

TACOMA || TIDEFLATS

SUBAREA PLAN

Steering Committee

January 13, 2022 | 2:00 pm | Zoom



Agenda

- Environmental Impact Statement (EIS) Overview
- Draft Guiding Principles
- Alternatives
- Facilitated discussion to hear input on the range of alternatives

Environmental Impact Statement (EIS) Overview

Planning Framework for the Subarea Plan

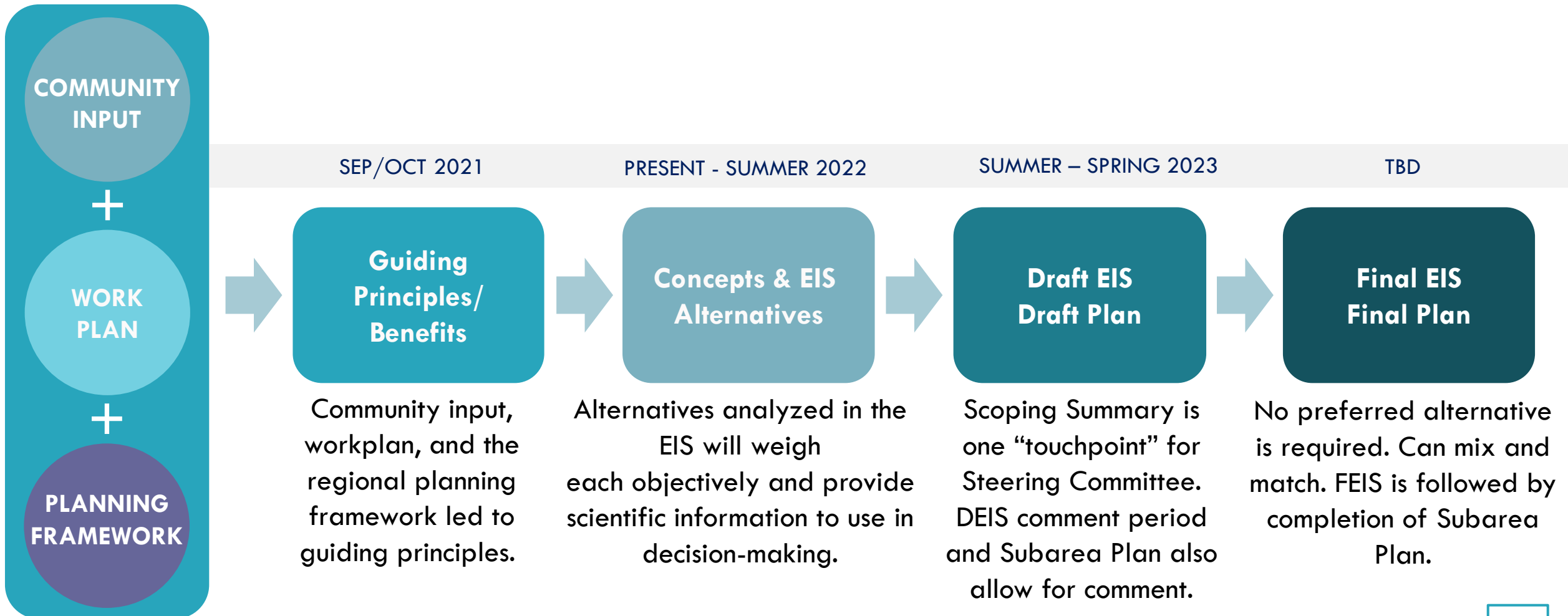


One Tacoma Comprehensive Plan



TACOMA TIDEFLATS
SUBAREA PLAN

Community Input and Planning Phases



Non-Project Environmental Impact Statement (EIS)

Applicable Actions

- Legislation, ordinances, rules, regulations that contain standards controlling use of environment
- Land use plans and zoning laws
- Policy, plan or program that governs development of series of connected actions

Features and Considerations

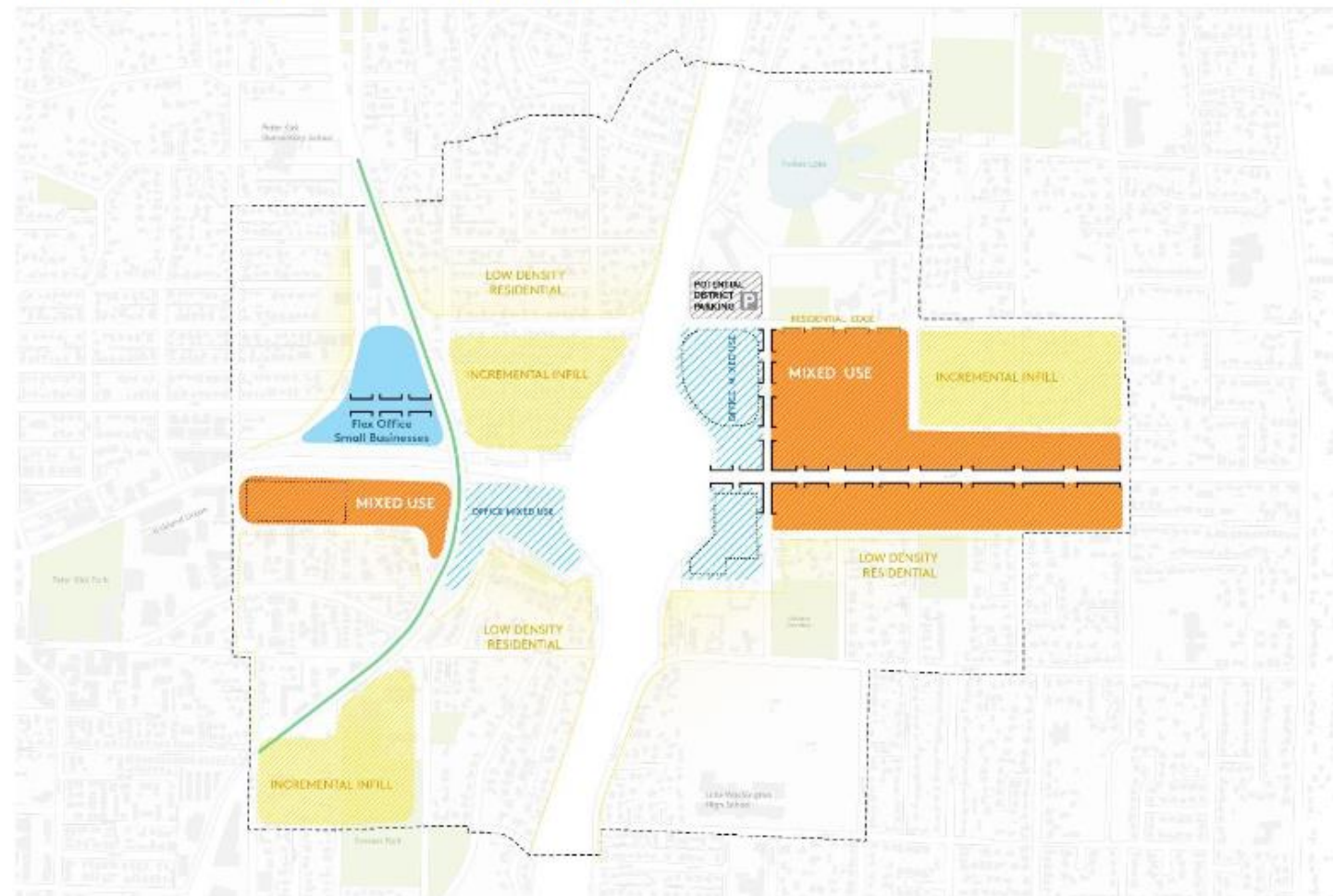
- Big picture analysis and emphasis on cumulative impacts
- Format and content is more flexible than project-level EISs
- Helps inform public discussion of major policy options
- This EIS will also include a Planned Action element that streamlines project review and provides greater predictability (shifts environmental review of a project from time of permit application to earlier phase in planning process; provides more certainty to developers and landowners)

How Does the EIS Relate to the Subarea Plan?

- **Level of Detail** – EIS information is at a higher level than you will see in the eventual Subarea Plan. EIS focus is on addressing themes presented in Engagement and Vision process. **EIS must meet GMA mandates and other planning requirements.**
- **Range of Alternatives** – EIS does not require consensus on alternatives but should encompass range of options voiced by community and stakeholders.
- **Technical Analysis** – EIS analysis for specific environmental elements will inform decisions for the Subarea Plan development. EIS not formally started.
- **Conceptual to Parcel Specific** – Conceptual alternatives and range of options in the EIS eventually evolve into parcel specific details in the Subarea Plan.
- **Additional Studies** - Supplemental studies will help inform the Subarea Plan.

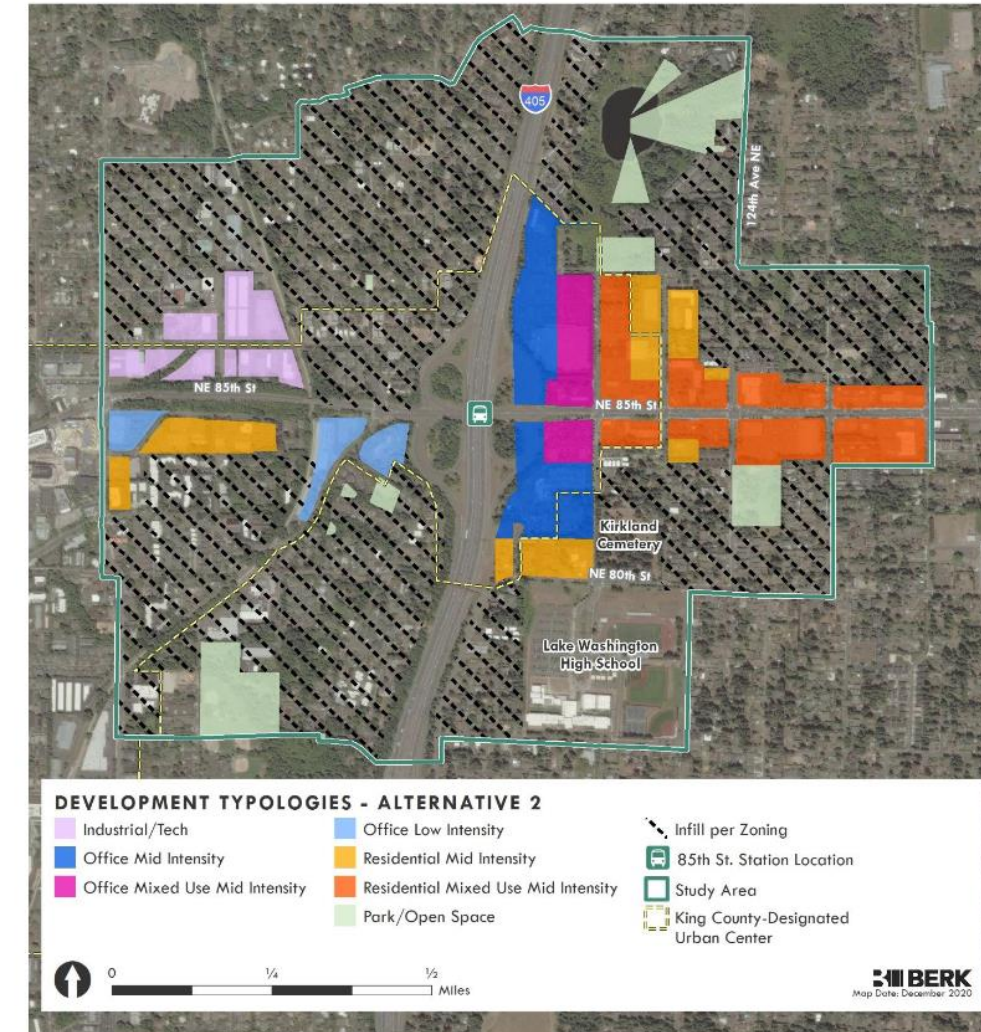
Example of Conceptual to Parcel Detail

Exhibit 1-5. Growth Concept for Action Alternatives



Source: Mithun, 2020.

