style="list-style-type: none"> ● Climate Plans Update: draft review / recommendations ● Sustainable Materials Management Plan, recycle reset, waste prevention, City-County Solid Waste Management Plan update 	<p>Small Grants recruitment -> September</p>
August	<ul style="list-style-type: none"> ● Climate Plans Update: draft review / recommendations 	

Sustainable Tacoma Commission (STC) | Work Plan 2021

	<ul style="list-style-type: none"> • Tree Coupon, Grit City Trees, and Urban Forestry Management Plan update 	
September	<ul style="list-style-type: none"> • Climate Plans Update: adoption letter of support / comments • Sustainability Small Grants quarterly applications review 	
October	<ul style="list-style-type: none"> • 	Small Grants recruitment -> December
November	<ul style="list-style-type: none"> • 	
December	<ul style="list-style-type: none"> • Year-in-Review / Year-Ahead • Sustainability Small Grants quarterly applications review 	
January 2022	<ul style="list-style-type: none"> • Officer nominations 	Small Grants recruitment -> March
February	<ul style="list-style-type: none"> • Officer elections 	
March	<ul style="list-style-type: none"> • Rules of Procedure review 	