



## **PRESENTATIONS**

**Meeting on January 6, 2021**

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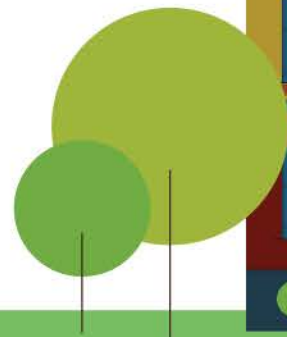
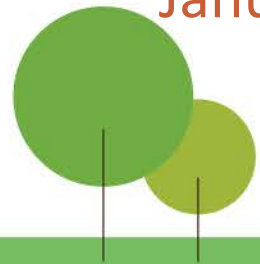


# Affordable Housing

*Home In Tacoma Project*

Planning Commission

January 6, 2021



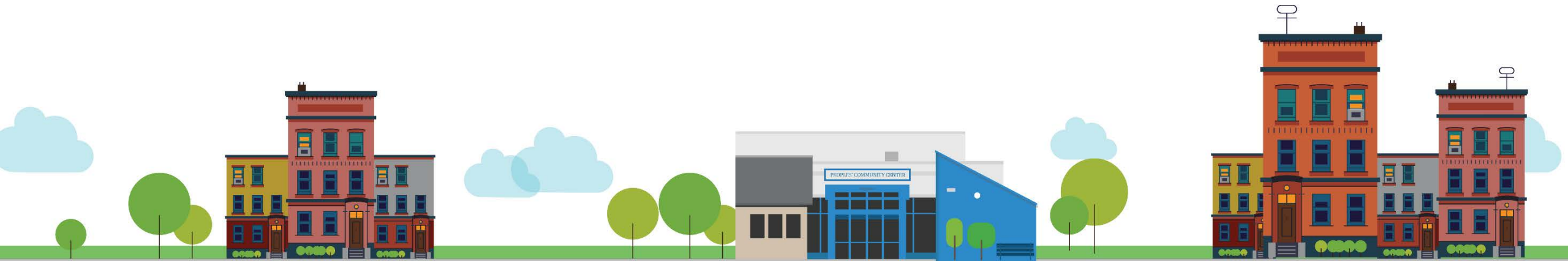
# Objective – focus the geographies for Medium-scale residential areas

1. Should transit routes and Corridors have the same buffers?
2. What buffer distance(s) from Centers?
3. Are there other fundamental factors in delineating low and medium-scale residential areas?
4. Should more than one option be included in the public review draft?



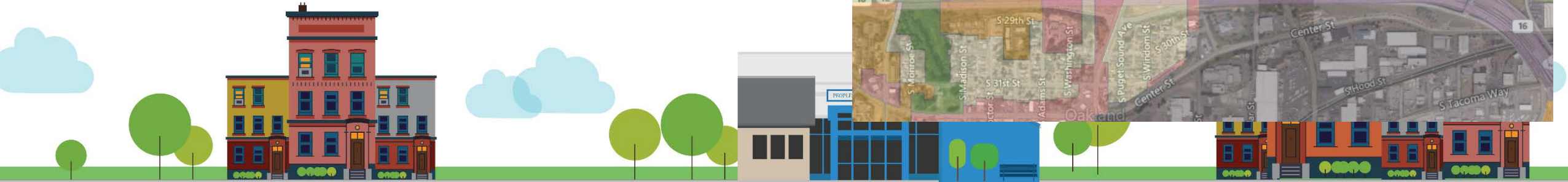
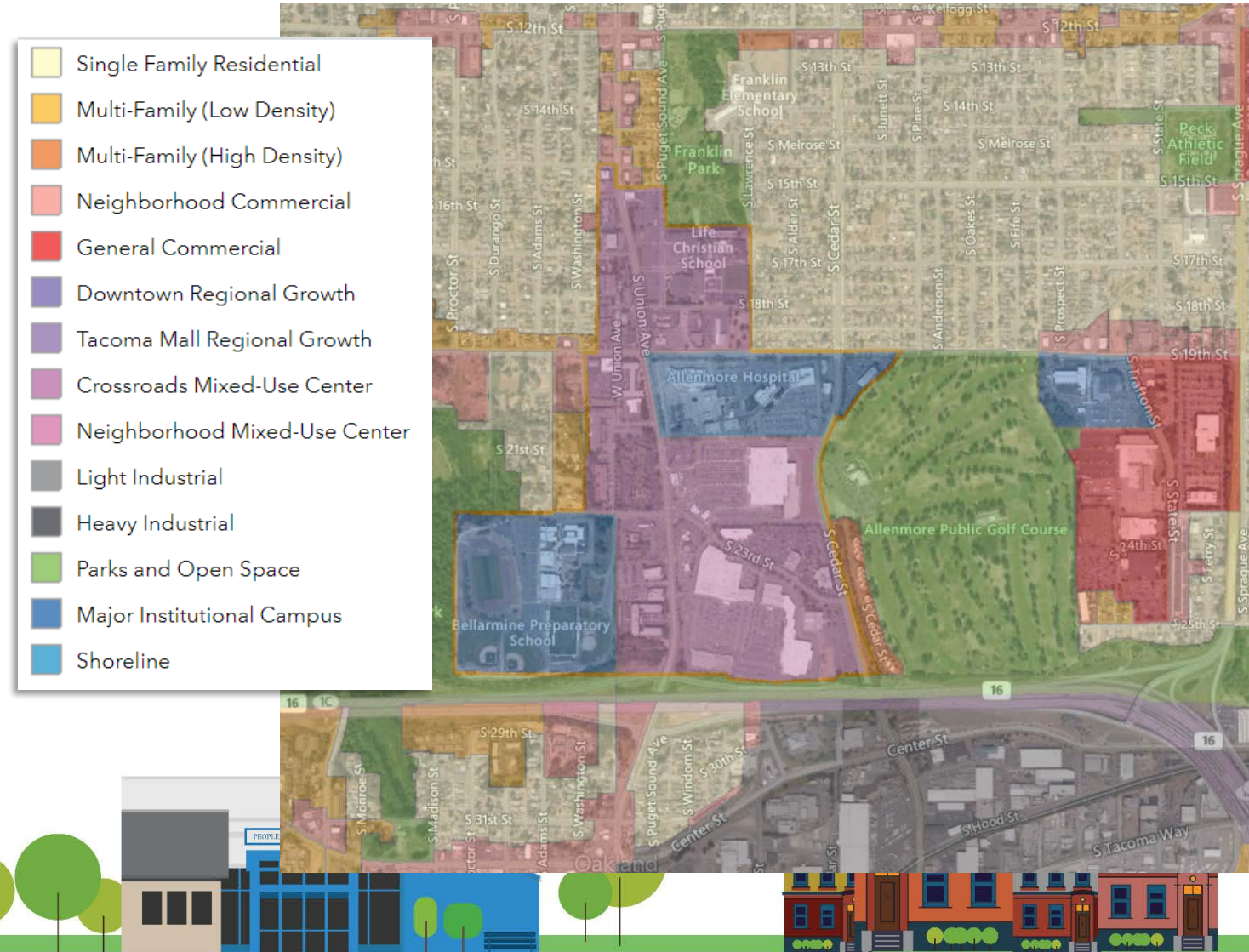
# Degrees of change

- **Maintain:** Smaller, incremental changes, mostly reinforcing existing scale and patterns
- **Evolve:** Moderate, targeted changes to scale and patterns; some new opportunities for small to medium-sized infill projects
- **Transform:** Widespread, substantial changes to scale and patterns; substantial new opportunities for infill at small and medium scales