Exhibit 1-7. Alternative 2 Land Use Change Areas



Important Points to Remember

- It is **not required to pick one alternative** over another but can develop a plan that utilizes elements of the alternatives studied in the EIS.
- The EIS will provide an assessment of impacts, potential mitigation measures, etc that can help to inform **policy choices in the Plan**.
- There **does not need to be consensus** for everything planned for analysis in the EIS. It is common to have differences of opinion on the analysis included in the EIS. The EIS will result in a body of information that decision-makers can later use to move forward and decide what is to be included in the Subarea Plan.
- Following this recommendation by the participating governments, **agencies will still be able to provide comments** in the future through the scoping process, the DEIS comment period, and the Subarea Plan process.

Clarifying questions?

Draft Guiding Principles

Categories of Guiding Principles

- Environment and Health
- Tribal Assets
- Transportation and Infrastructure
- Climate Resilience
- Land Use and Economic Development
- Governance and Collaboration



Environment and Health

- Salmon and shellfish are thriving.
- Subarea supports healthy communities and ecosystems.
- Safe and healthy work environment.
- Inclusive and equitable growth.
- Diverse opportunities to participate in cultural, educational, scientific, and recreational activities.



Tribal Assets

- Reservation and tribal lands are protected from encroachment preserving unique cultural characteristics.
- Elevate the subarea as a site of cultural practices for the Puyallup Tribe of Indians.



Climate Resilience

- Climate science is integrated into plans, programs, and investments.
- Subarea is more climate resilient.



Transportation and Infrastructure

- Climate science and greenhouse gas impacts are integrated into plans, programs, and investments. The subarea is more climate resilient by identifying and protecting vital infrastructure subject to future impact to climate change.
- Proactive investment in infrastructure supports mobility, economic development, environmental protection, and climate resiliency.



Land Use and Economic Development

- Industrial lands are preserved and valued.
- The subarea is a center of global trade.
- Proactive investments in infrastructure.
- Leader in the green economy and facilitate a transition to carbon-free energy.
- Expand family wage jobs and diverse career pathways.
- The subarea has effective buffers and transitions with neighboring communities.



Governance and Collaboration

- Ongoing coordinated problem solving among partners and a shared sense of responsibilities and priorities.
- Ongoing collaboration and dialogue to implement the plan.



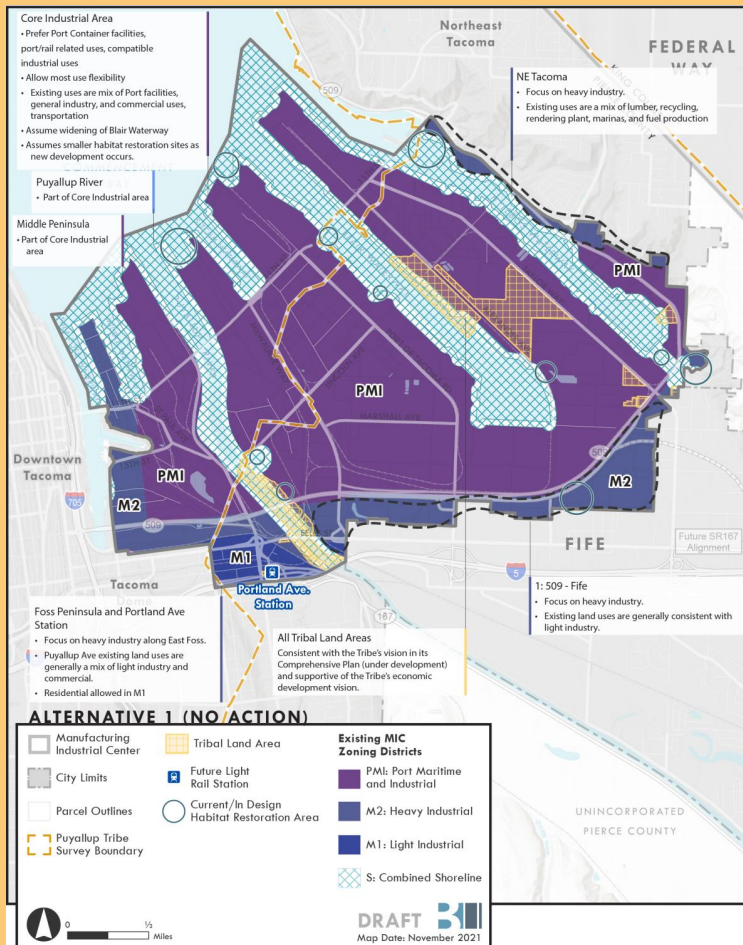
Alternatives

3 Alternatives

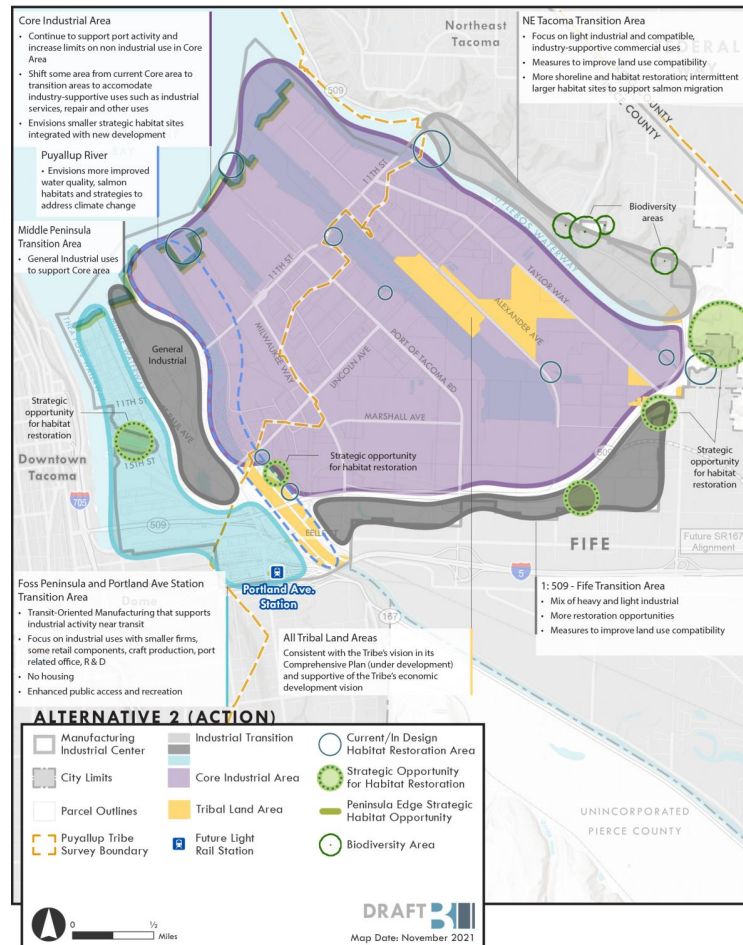
- Alternatives presented here are intended to convey **a range** that will be tested and evaluated in the EIS.
- Alternatives are **responsive to the five participating governments** and the variety of input, the results of the **public Visioning process, and state and regional policy.**
- Impacts have not been assessed at this stage, impact analysis will be performed as part of EIS.