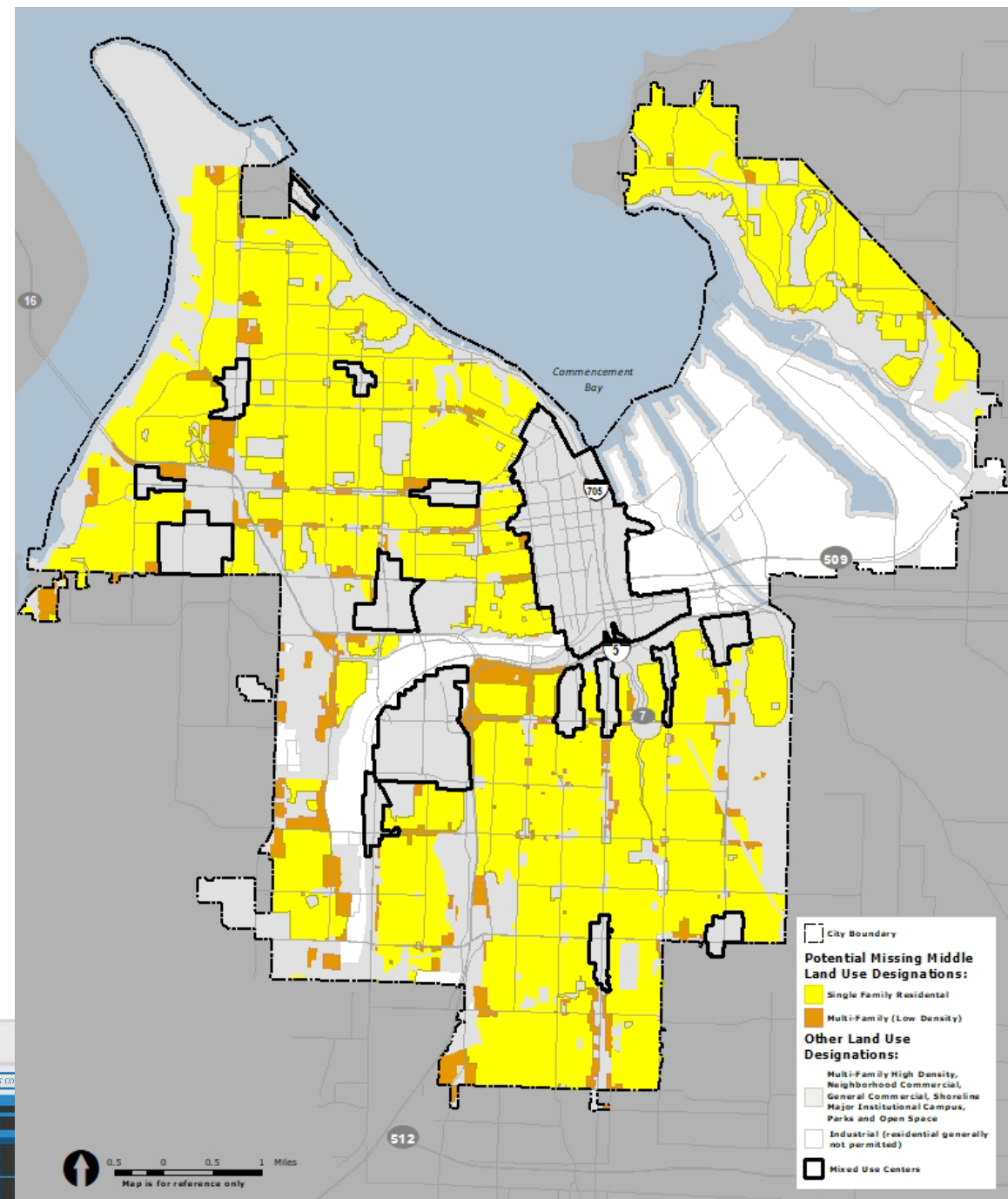
# Where not to encourage infill

- Critical Areas and Shorelines
- Parks and Open Space
- Major Institutional Campuses
- General Commercial
- Industrial areas
- Airport Compatibility Overlay District
- Areas difficult to serve with urban infrastructure



# Change Single-family to low-scale residential

- Shift from use-based to form-based
- Recalculate target density
- Allow infill housing types
  - Small lot, 2-units, 3-units, cottage housing, shared housing (in most circumstances)
  - 4-units, small multifamily, tiny homes (in limited circumstances)



## Low-scale Residential: Compatible scale & design, Pedestrian priority

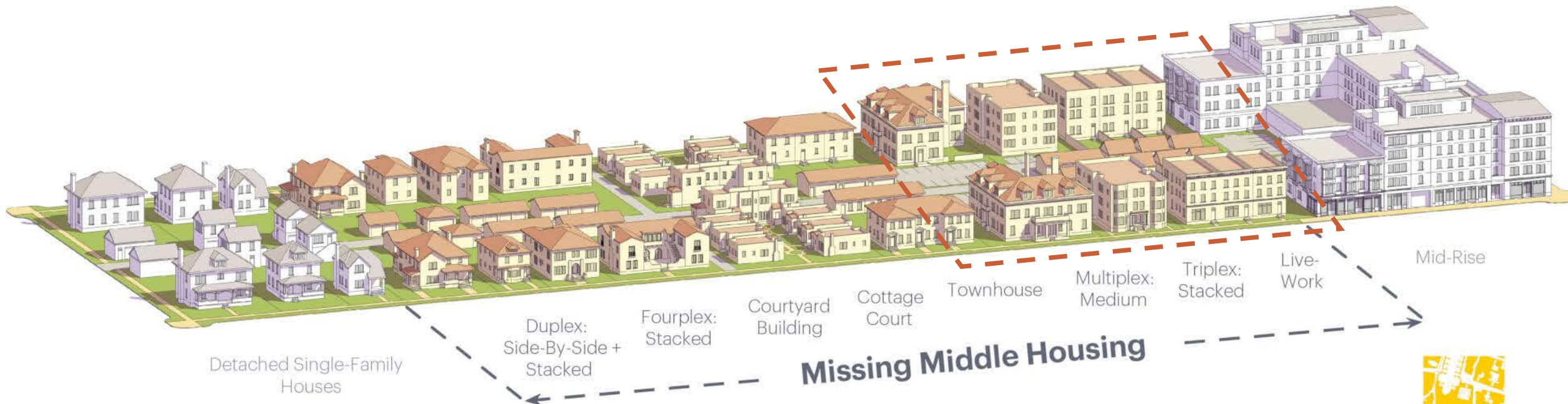
- Building bulk (height, width, depth, setbacks) compatible with houses
- Functional yards/street trees
- Building oriented to street, cars to rear/alleys, off-street parking moderate
- Design standards for specific housing types
- Encourage reduced physical barriers





# Medium-scale Residential: The upper end of Missing Middle Housing Types

- Serves as transitions from higher-intensity areas to low-scale areas
- Buildings are taller (3 to 4 stories), deeper and/or wider than low-scale residential



# Medium-scale, walkable urban housing

- Building bulk (height, width, depth) mid-scale (with transitions to lower-scale areas)
- Smaller yards, moderate setbacks, street trees
- Building oriented to street, cars to rear/alleys, less need for off-street parking
- Design standards for specific housing types
- Encourage reduced physical barriers; ADA required for larger projects

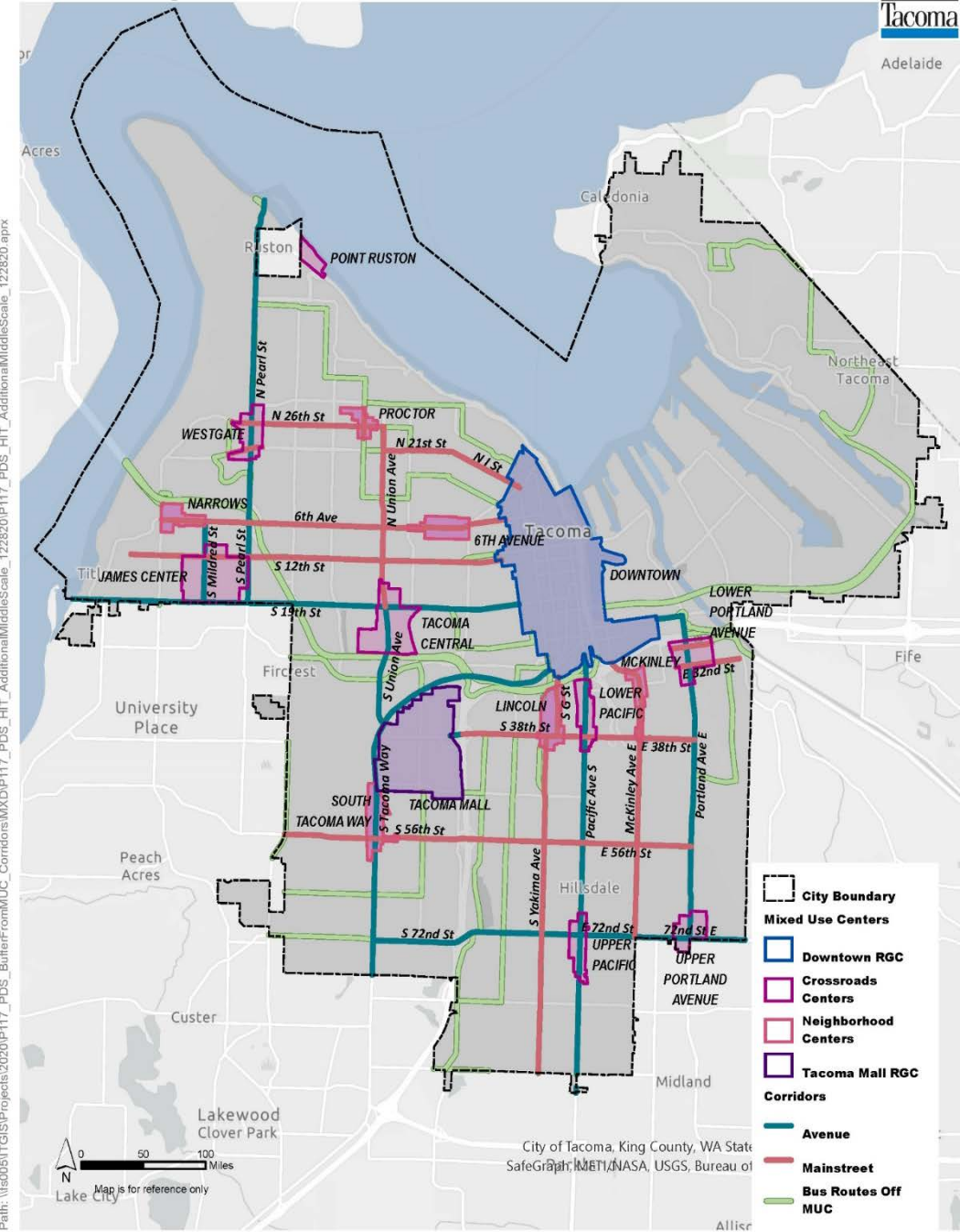


# Centers, Corridors & Bus Routes

# Medium-scale Residential

Objective: More housing in walkable, transit-served, complete neighborhoods

- Corridors
  - Baseline pending corridor planning
- Transit routes
- Areas walkable to Centers, Corridors and transit



Path: \\s0051\GIS\Projects\2020\PI17\_PDS\_BufferFromMUC\_Corridors\MXD\PI17\_PDS\_HIT\_AdditionalMiddleScale\_122820.aprx

# Where should we add medium-scale housing?

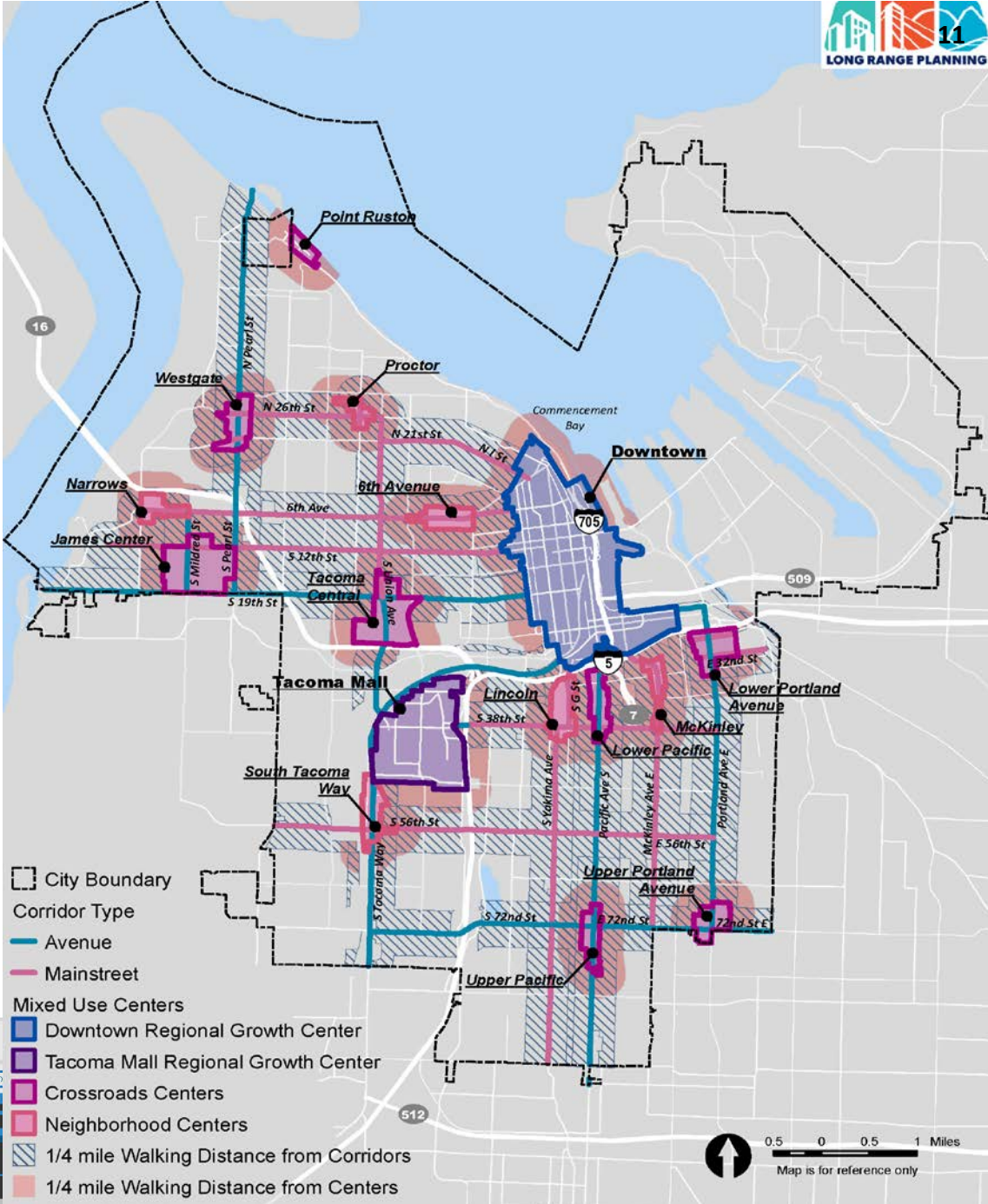
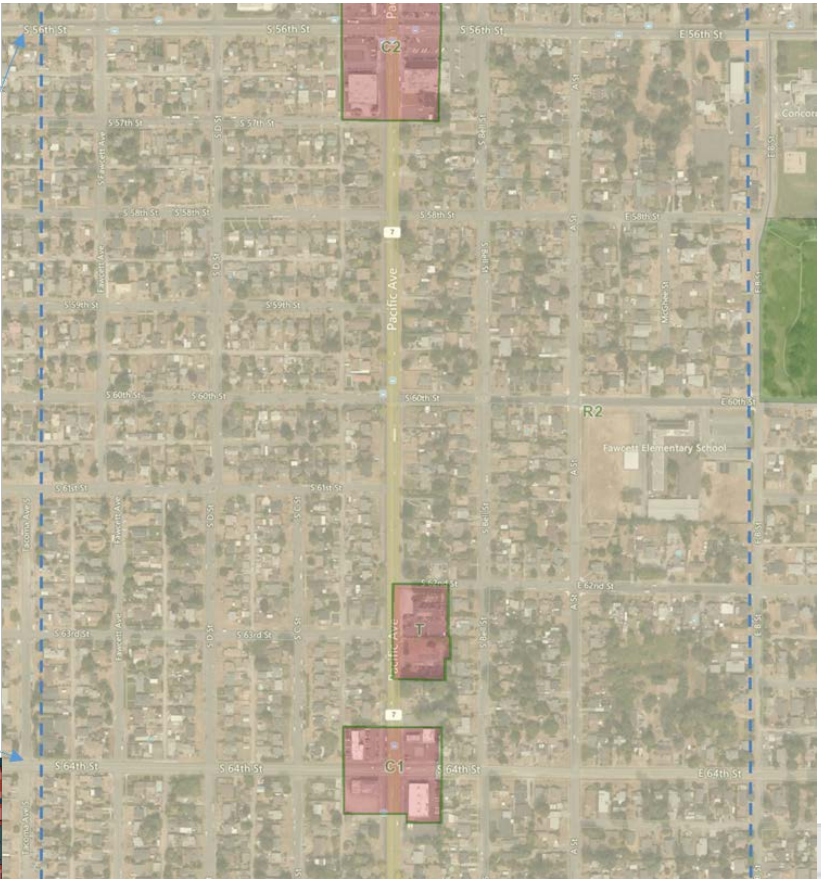
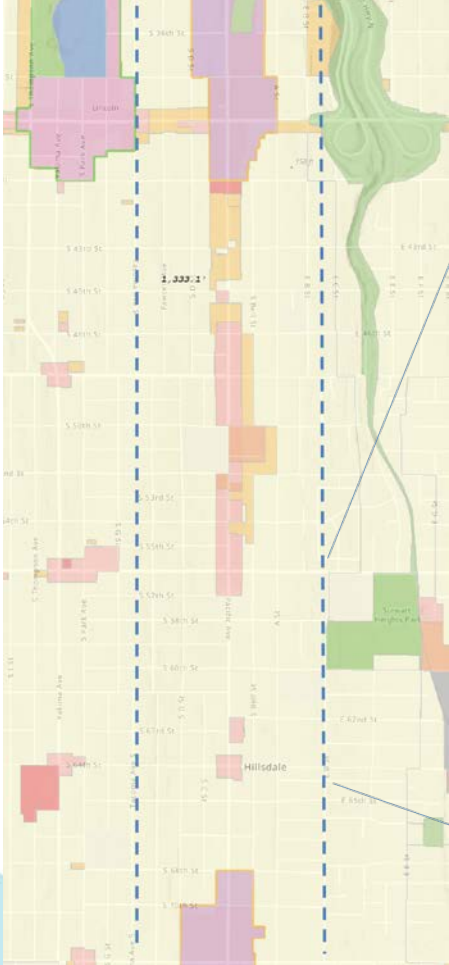
- Walkable to Centers, Corridors, transit routes
  - Centers = complete neighborhoods
  - Corridors = connect Centers/destinations
  - Transit routes = transportation options
- Should other factors be considered?
  - Transit Level of Service
  - Parks and schools
  - Connected street grid
  - Opportunity Index
  - Other factors