3 Alternatives

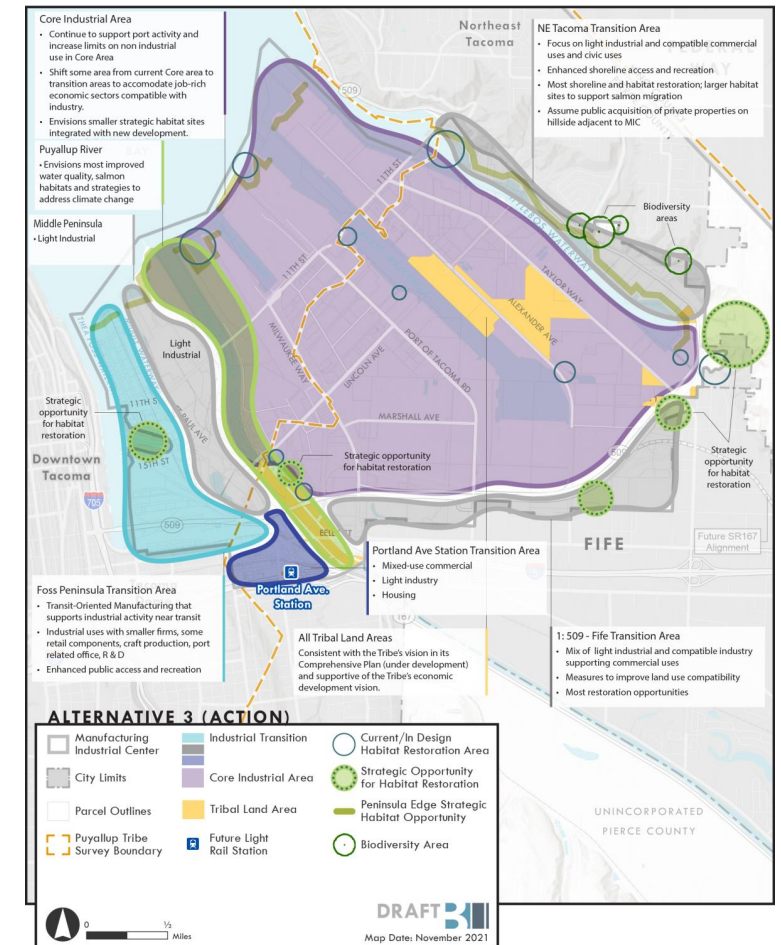
ALTERNATIVE 1



ALTERNATIVE 2



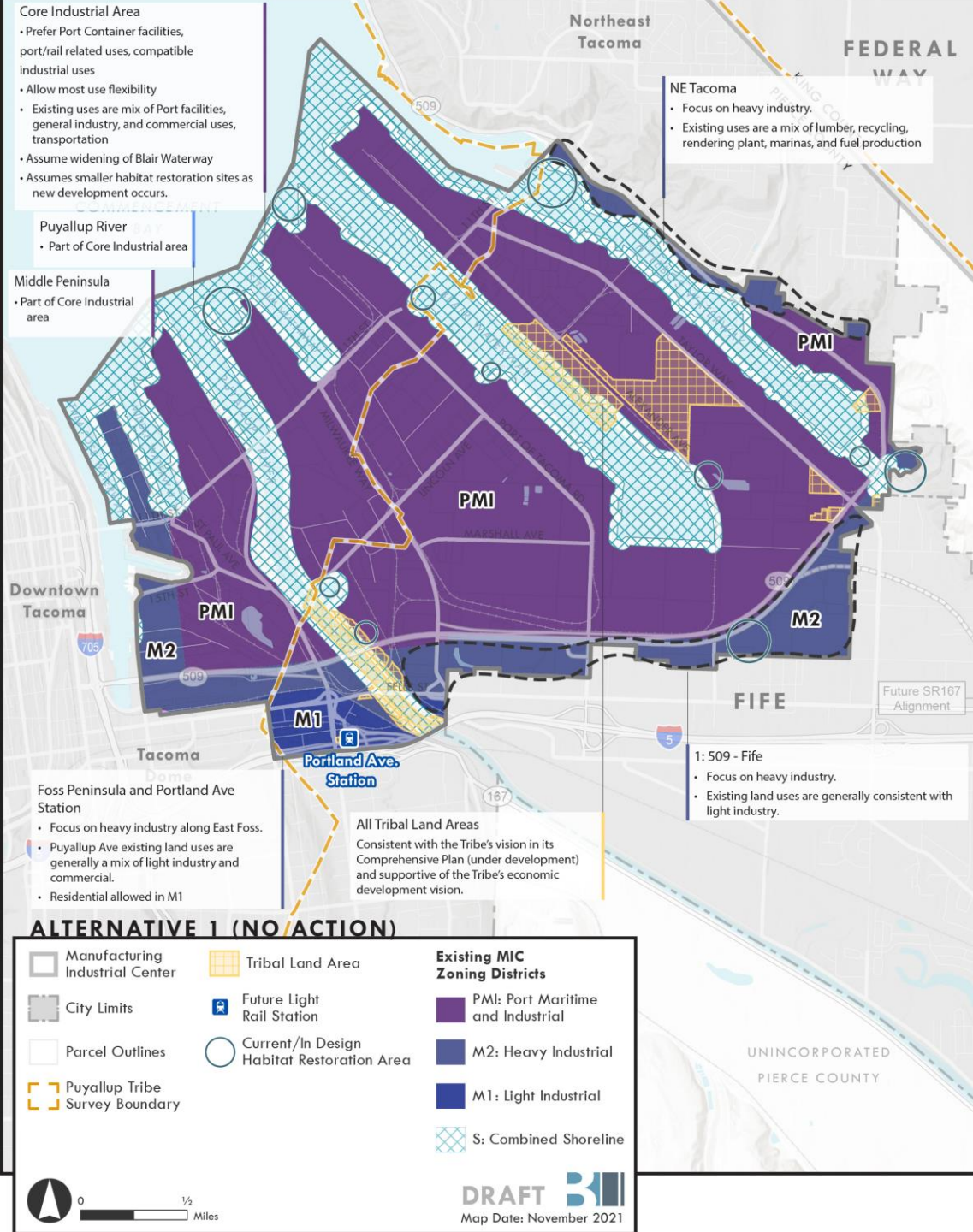
ALTERNATIVE 3



Alternative 1

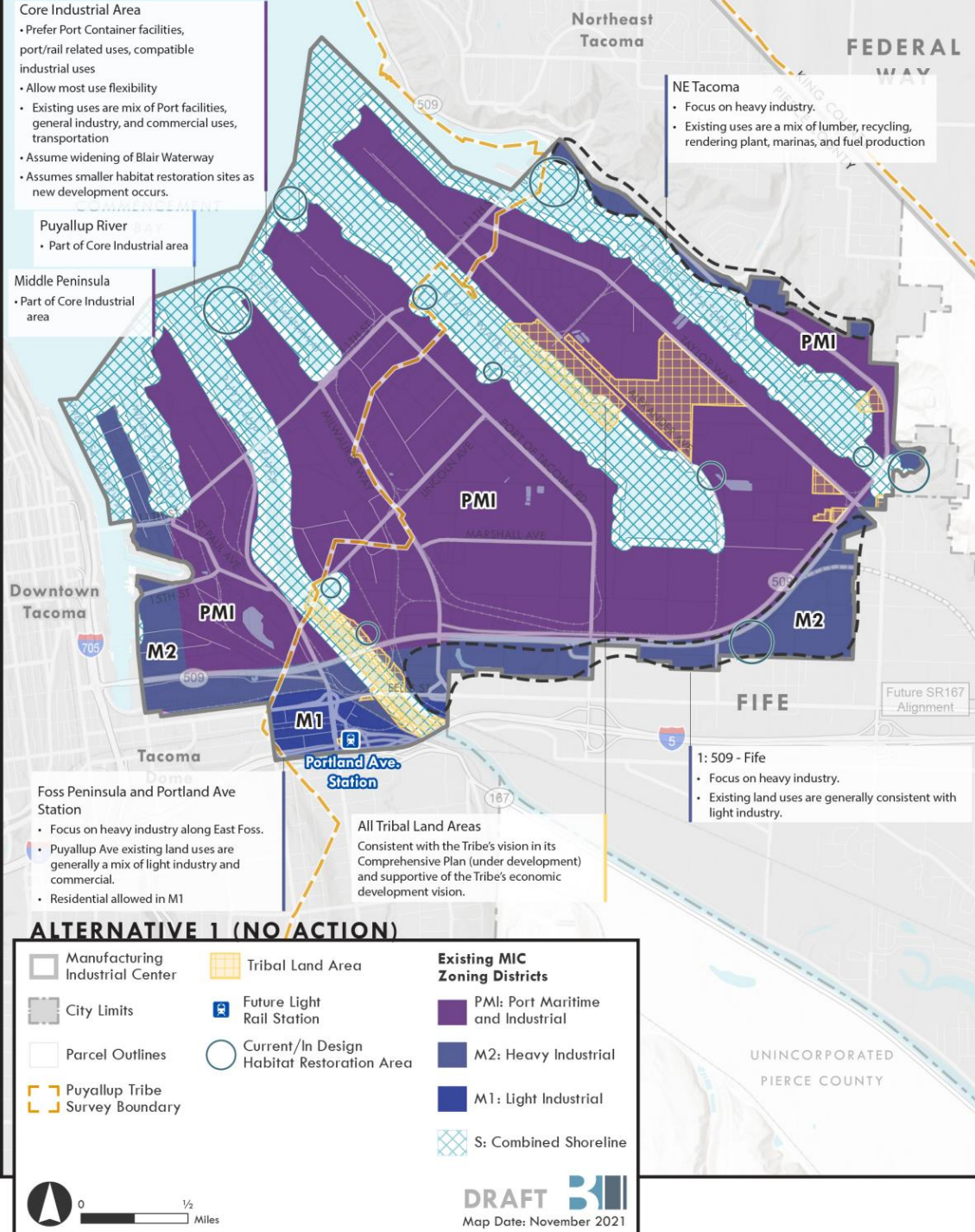
Alternative 1

- Represents the policies, regulations, and programs in effect when the EIS process is initiated and a Determination of Significance is issued.
- Not static—assumes continued public and private investment and development in the Tideflats will occur and evaluates potential impacts resulting from assumed development.

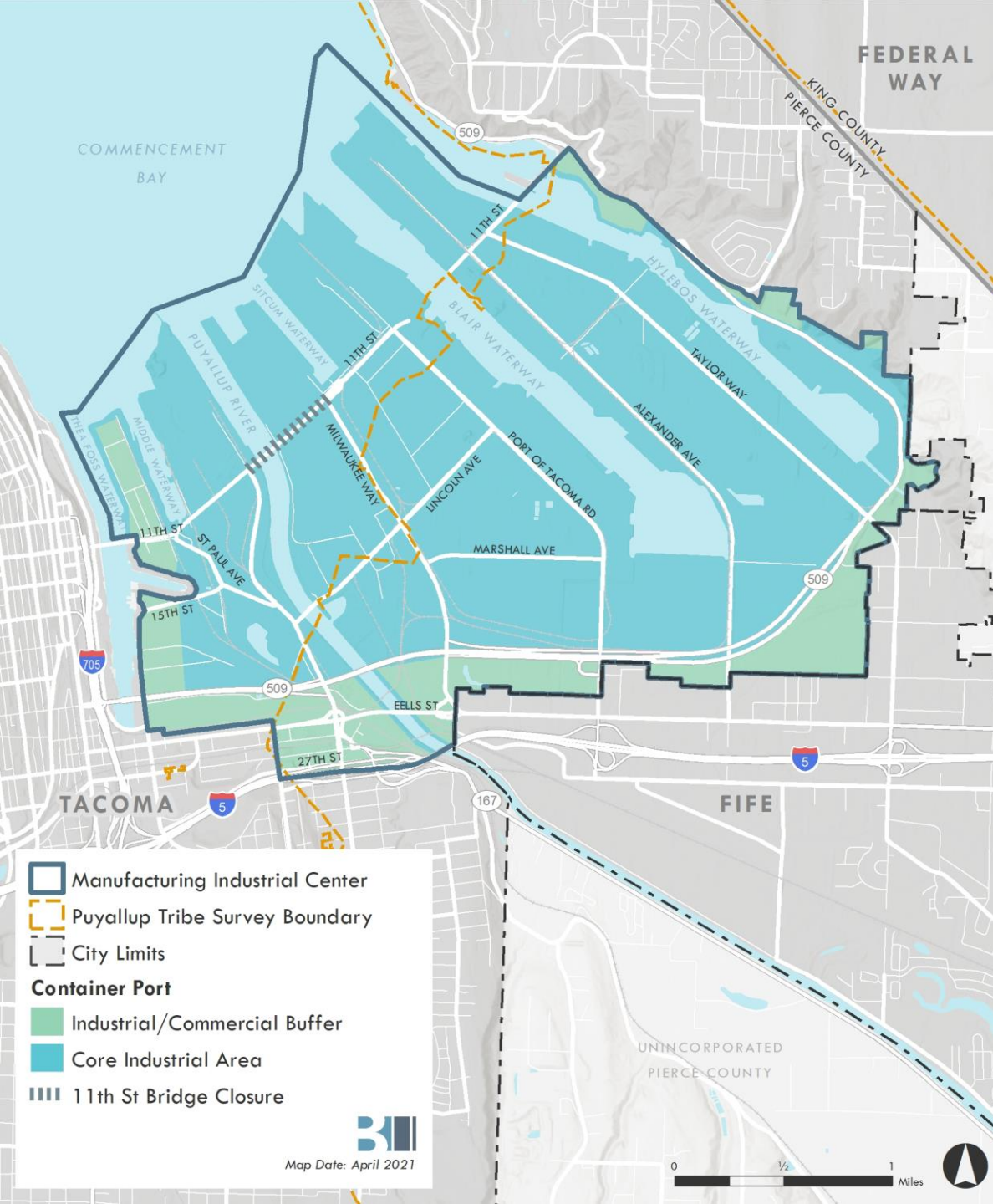


Alternative 1

- Maintains the most extensive heavy industrial zoning. Based on existing employment growth rates, emphasizes current competitive advantages while allowing most flexibility for emerging markets and other commercial uses.
- Investments in traffic operations, fish and wildlife habitat, and shoreline access and recreation is in response to development permits or grants. Sea level rise is addressed on a site- or project-specific basis.