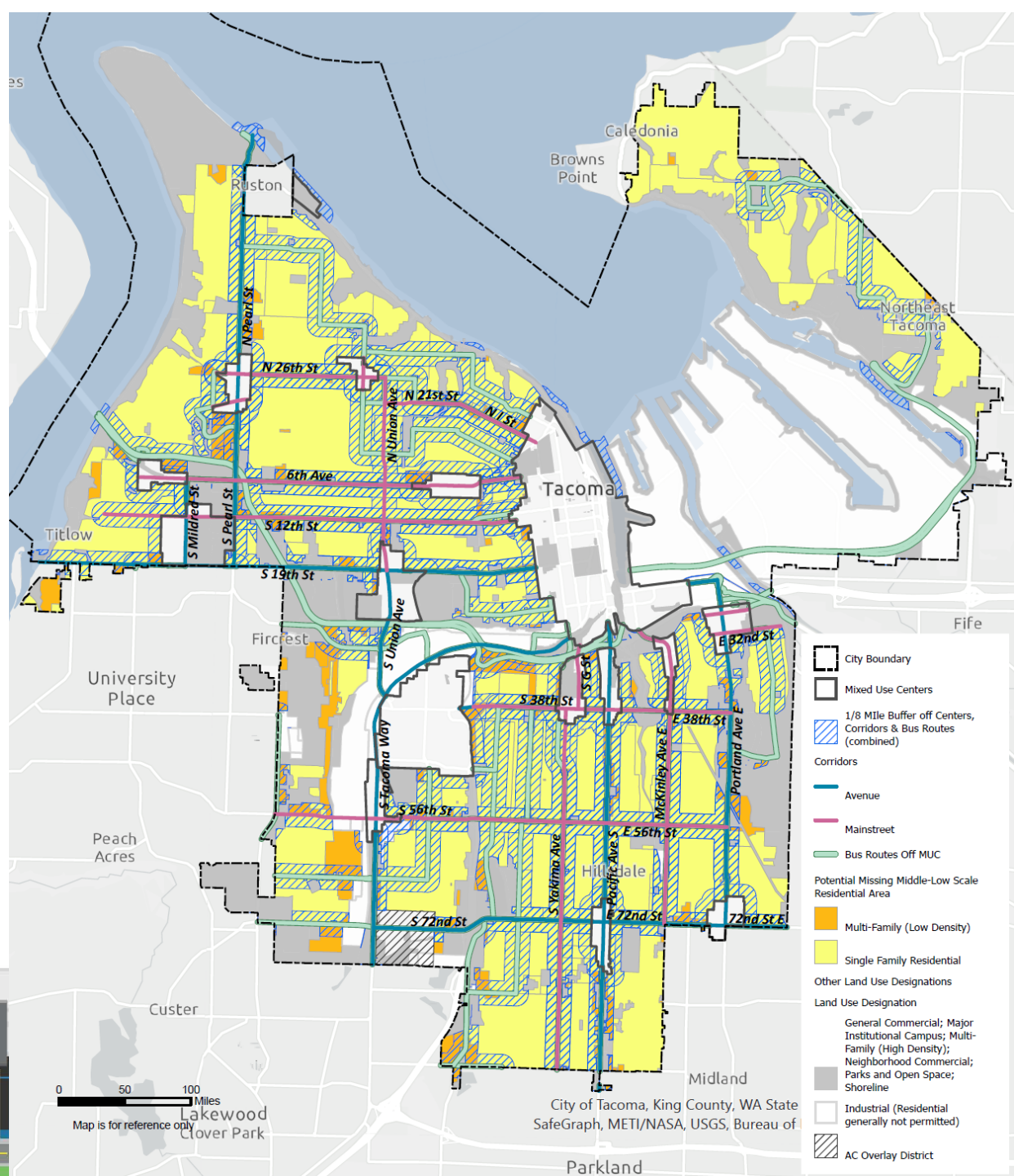
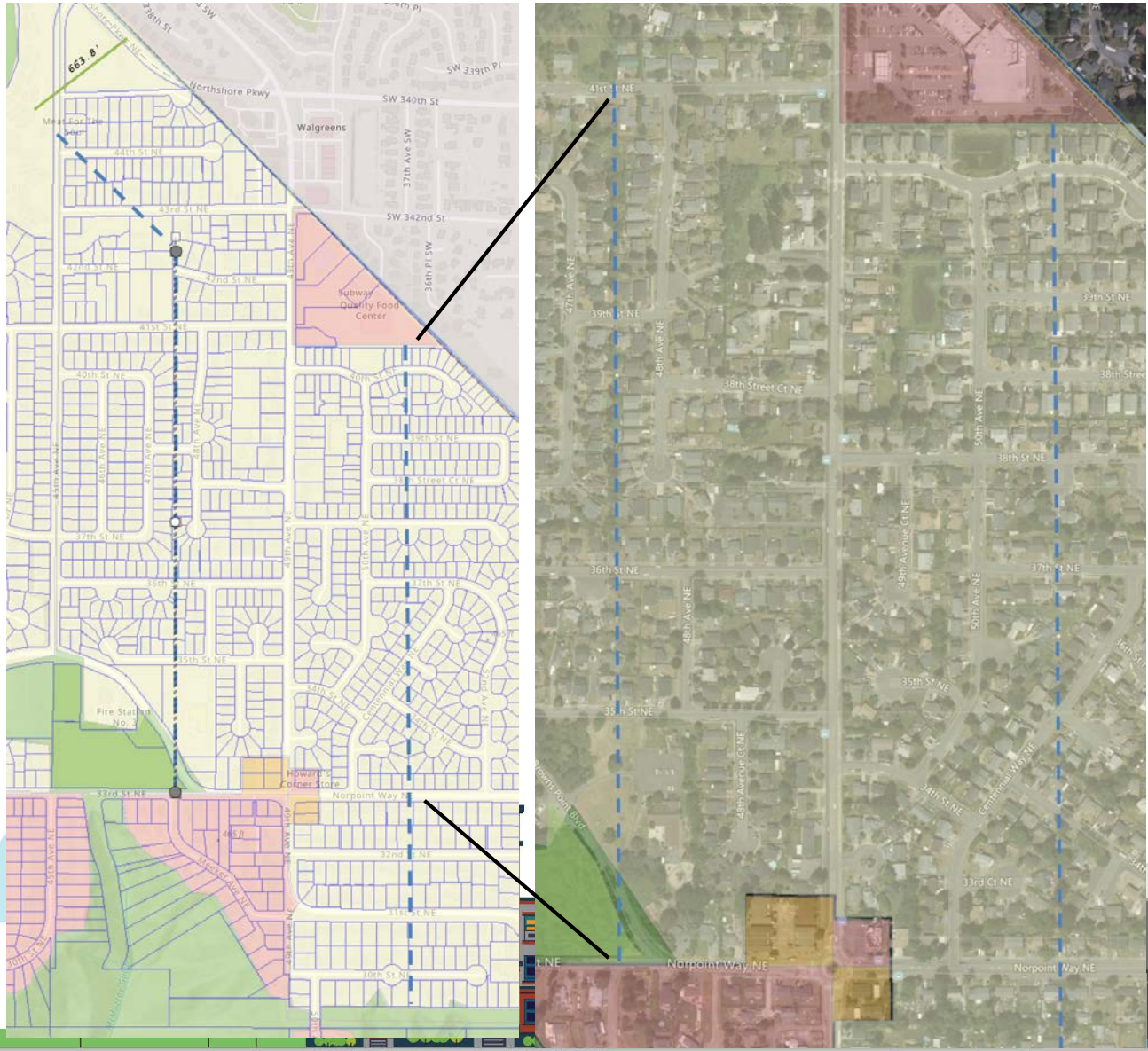
*NOTE: We will get technical, stakeholder and community input once concepts are prepared.*



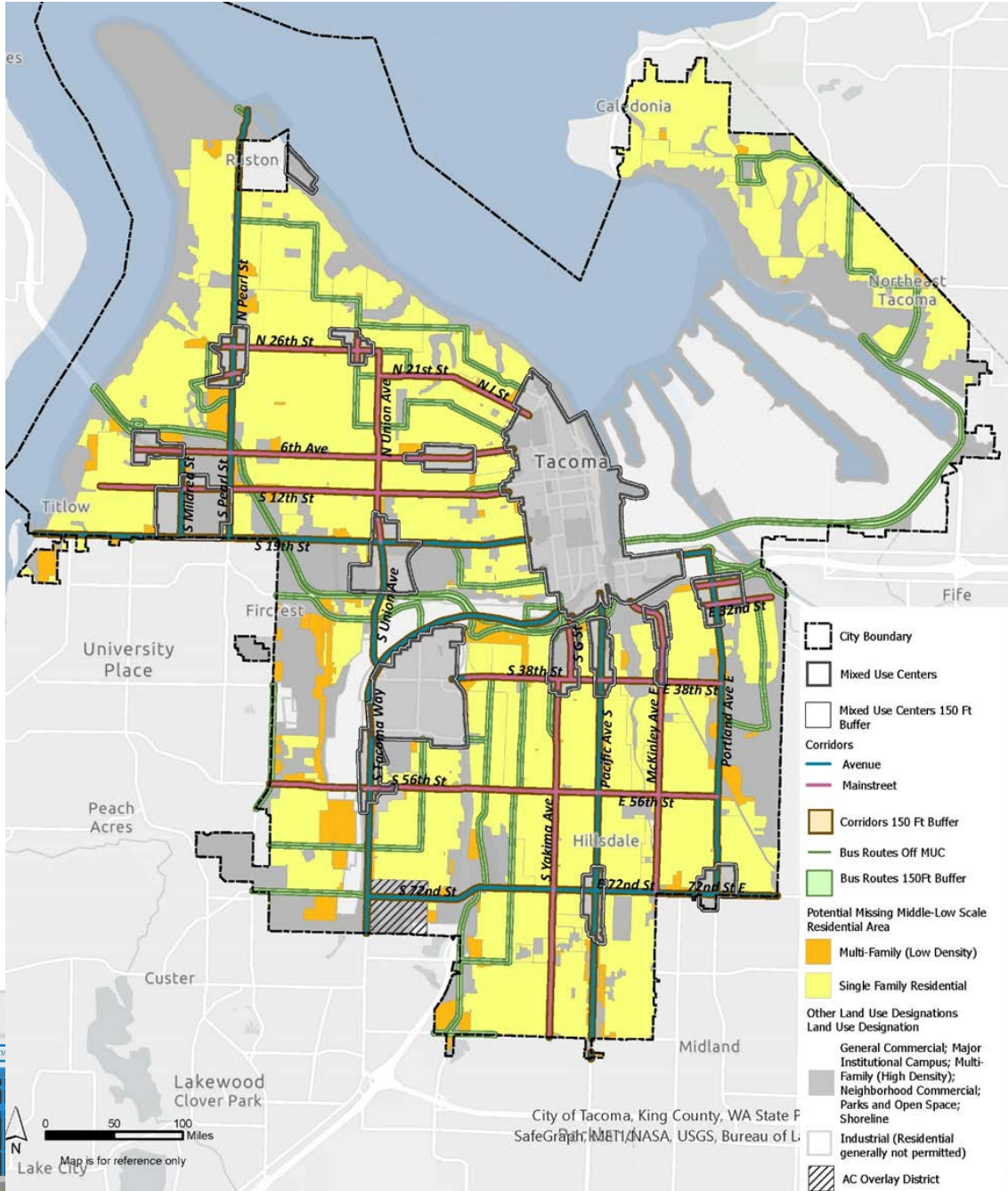
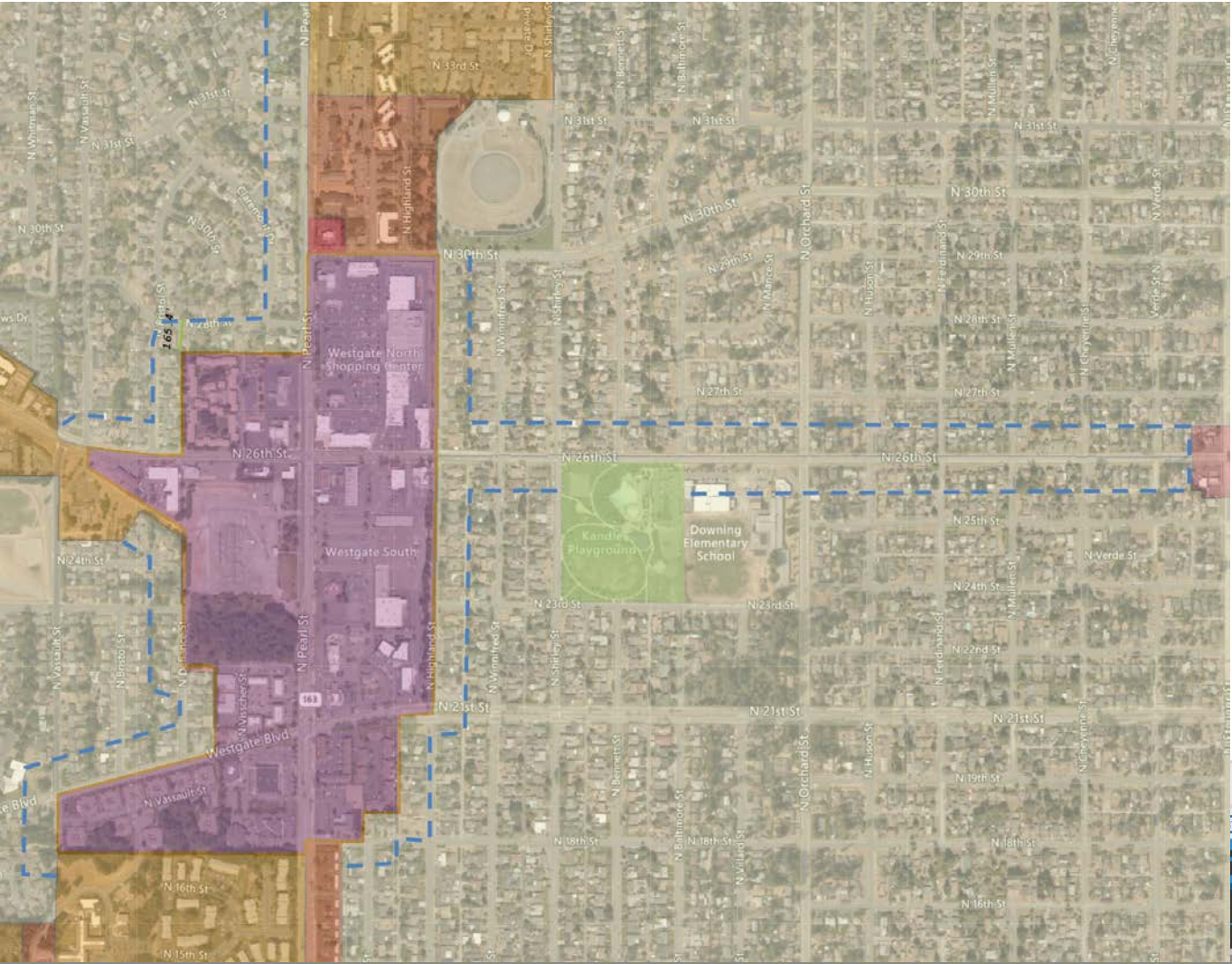
# Wide (1/4 mile) buffers



# Moderate (1/8 mile) buffers



# Narrow (~100 foot) buffers



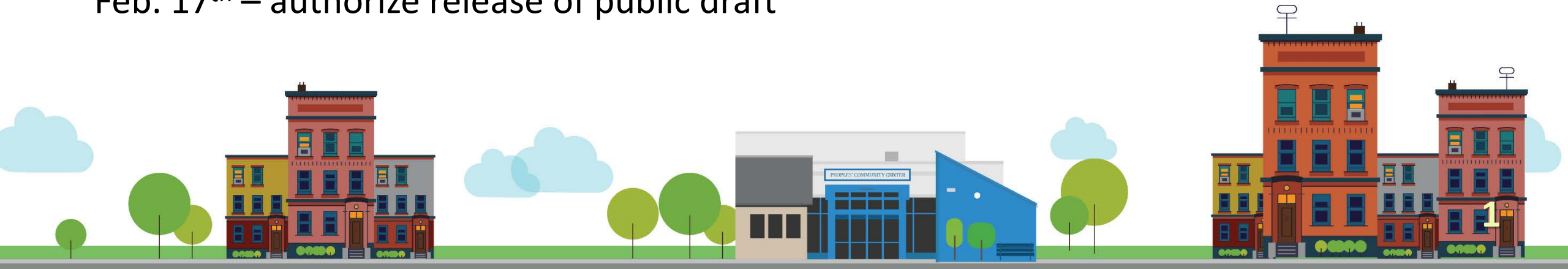
# Seeking direction for Medium-Scale Residential options

1. Should transit routes and Corridors have the same buffers?
2. What buffer distance(s) from Centers?
3. Are there other fundamental factors in delineating low and medium-scale residential areas?
4. Should more than one option be included in the public review draft?

## NEXT STEPS:

Feb. 3<sup>rd</sup> – preliminary draft review

Feb. 17<sup>th</sup> – authorize release of public draft





# Engagement ongoing

Sept to April 2021:

- Community + stakeholder engagement
- Public review draft (Comp Plan changes)
- Planning Commission recommendations

April to June 2021:

- City Council review and action

July to Dec 2021:

- Develop zoning and standards

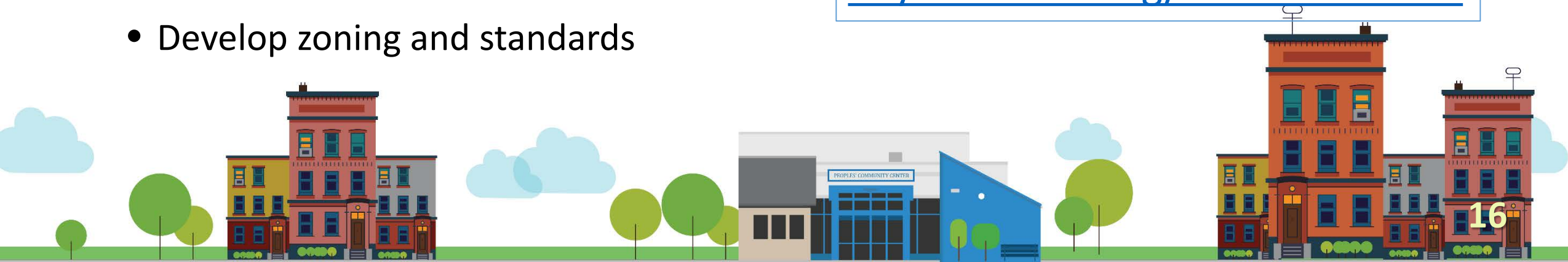
## Learn about the project:

- Storymap and infill video
- Café series
- Meetings

## Get involved:

- Housing choices survey
- Project updates
- Provide comments

[cityoftacoma.org/homeintacoma](http://cityoftacoma.org/homeintacoma)



# Non-Interim Tideflats and Industrial Land Use Regulations

Planning Commission  
1.06.2021



**STEPHEN ATKINSON**  
**PRINCIPAL PLANNER**

# MEETING PURPOSE

**Requested Action:** Select Code concept for development for 1. Permit Notification, 2. Conversion of Industrial Lands, and 3. Residential Encroachment

## General Approach:

- **Alternative:** This option reflects a proposed alternative that balances City policy directions.
- **Baseline:** This option reflects the base code pre-interim regulation. The Baseline Option was determined to be inconsistent with City policy.
- **Current Ordinance:** This option reflects the adopted interim regulation. The Current Ordinance was not reviewed for consistency with City policy as it constituted a broad pause while new policy and code was developed.

# SUPPORTING MATERIALS

## Agenda Packet:

- Issue Summary
- Policy Framework
- Code Alternatives
- Supplemental Information:
  - Benchmarking
  - Definitions
  - Data
  - Past findings