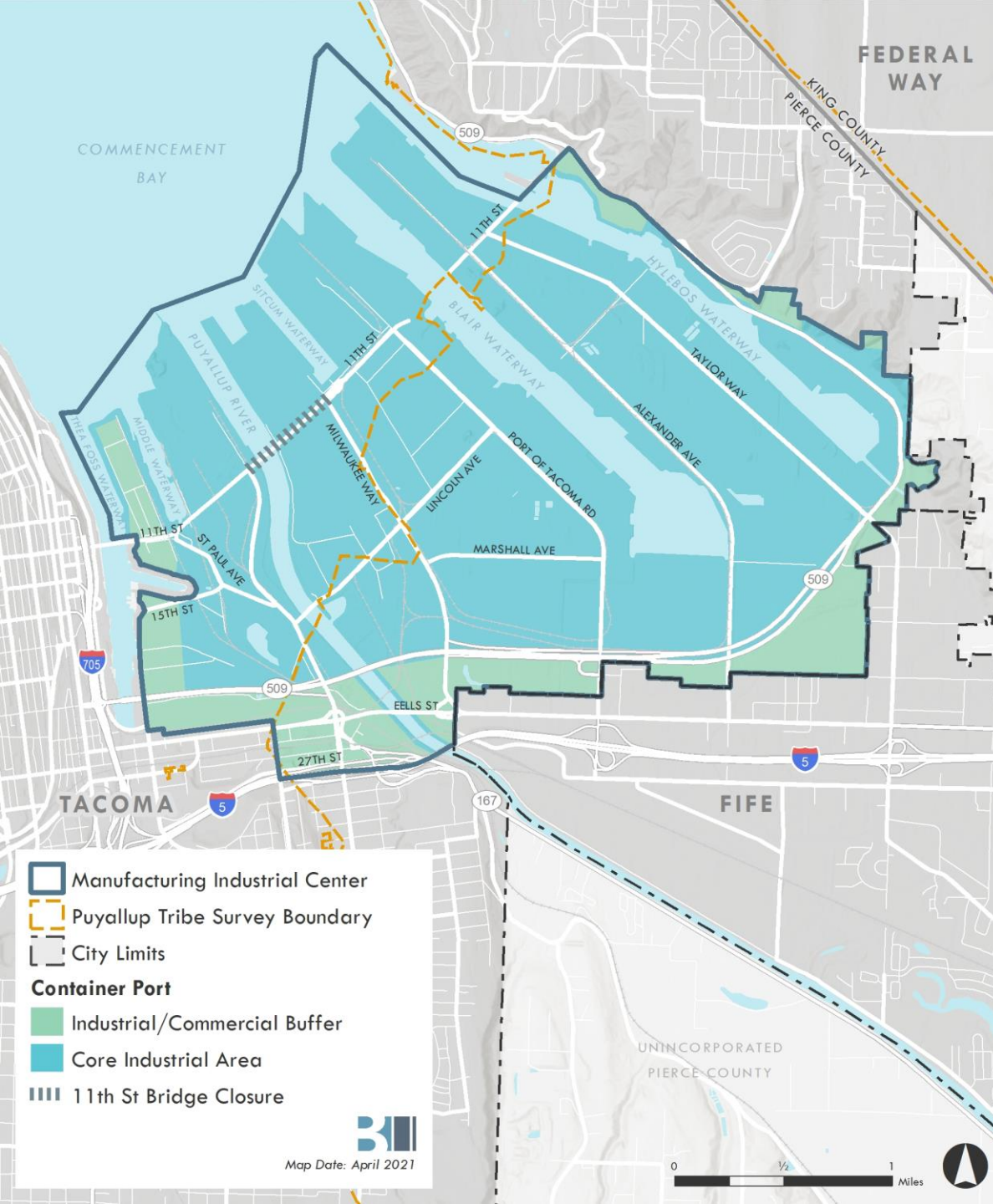
Alternative 1



- **Container Port Element**
- **Core Area:** Identify the core port area and protect the long-term viability of this area. Use preferences are for cargo terminals, port-related container activity, compatible manufacturing, and supportive uses.
- **Industrial/Commercial Buffer:** Establish an Industrial/Commercial Buffer that will protect the viability of the core area while providing for compatible use and development with surrounding area. Allow greater mix of industrial activity and compatible uses. Establish development standards for greater compatibility with surrounding areas.

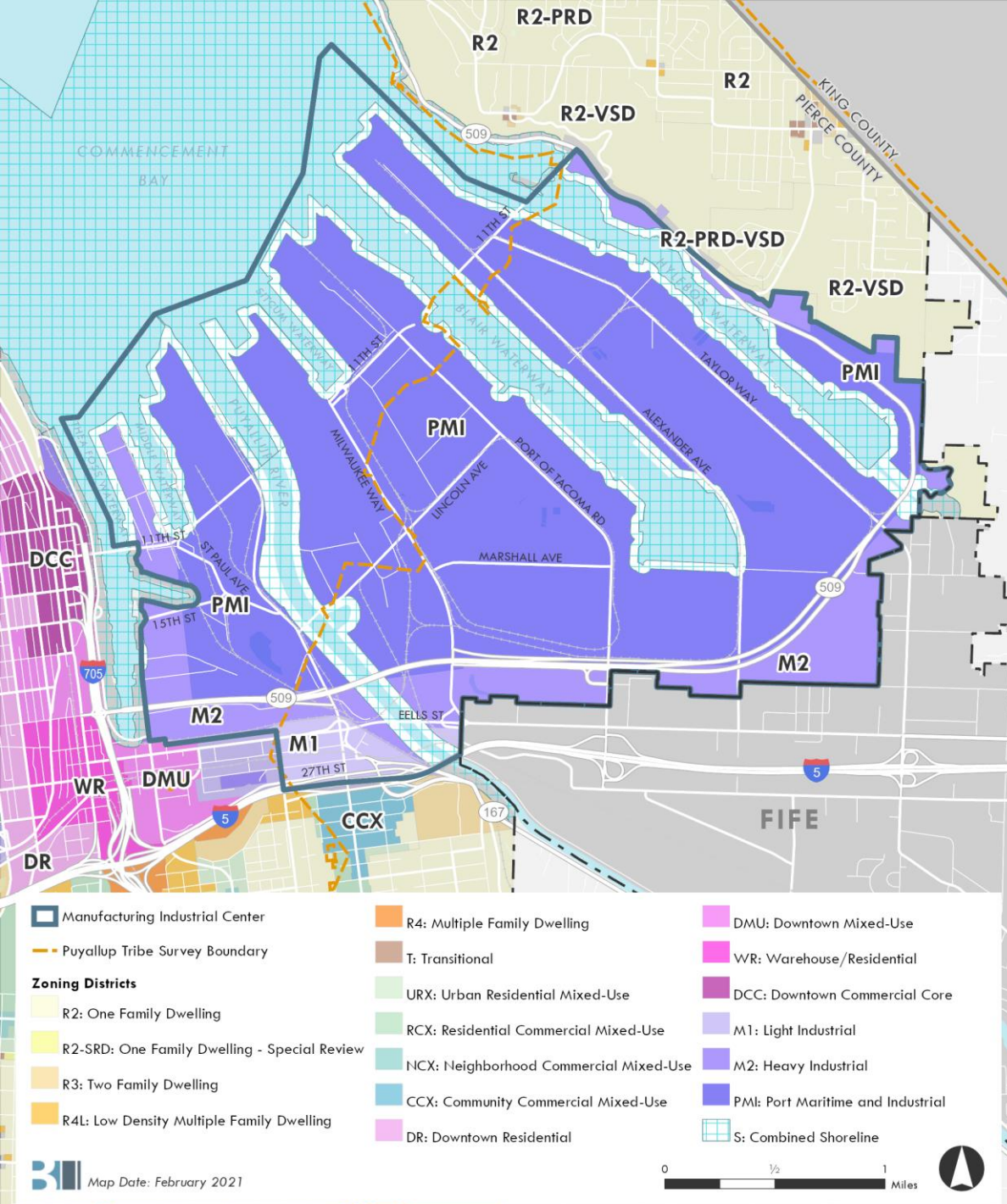
Alternative 1

- **Environment:** Promote protection, restoration, enhancement of native vegetation, waterways, wetlands, and buffers.
- **Public Facilities and Services:** Provide, protect and preserve the facilities needed to support activities within and beyond the Core Area.
- **Transportation:** Provide for efficient multimodal movement of goods within, to, and from the Port of Tacoma.



Alternative 1 Zoning Districts

- PMI Port Maritime Industrial
- M-2 Heavy Industrial
- M-1 Light Industrial
- Shoreline Districts

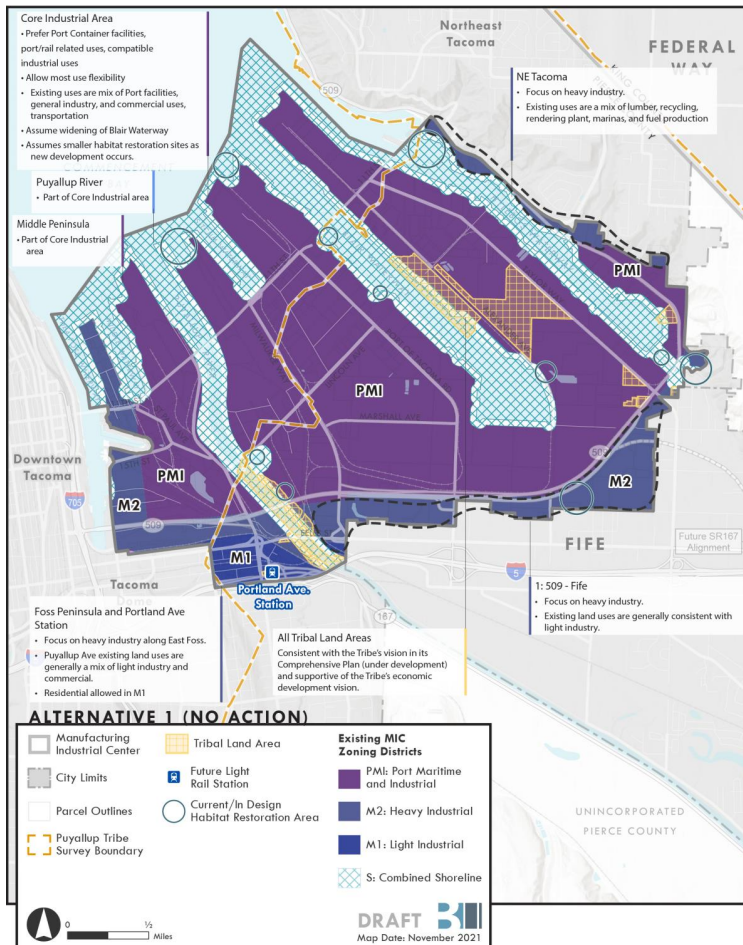


Clarifying questions?