# ISSUE 1: PUBLIC AWARENESS OF PERMITS

**Purpose:** Ensure a broader dissemination of permit and land use notifications to potentially affected parties.

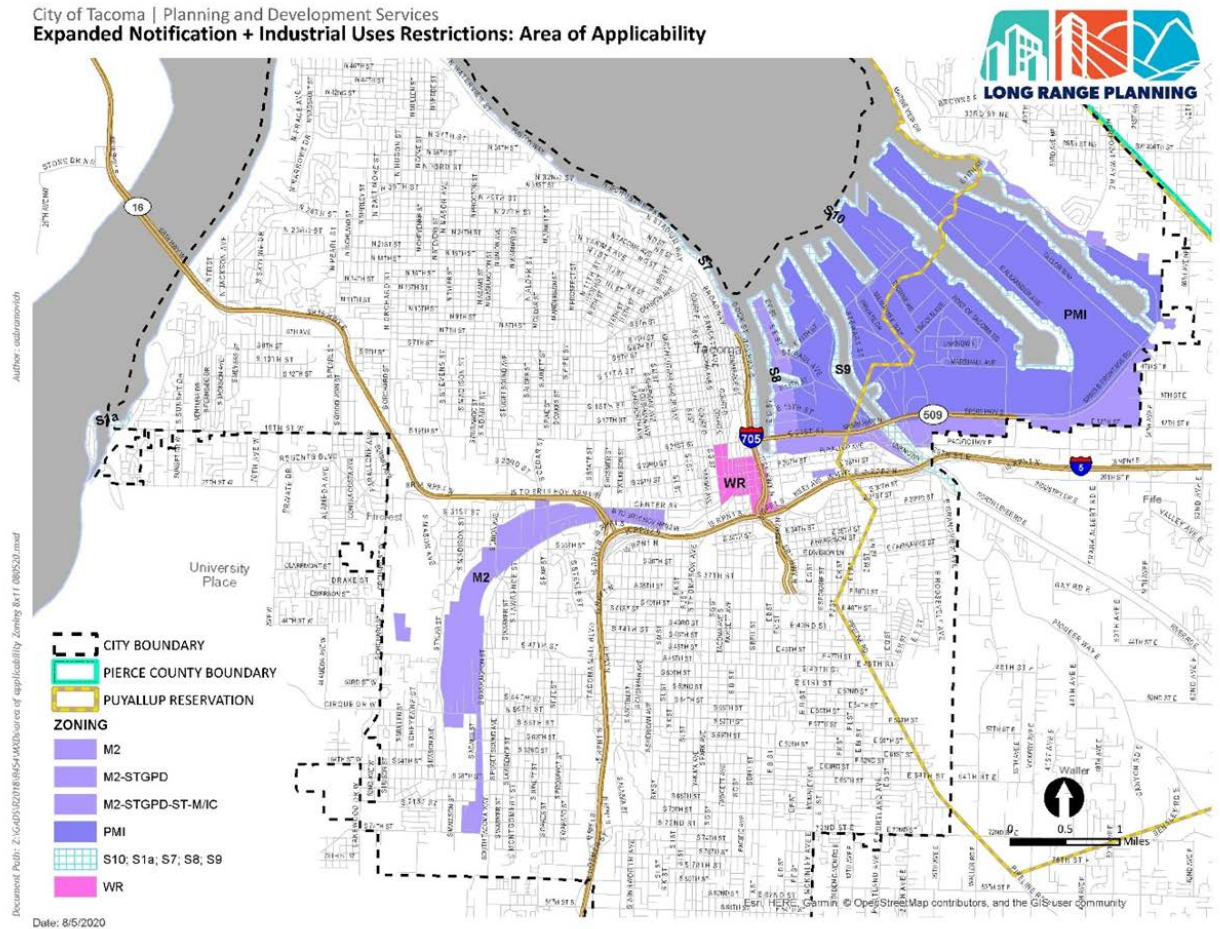
## Options Comparison:

- A. Alternative:** 2500' from MIC Boundary or site, to include occupants as well as taxpayers
- B. Baseline:** 400-1000' from site, taxpayers only
- C. Current Ordinance:** 2500' from MIC boundary or site, taxpayers only

# ISSUE 1: PUBLIC AWARENESS OF PERMITS

## Area of Applicability:

- All heavy industrial uses, citywide
- Map depicts existing zoning districts that allow heavy industry, including M-2, PMI, WR, S-1A, S-8, S-9, S-7



# ISSUE 1: PUBLIC AWARENESS OF PERMITS

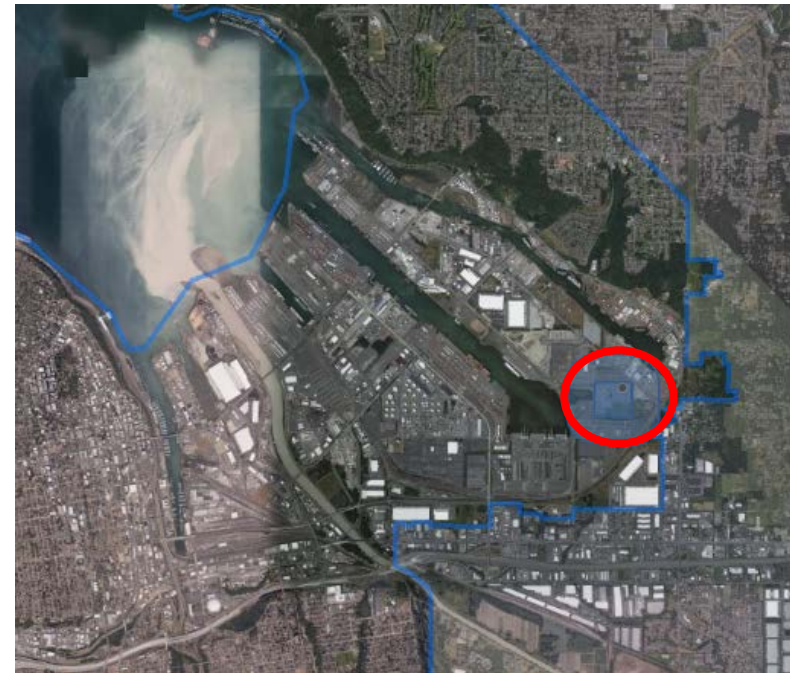
## Findings:

- **Policy Review:**
  - One Tacoma Plan policies support broad, equitable community engagement but allow for flexibility on how to conduct those processes.
  - The inclusion of occupants would address a significant equity issue consistent with City policy.
- **Benchmarking:** The City's current processes and procedures, as well as those proposed, are typically above and beyond existing procedural requirements in GMA and exceed those of typical regional jurisdictions.

# ISSUE 1: PUBLIC AWARENESS OF PERMITS

## Findings:

- **Impact:** The proposed amendment would significantly broaden permit notification and address a gap in current notice requirements.





# ISSUE 2: CONVERSION OF INDUSTRIAL LANDS

**Purpose:** To prevent incompatible land uses within the Port of Tacoma Manufacturing and Industrial Center and loss of industrial land supply to non-industrial use.

**Uses under review:** Agriculture, Airport, Commercial Recreation, Cultural Institutions, Dwellings, Golf Course, Hospital, Juvenile Community Facility, Marijuana Retailer, Office, High Intensity Park and Recreation, Retail, School (general K-12), Work Release Center

In general, some uses are under review due to potential land consumption, and some are under review due to concerns over broader compatibility.

# ISSUE 2: CONVERSION OF INDUSTRIAL LANDS

## Options Comparison

### Alternative:

- Base use allowances on the Core Area and Commercial/Industrial Buffer, with more restrictions in Core and greater flexibility in Buffer Area.
- Rely on conditional use permits and consultation with Port and Tribe to consider potential conflicts and off-site impacts, require mitigation, design elements, and notice on title.
- Utilize size restrictions for office, retail uses

**Baseline:** Allowed significant non-industrial uses in the PMI and M-2

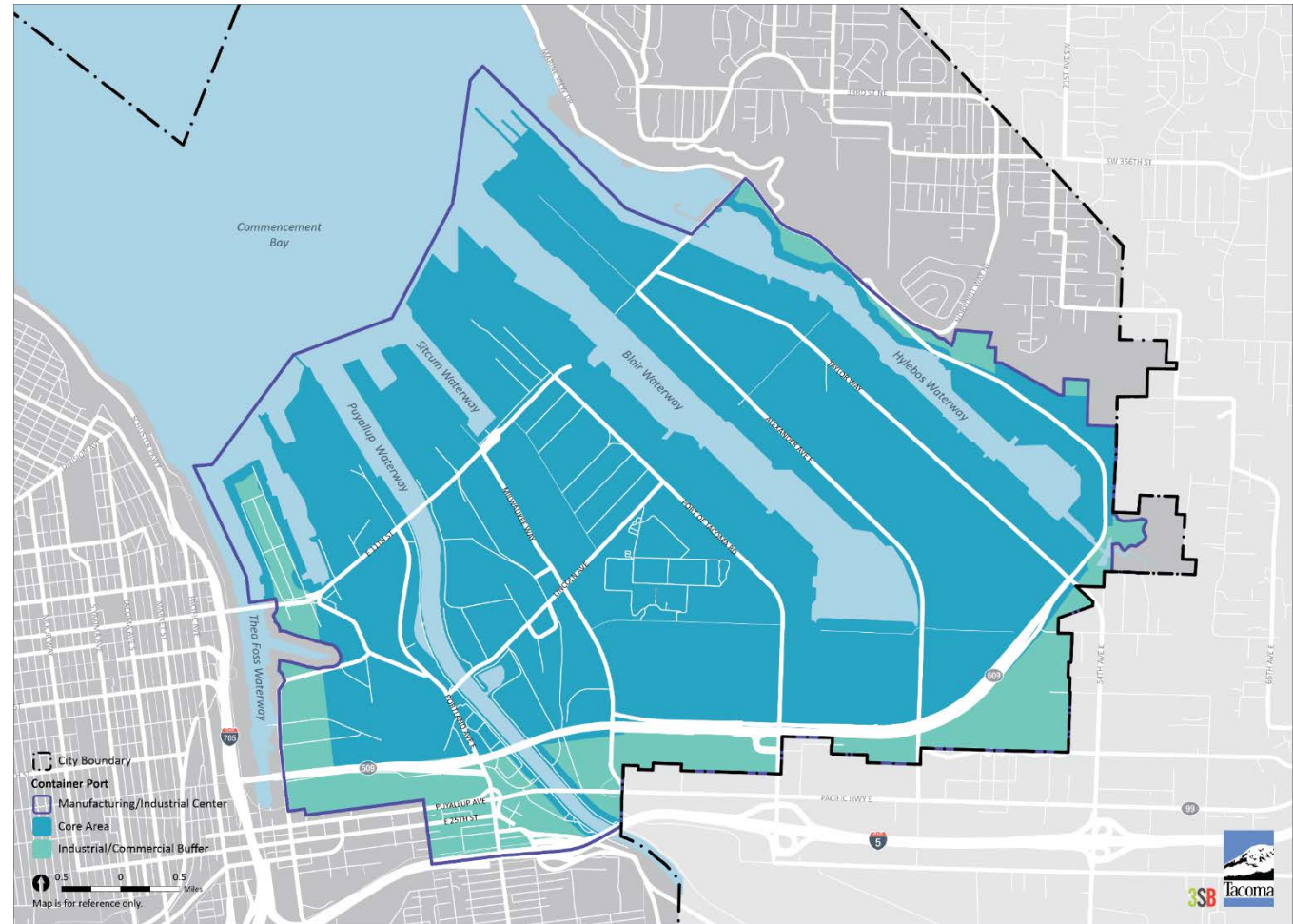
**Current Ordinance:** Put a broad pause in place for most of the identified uses, but did not apply to the M-1.