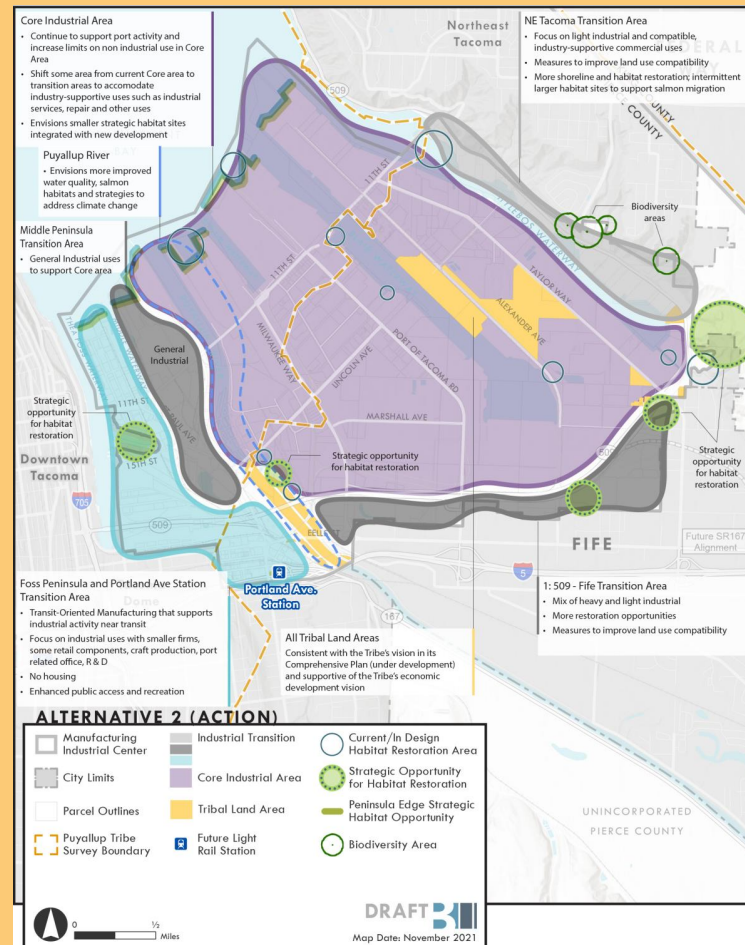
Alternative 2

3 Alternatives

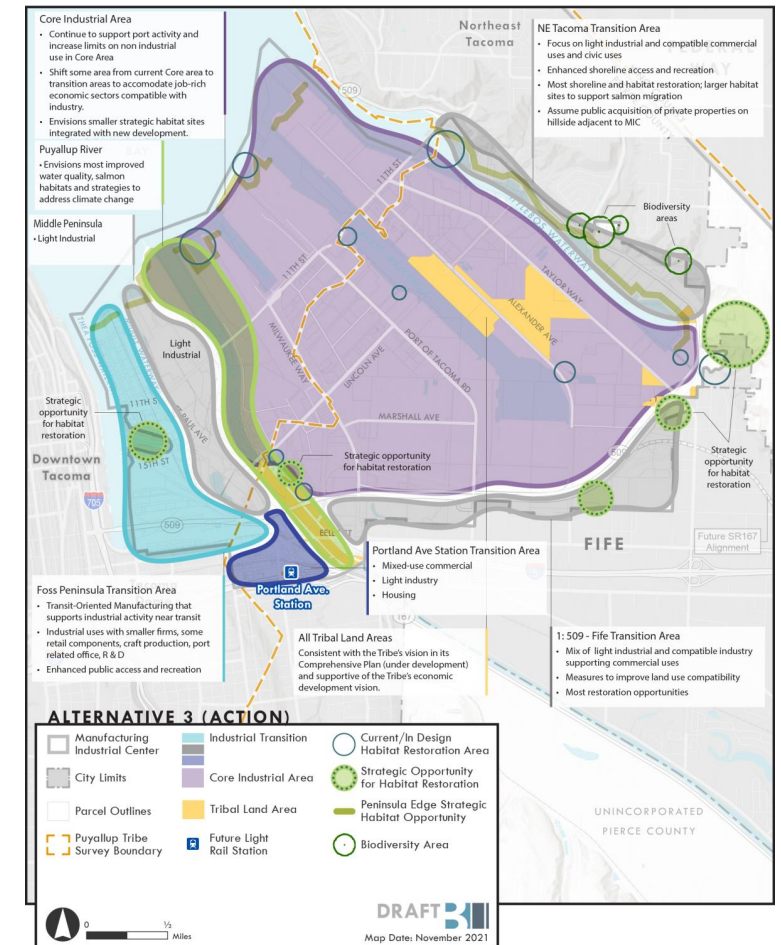
ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3



Character Areas in Action Alternatives

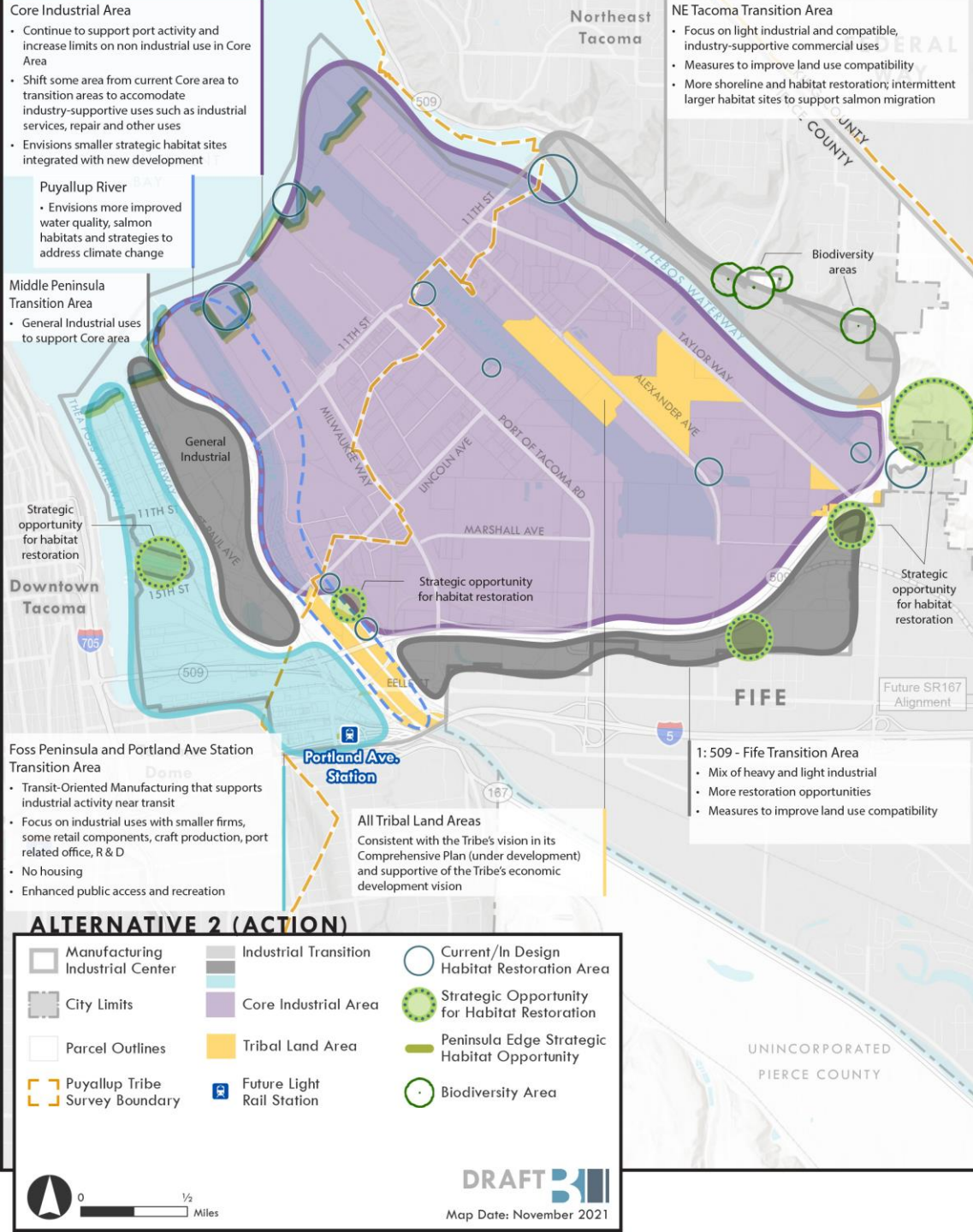
- Core Area
- Northeast Tacoma
- I-509 to Fife
- Portland Ave Station Area
- Foss Peninsula
- Middle Peninsula
- Puyallup River



Land Use and Zoning	More industrial focus than in Alternative 1, Some land supply shifts from Core Area to Transition Area.
Economic Focus	Most aggressive industrial employment growth scenario with a focus on the broader industrial ecosystem.
Restoration	More strategic and coordinated restoration/mitigation efforts
Sea Level Rise	Uses protective and accomodative adaptation measures
Public Access and Recreation	Greater coordination, expand access along with transition areas and restoration