# ISSUE 2: CONVERSION OF INDUSTRIAL LANDS

## Findings:

## Policy Review

- Use priority in core area is for container shipping, water dependent uses, and related uses
- Buffer policies support greater mix of uses transitioning to non-industrial areas
- Policy support for expanding employment, living wages
- Goal to nearly double employment densities in the Tideflats



# ISSUE 2: CONVERSION OF INDUSTRIAL LANDS

## Findings:

- Significant developable land in the Port of Tacoma MIC (2014 Buildable Lands Report)
- Generally, there are few existing non-industrial uses in the PMI and M-2
- M-1 Light Industrial District has highest concentration of existing non-industrial use co-located with industrial activity
- Regional studies (PSRC) expect increase in demand for industrial lands while forecasting continued scarcity of land and pressure to convert
- Proposed alternative would better align the uses allowed in the Port of Tacoma MIC and the South Tacoma MIC
- Broadly, comparable jurisdictions allow for more use flexibility, similar to baseline option, and current ordinance is more restrictive than other jurisdictions.

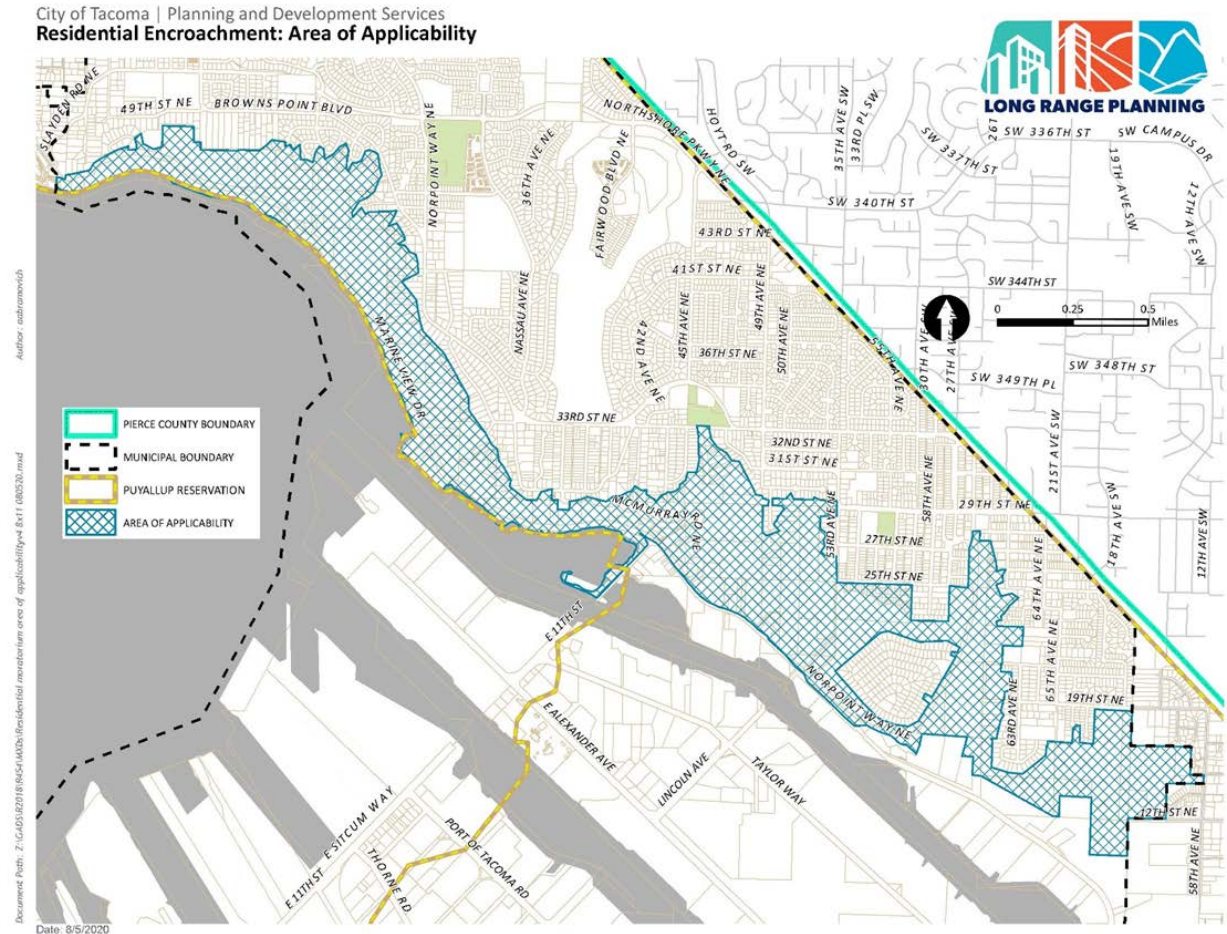
# ISSUE 3: RESIDENTIAL ENCROACHMENT

**Purpose:** Limit residential densities along Marine View Drive and NE Tacoma slopes to prevent future impacts, consistent with private property rights.

# ISSUE 3: RESIDENTIAL ENCROACHMENT

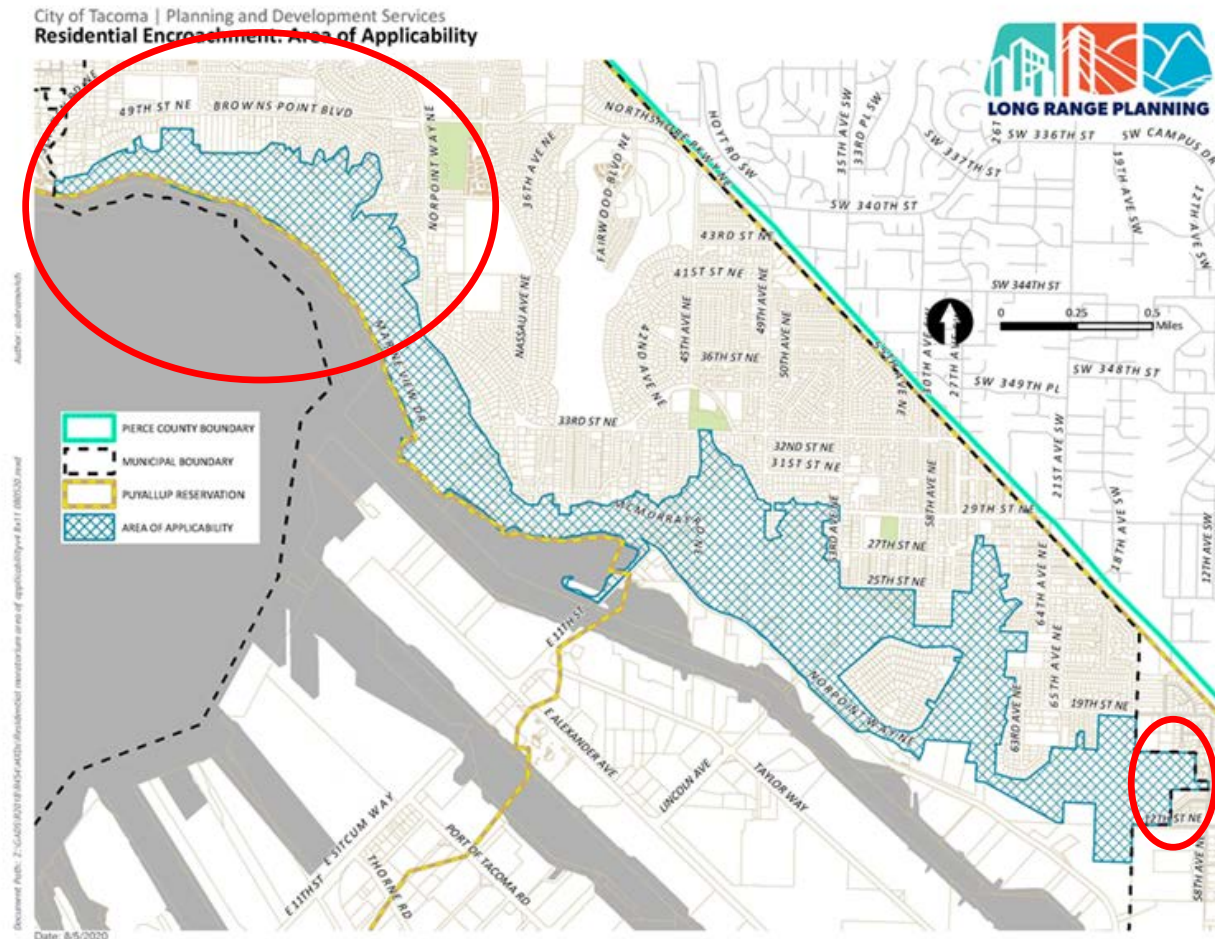
## Area of Applicability:

- Includes all zoning districts that allowed residential use and development



# ISSUE 3: RESIDENTIAL ENCROACHMENT

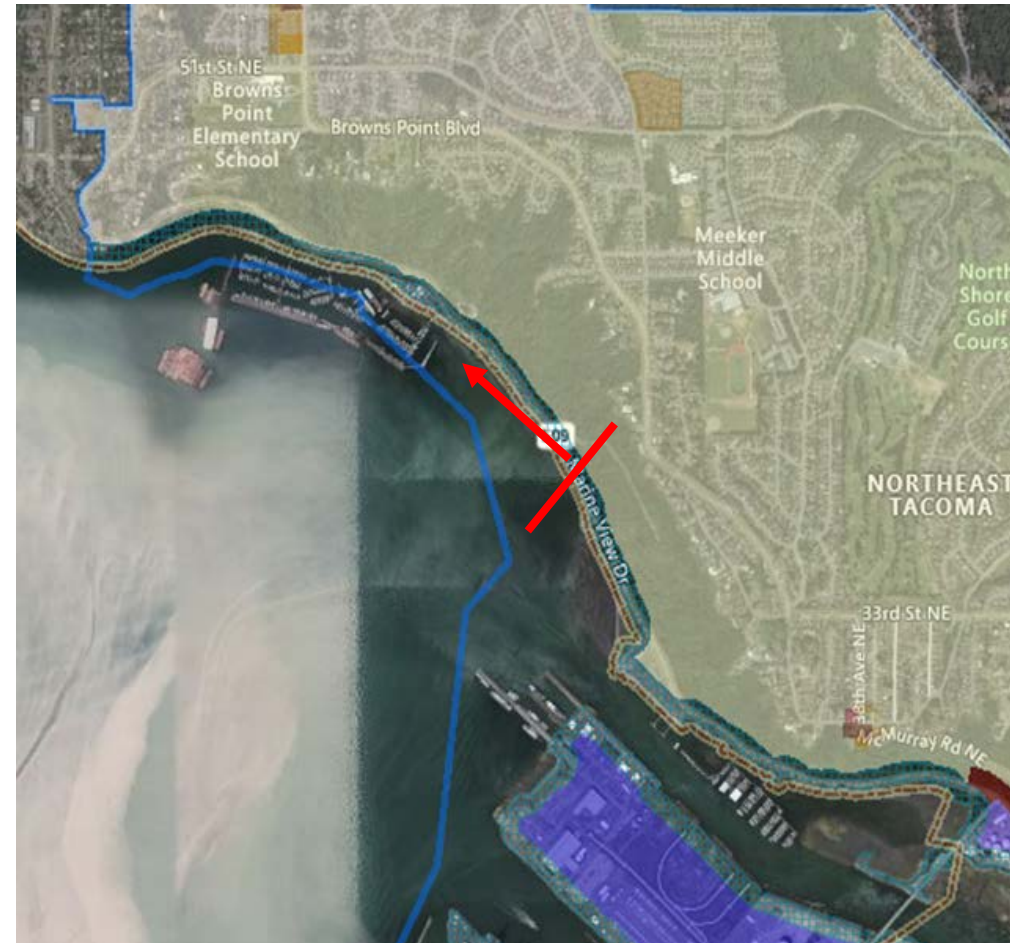
## Option: Map Amendments



# ISSUE 3: RESIDENTIAL ENCROACHMENT

## Findings:

- Buildable Lands Report and Permit Activity suggest continued development pressure is likely;
- Baseline Ordinance has been updated since 2017 (Biodiversity Corridors and Steep Slopes) to reduce development potential and preserve critical areas;
- This area along Marine View Drive is not immediately adjacent to Port MIC, and has a large horizontal setback due to slope grade;
- This area is predominantly forested

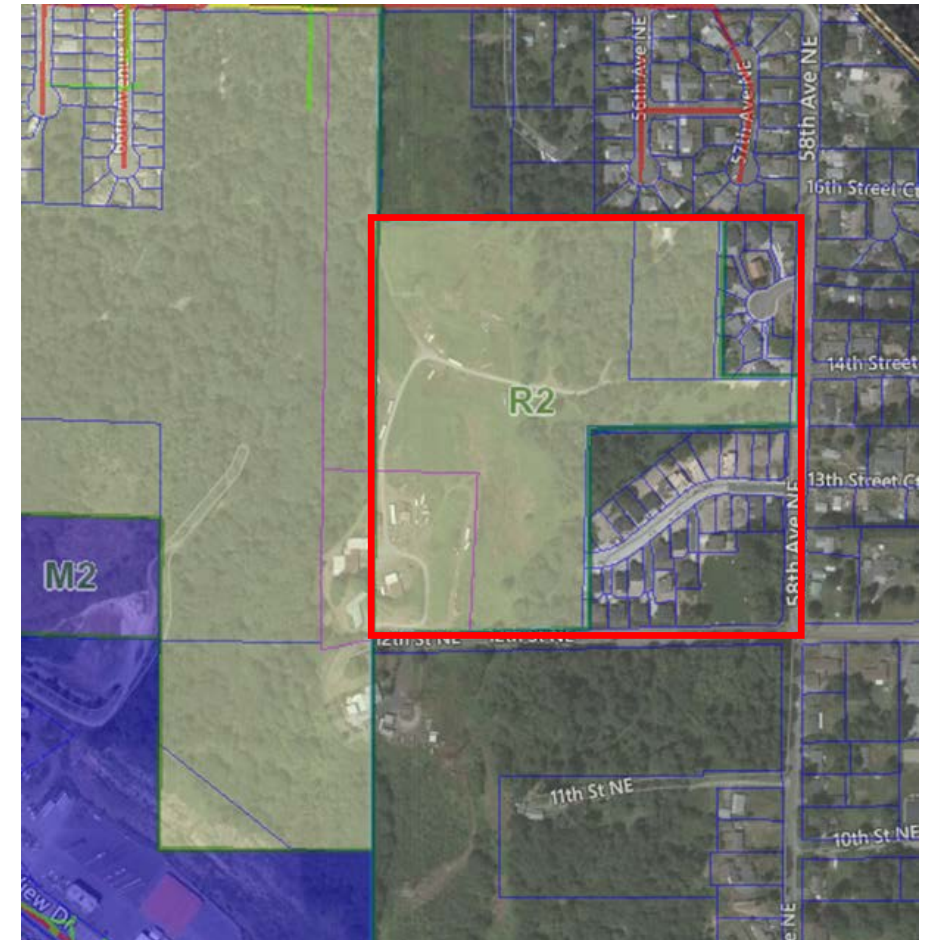




# ISSUE 3: RESIDENTIAL ENCROACHMENT

## Findings:

- Buildable Lands Report and Permit Activity suggest continued development pressure is likely;
- BPA Power Line Easements limit developability
- One of the few sites in current moratoria area that is cleared
- Site is located at southeast slope above the port
- Area between site and Port remains predominantly vegetated



# ISSUE 3: RESIDENTIAL ENCROACHMENT

## Options: Code

**Alternative:** Allow one unit per acre + accessory dwelling unit, notice on title, restrict development at toe of slope

**Baseline:** Residential development activity allowed consistent with zoning and critical areas standards

**Current Ordinance:** Prohibits platting and subdivision, allows one unit per established legal lot, and requires notice on title

# ISSUE 3: RESIDENTIAL ENCROACHMENT

## Policy Review:

- Policies directly reference the need to maintain the slopes as natural buffers between port and residential areas.
- Preservation of the hillside in a predominantly vegetated, natural state, supports multiple benefits and established policies.
- Maintenance of tree canopy can potentially mitigate some of the off-site impacts from industrial activity.
- City policies support the use of incentives, such as transfer of development rights, to preserve privately owned lands.
- Policies also identify public acquisition as a preferred strategy for retaining these buffer areas and ensuring long-term benefits.
- Incentives: Transfer of Development Rights, Current Use Assessment

# ISSUE 3: RESIDENTIAL ENCROACHMENT

## Other Findings:

- Reasonable likelihood of continued development based on Buildable Lands Report and past permit activity.
- Baseline standards have been updated since 2017 to ensure greater protection of fish and wildlife habitat and life/safety.
- Approximately 1/3<sup>rd</sup> of area is publicly owned and not expected to be developed.
- 449 private lots in the subject area, and average lot size of 1.88 acres, though this includes some of the existing development at the top of the slope.
- Minimum lot size standards as well as buffer zones have been utilized to reduce incompatibility between intensive uses and residential, often utilized by counties to protect natural resource based uses.

# REQUESTED ACTION

- Staff requests direction from the Commission to proceed with the proposed code development alternatives for 1. Permit Notification, 2. Conversion of Industrial Lands, 3. Residential Encroachment.

# NEXT STEPS

January 13: Listening Session

January 20: Mining and Quarrying, Smelting, Coal Facilities and Terminals, and Chemical Manufacturing

February 3: Oil and Liquefied Fossil Fuel Industries + Permit Activity + Fossil Fuel Data and Trends; Requesting Release of a Public Review Draft

# LISTENING SESSION

## **Environment and Health:**

- Annette Bryan – Councilmember, Puyallup Tribe of Indians
- Lexi Brewer – Chair of the Sustainable Tacoma Commission
- Melissa Mallott – Executive Director for Citizens for a Healthy Bay

## **Neighborhoods:**

- Venus Dergan – South Tacoma Neighborhood Council
- Yvonne McCarty – North East Tacoma Neighborhood Council
- New Tacoma Neighborhood Council representative

## **Port/Labor/Industry:**

- Andrew Troske – Refinery Manager and V.P. of Manufacturing, U.S. Oil and Refining
- Eric Johnson – CEO, Port of Tacoma
- Jared Faker – President, ILWU Local 23
- Karen Zima – Vice President, RoadOne IntermodaLogistics