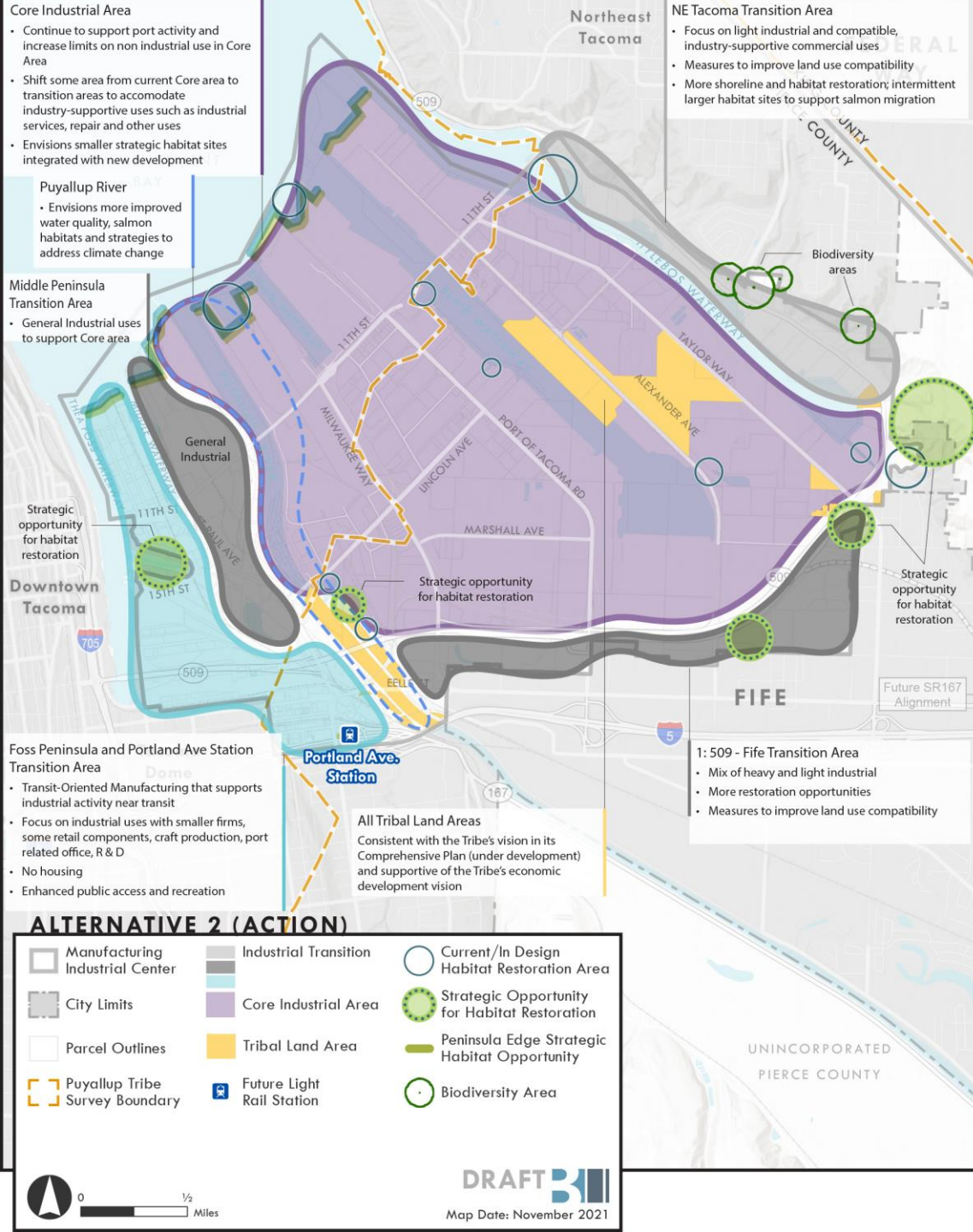
Alternative 2 Themes Detail

- **Land Use and Zoning:** More industrial focus than in Alternative 1, including relocation of non-industrial uses, more protective of core container facilities. Some land supply shifts from Core Area to Transition Area. Transition Areas would accommodate some relocation of compatible commercial uses, business support services, and other civic and cultural uses.
- **Economic Focus:** This alternative includes the most aggressive industrial employment growth scenario with a focus on the broader industrial ecosystem.



Alternative 2 Themes Detail

- **Restoration:** This alternative would consider more strategic and coordinated restoration/mitigation efforts, with identified restoration opportunities for high value impact.
- **Sea Level Rise:** This scenario utilizes protective and accommodative sea level rise adaptation measures to preserve industrial lands and protect essential public facilities.
- **Public Access and Recreation:** Greater coordination, expand access along with transition areas and restoration.



- **Core Area:** Prefer Container-Port uses and services, prohibit non-industrial uses, focus on employment. Water quality and flood management along Puyallup River.
- **NE Tacoma:** Shift to transition with light industrial land use focus; enhance compatibility; dispersed habitat sites; shared use trail along Marine View Drive.
- **I-509 to Fife:** Maintain heavy industrial zoning, limit off site impacts; flood standards and storage; enhance compatibility.

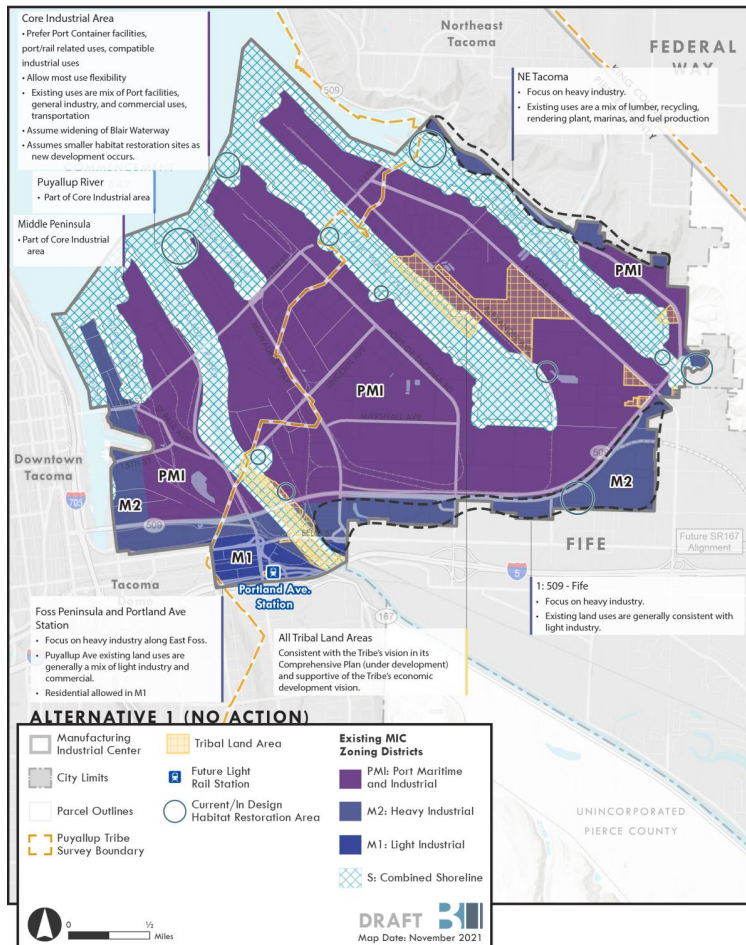
- **Portland Avenue Station Area/Foss Peninsula:** Transit Oriented
Manufacturing focus; prohibits housing; enhance off site compatibility; allow some retail/visitation, office, civic and cultural uses that take advantage of both industrial lands and access to transit and downtown.
- **Middle Peninsula:** General industrial area, restrict non-industrial use; prioritize water-related and rail-related uses, high employment generation.

Clarifying questions?

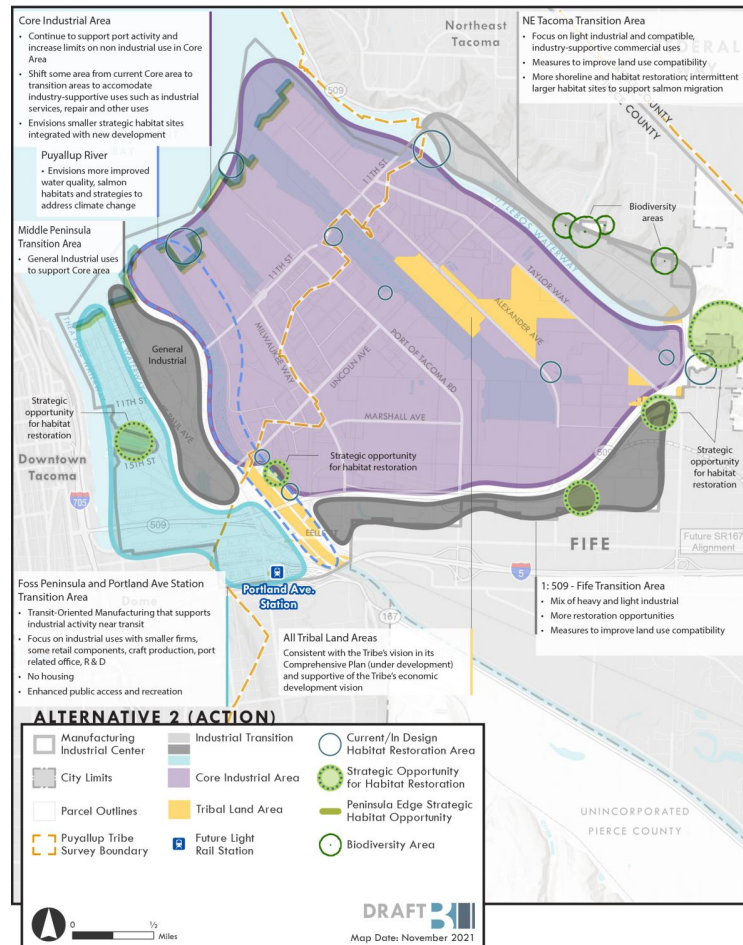
Alternative 3

3 Alternatives

ALTERNATIVE 1



ALTERNATIVE 2

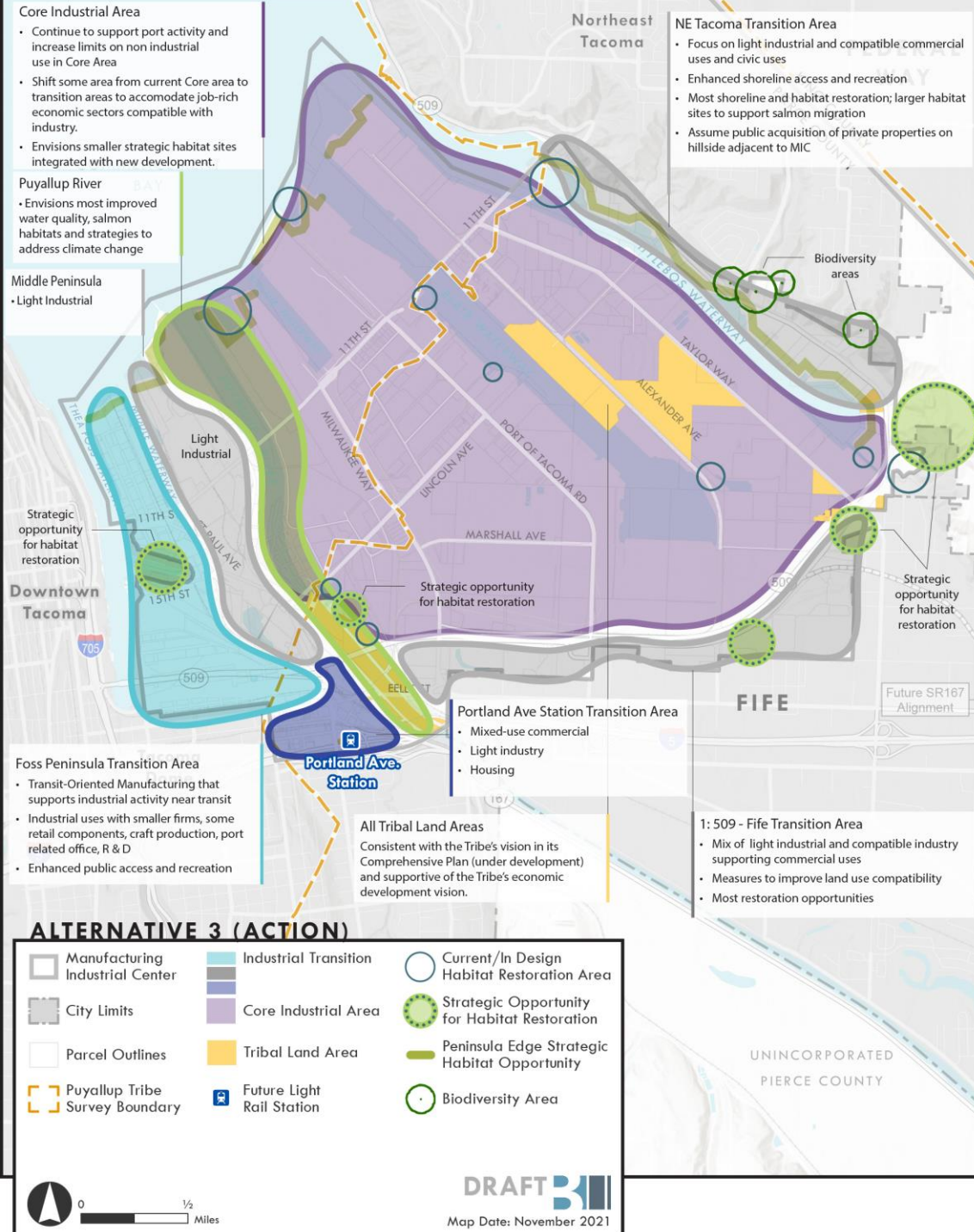


ALTERNATIVE 3



Alternative 3 Themes Summary

Land Use and Zoning	Greater mix of industrial and compatible non-industrial uses in the transition areas and a shift from heavy industrial use to light industrial uses.
Economic Focus	Prioritizes uses directly related to Port activities.
Restoration	More proactive restoration
Sea Level Rise	Emphasizes accommodation and managed retreat strategies
Public Access and Recreation	Proactive investments in shoreline access in transition areas and public access system



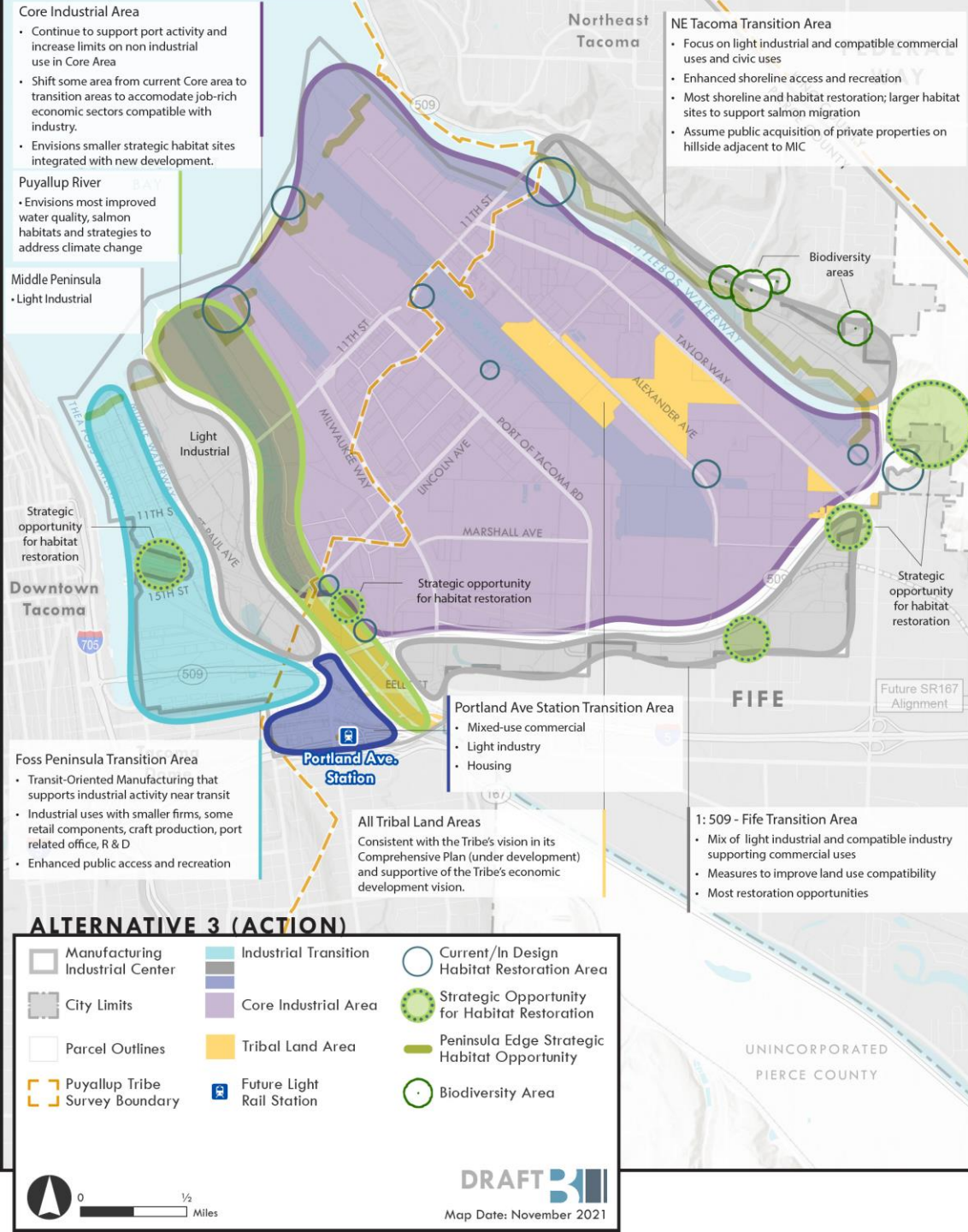
Alternative 3

- **Land Use and Zoning:** Transition areas allow greater mix of industrial and compatible non-industrial uses on periphery, and greater shift from heavy industrial use to light industrial uses.
- **Economic Focus:** Prioritizes container shipping facilities and support facilities, with potential land supply reductions from sea level rise and restoration activities.



Alternative 3

- **Restoration:** Focus shifts from coordinated mitigation efforts to more proactive restoration, including soft shore armoring and buffer enhancements in coordination with sea level rise adaptation efforts.
- **Sea Level Rise:** This scenario emphasizes accommodation and managed retreat.
- **Public Access and Recreation:** More allowance for uses that attract visitation and encourage shoreline use within transition areas; Proactive investment in public access system; Complete system build-out.



Alternative 3

- **Core Area:** Prioritizes container shipping facilities and supportive industrial ecosystem, limits other use types.
- **NE Tacoma:** Remains light industrial with greater restoration and public recreation focus; allows civic, cultural, maritime uses.
- **I-509 to Fife:** Shifts from heavy industrial to light industrial with greater consistency with City of Fife standards.



Alternative 3

- **Portland Ave Station Area:** Shifts to a more traditional Transit Oriented Development model allowing mixed-use residential/commercial with some compatible industrial use.
- **Foss Peninsula:** Remains Transit Oriented Manufacturing with allowance for workforce housing, work/live.
- **Middle Peninsula:** Shifts to a light industrial area with focus on expanding warehousing.
- **Puyallup River:** Expanded restoration efforts with setbacks and increased flood storage capacity.

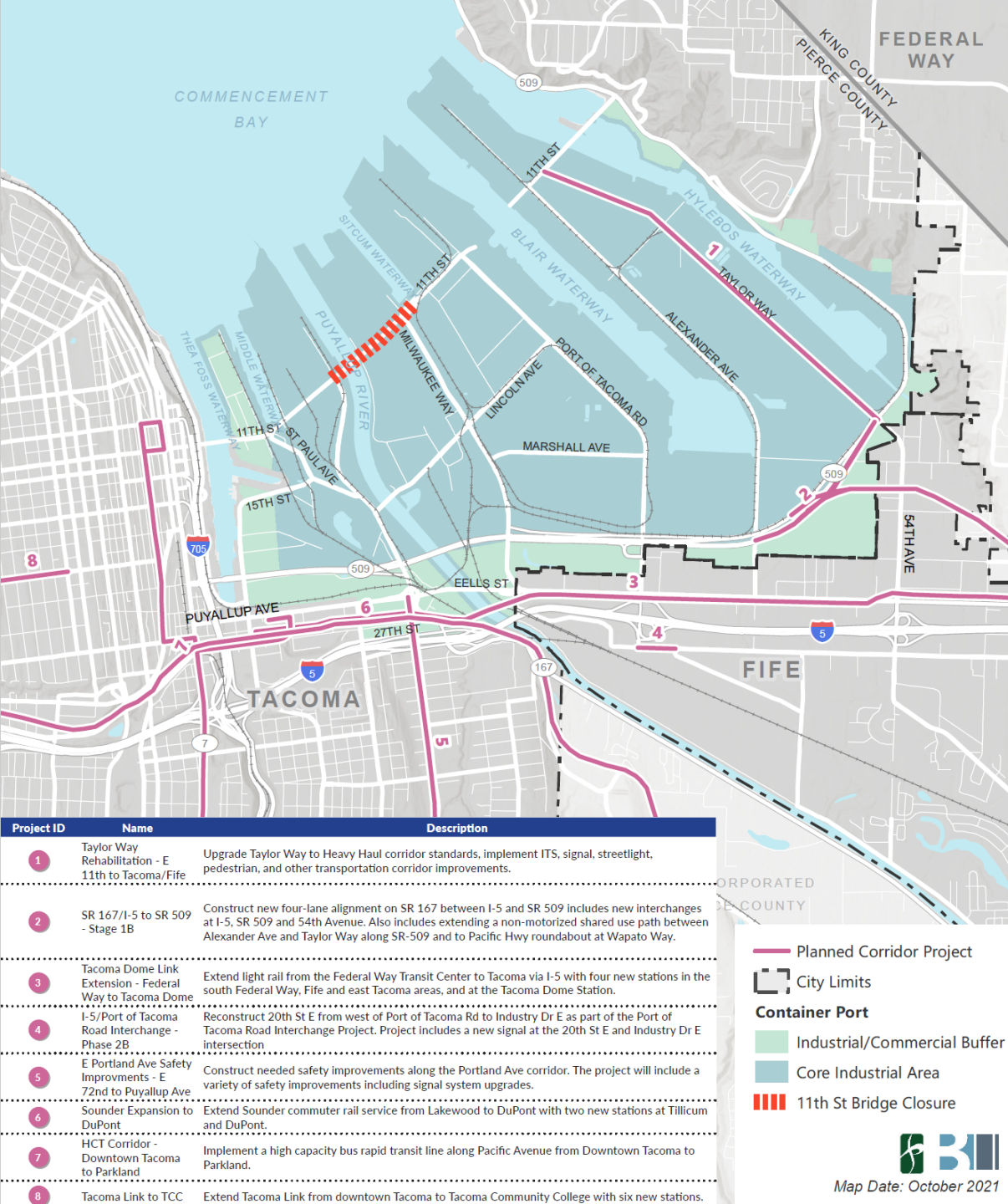


Clarifying questions?

Transportation and Sea Level Rise

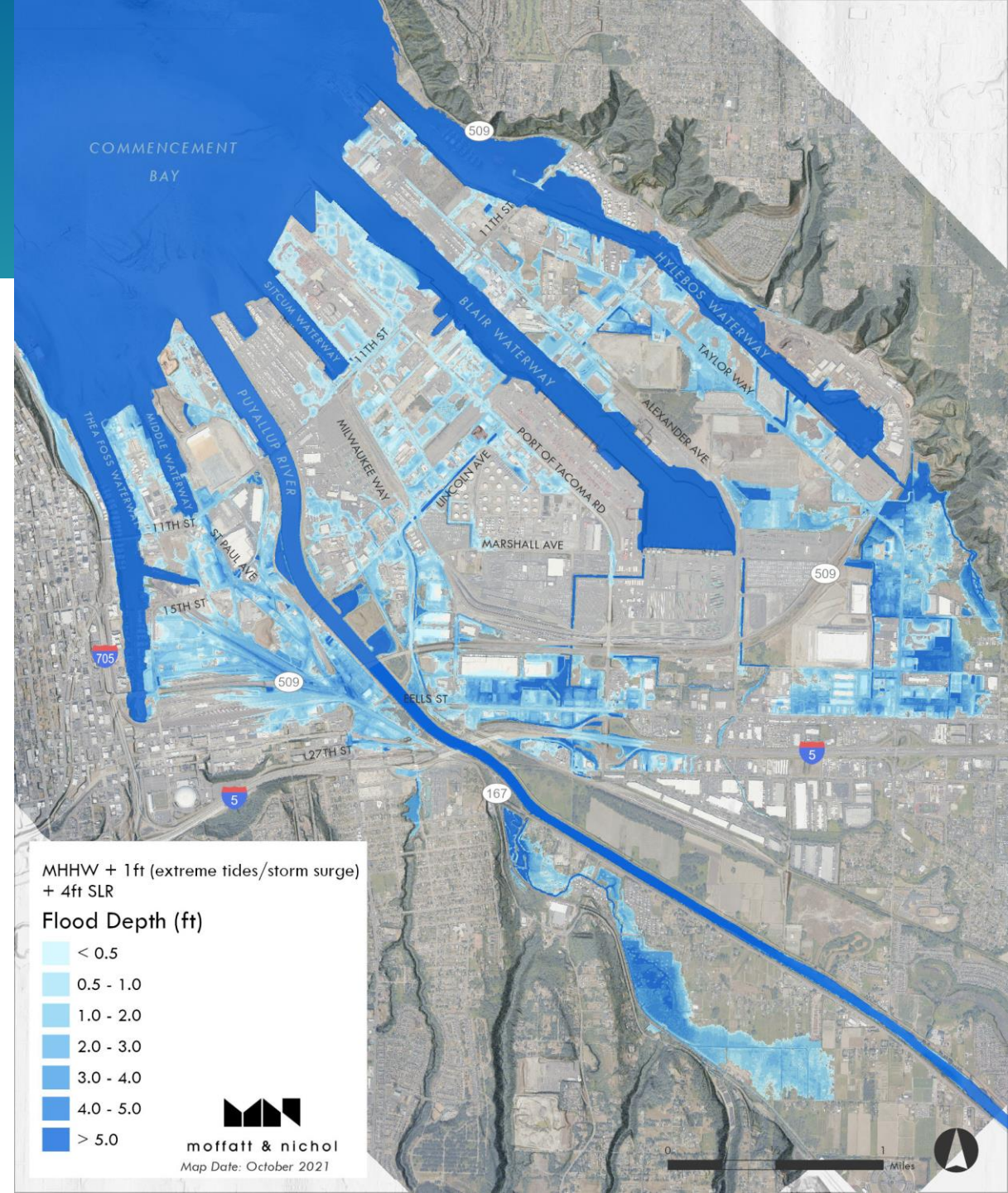
Transportation

- **Future Transportation System:** The future transportation network will be based on planned funded projects.
- The network will be the same across alternatives for an apples-to-apples comparison.



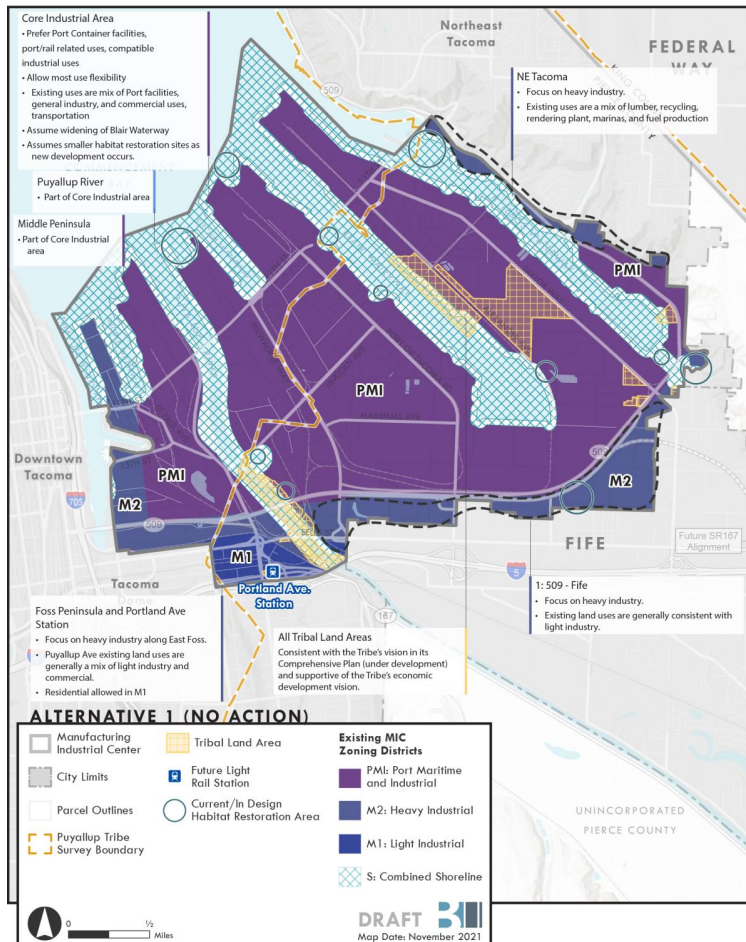
Sea Level Rise

- Alternatives will test a range of climate adaptation strategies.
- Under Alternative 1 Sea level rise is addressed on a **site- or project-specific** basis.
- Alternative 2 will use **protective and accomodative** sea level rise adaptation measures to preserve industrial lands and protect essential public facilities.
- Alternative 3 will emphasize **accommodation and managed retreat**.

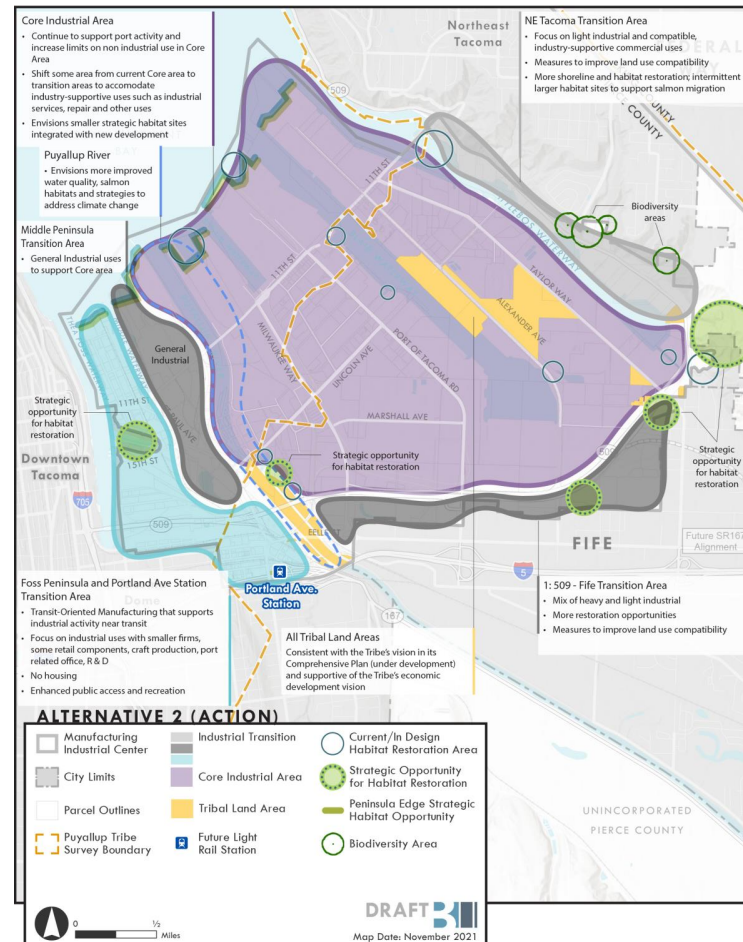


3 Alternatives

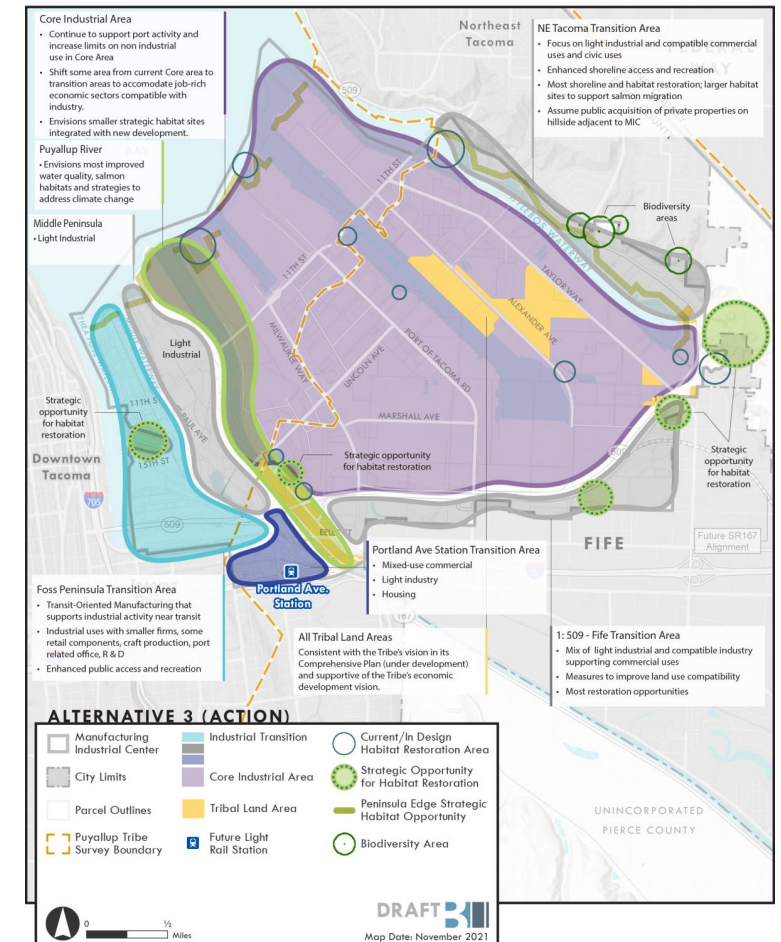
ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3



Discussion

Discussion

- Initial impressions or feedback?
- Do these alternatives capture a reasonable range of possibilities to be studied in the Draft EIS to inform the Subarea Plan? Would you make any adjustments?

Next Steps

- Steering Committee Meeting on February 10th to make a **recommendation** on the alternatives
- Initiate DEIS scoping phase which includes the Planning Commission and City Council review of alternatives
- There will be opportunities for governmental bodies to provide additional comments.
- More details will be available as part of the next information packet